

## **Appendix E – Scoping Comments**

The following table contains all of the comments received during the public scoping period for the Dallas to Houston High-Speed Rail project. It is sorted by category. If an individual expressed a single statement, it was accounted for in one category. For example, if an individual noted concerns for his/her property value, this is included under economic impact/property value.

Many individuals commented on multiple topics. In these instances, their statements are included in multiple categories. For example, if an individual requested additional information regarding noise and vibration impacts, as well as expressed concern about future access to their property, these comments are included under noise/vibration and access, respectively. This approach allowed FRA to properly account for the number and type of comments received from all individuals.

In addition to categorizing the comments, FRA attempted to document the number of individuals who made the same or similar comments to show the magnitude of concern about specific issues.

A small number of the comments received were categorized as “not germane to the NEPA process.” This category includes comments expressing general support or opposition without a specific reason, and thus, these comments are not included in this summary.

| Date       | Contact Name              | Request/Comment   | Comment Topic |
|------------|---------------------------|---|---------------|
| 1/9/2015   | Allyson Faist             | Placing the train on 34th street directly cuts off Garden Oaks Section One from the fire station and ambulance service on the other side of the tracks.   | Access        |
| 1/8/2015   | Amy Ackley                | Another concern we have is this railway cutting people's property in 1/2 (ours included) leaving us with no access to the other side. Will y'all provide an easement or crossing to get to the rest of our property?  | Access        |
| 1/8/2015   | Andrew & Kimberly Grimmer | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Access        |
| 1/9/2015   | Andy Isbell               | Additionally, emergency services would have to drive as much as 15 miles of county dirt roads to reach my loved ones if there was an emergency. My loved ones would have to drive as much as 15 miles of county dirt roads to get to a blacktop road that would provide access to a grocery store or other such necessary services.   | Access        |
| 1/6/2015   | Anne Vegsund              | The High Speed Train will block off major streets leading to 290. As a result, this will affect many neighborhood's safety. We will not have access to fire and paramedic services. We will then be 30 to 45 minutes away from a major hospital. This will greatly affect emergency routes and new fire stations will need to be built.   | Access        |
| 1/9/2015   | Anthony J. Romano         | HSR requires dedicated track in existing corridors for 200 mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.   | Access        |
| 12/1/2014  | Barbara Miles             | The closing of county roads is inevitable and will have a negative impact on property values and on routes traveled by school buses, mail carriers, ambulances, etc. There is no benefit (sic) or economically (certainly not agriculturally) to Leon County.   | Access        |
| 1/3/2015   | Beth Beene                | The way I understand it, there will be only one stop between Houston and Dallas. Also, in the smaller towns and counties all roads and highways may not have overpasses and some will be cut off in the middle with no access to the other side. If these comments are true then the high speed rail will be detrimental to small towns and their citizens and only good for the big cities.  | Access        |
| 1/6/2015   | Bob Beakley               | It will destroy the countryside, making it impossible for farmers to pass from one side to the other with their equipment. It will cut fields in two, one on either side of the railway, making it impractical to get from one side to the other.   | Access        |
| 1/8/2015   | Bob McDaniel              | 6. Many of the bedroom and farming and ranch communities will be isolated and have highly restricted access to emergency services. Some property owners will not even be able to get to their isolated land. I am talking about acreage for the use of cattle and farming which will no longer be available.  | Access        |
| 12/19/2014 | C.D. Lawry                | County roads will be blocked off causing undue delays for fire & emergency medical help.  | Access        |
| 1/8/2015   | Carol and Scott Isbell    | Why should they be able to erect a wall in Texas similar to the Berlin Wall? This rail track will divide many landowners properties leaving one of the other section impassable.  | Access        |
| 12/1/2014  | Carol Strain Burk         | How does it work on all the grades that it will have to cross over for access? At a point in time they cut off trans -- going underneath a rail, so that would not allow people -- they would have to go down further. And another item that they were going to do, it would affect the ability for people to get around in their area.   | Access        |
| 12/29/2014 | Carol Strain-Burk         | Impede others means of transportation by restricting access on all roads rail crosses. 7) Terminals must be as complete an intermodal as possible for other access or have created more congestion.   | Access        |
|            | Chad Prior                | Would like to know if project will include over/under passes on all paved roads whether they are county or TXDOT maintained?<br>Will there be animal and human corridors built every so many feet for passing under the HSR to access the other side (Would be needed for wildlife, cattle, humans to access their property, emergency services, fires, etc.)<br>Future roads and access either under or over the HSR? How will this be addressed?  | Access        |
| 1/7/2015   | Christa Burk              | Will the railway provide crossovers at County (dirt) roads? Assuming that there will be a crossover at major roads, we will now be congesting these roads (State Highways 90 and 30, specifically) on a daily basis during the summer with slow moving equipment. This will have a tremendous impact on our community. Will the County or State be responsible for road improvements due to increased slow moving vehicles? Are Dallas and Houston residents more important than rural residents, that we are to give up our property in order to improve their commute times while we then decrease our own? Grimes County is mostly rural land, but we have many County Roads that will be impacted by this proposed railway. Will there be crossovers at County Roads? How will this impact emergency response times for our residents? Will tax dollars be used to redesign response routes since we can no longer get from one side of the county to the other in a timely manner? Every minute counts when someone is having a heart attack or stroke, or when a fire starts. In the event of an emergency with regard specifically to my family, time between my brother's home and my parent's home will increase from approximately 2 minutes to 10, ASSUMING there will be a crossover at the nearest major road (Highway 30). My parents are senior citizens. My brother has Type I diabetes. We do not have next door neighbors out here, they are acres away, and the nearest neighbors to my brother will likewise be on the east side of the railway with no easy way to cross. We never dreamed that we would not be able to get from one side of our property to the other. Fortunately, I think, my family property will not be landlocked. But, what about those who are? Texas law requires that all property owners have access to their property. Providing this railway with a right of way will likely cause some property owners to be landlocked; therefore, forcing other landowners to provide additional rights of way to their neighbors. Will these right of ways be reimbursed by the railway? Or will the Counties be tasked with creating new roads to provide access? Again, increasing our tax burdens. | Access        |
| 12/3/2014  | Christine Workman         | It is going to cut through neighborhoods. They are not going to elevate it over specific neighborhoods. They can't go up and down. They can't make wide curves. They can't go up and down. That would be a roller coaster. This rail will significantly reduce property values, will, in turn, then reduce tax revenues, including those needed for EMS services and schools. You will not be able to cross this fence track. TCR has not said where it's going to be elevated or where it's going to at-grade. So we don't even know that information. There is really no telling how this will impact the environment because this has never been before in the United States. In reality, this rail will not run just in easements. There will be dedicated closed right of way 80 to 100 feet wide solely for the use of this train alone. Jamie also mentioned that TCR and affiliates own this rail. Let me clarify for you. TCR does not own, operate, nor will they maintain this rail. They state very clearly on their website. That means that these affiliates are the ones that are going to be maintaining this rail. This rail is being financed by said international investors and owners that Texas Central Rail has declined to name. Please remember that there is the no-build alternative, and I encourage you to select that alternative as the best decision for the people and the environment of Texas; and I would encourage all of you to contact the people of your community to let them know about this. And I would also encourage you to collect -- to contact your local and state officials and let them know why you oppose high-speed rail through Texas.  | Access        |
| 1/6/2015   | Cindy Falschlehner        | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Access        |
| 12/1/2014  | Cozetta Taylor            | We have -- I have a gas well on my property that had to be fracked. That was taken care of. They are all down in the road. Then we have -- when we moved up here, there wasn't even a -- Lake Limestone wasn't here. That's great for recreation, but -- how much recreation can you have, and are we even going to be able to get there from here? Then we have all these other things.  | Access        |
| 12/2/2014  | Craig Smith               | Utility alternative is a bad idea. Route shows to go approx. up Hegar Rd by Houston Oaks and in front of elementary school - makes no sense related to bus traffic and safety. Seems to cut Houston Oaks property in half as they have property on both sides of Hegar. Route cuts thru an area with Heavy Post Oak forest.   | Access        |
| 12/4/2014  | Darrell Bushman           | And then the second thing is, how are you going to compensate landowners whose land is split if you're not going to provide an underpass or an overpass and his other side is landlocked, not even a public road. He's lost that land. You know, you should provide him with enough money to put barns, fence, cattle locks, buy extra equipment for the other side of the railroad and then give him enough money to pay for his additional travel costs if he's got to drive 20 miles to get to -- look what he can see across the fence, you know?   | Access        |
| 1/6/2015   | David and Linda Cato      | In general, personal real estate property would be divided, and in many cases rendered useless as access would be limited or nonexistent.   | Access        |
| 12/2/2014  | David Quinn               | If this God-forbid railroad goes through this county, it will divide it in two. You might as well have a Waller A and Waller B Counties.  | Access        |

| Date       | Contact Name                                | Request/Comment   | Comment Topic |
|------------|---|---|---------------|
| 1/7/2015   | David Tullos                                | The Proposed High Speed Rail Would Have Huge Negative Impacts on Grimes County and Other Counties Along the Proposed Routes<br>Contrasted to the hypothetical benefit of providing urban business travelers another travel option, the detriments to the remaining citizens are enormous, both in and out of Grimes County, Texas. The railway as proposed will destroy the homes, farms, ranches and businesses of tens of thousands of people in nine or ten counties, depending upon the route. It will destroy wildlife habitat and spoil vast reaches of rural landscape. It will upset local travel in neighboring communities, and impede the provision of emergency services. In the case of Grimes County, it will literally divide the county into two sections, with restricted access between the two halves.<br>The FRA tries to minimize the impact upon local citizens by telling us that they only need an 80 foot corridor to build the railroad. Texas Central Railway even offers as a benefit that it will only need "surface access," so lucky condemnees will actually get to keep their land. But according to the FRA, the railroad ROW will be a completely "closed system" isolated by a security fencing. So the "landowner" will be prohibited from entering upon his land or making any use of it whatsoever. The land will effectively belong to the railroad; the landowner will retain the obligation of paying property taxes on land that he or she cannot use or sell. | Access        |
| 12/1/2014  | Dean Stanford                               | I had a couple of questions about county roads and how the -- what effect on our county roads but I know that y'all are going to have 240 miles of road and they said -- I believe somebody told me a hundred 40 of it would be on the ground; is that correct? So most likely the ground routes would be in the rural areas, correct? So y'all will put it in writing that you will not cut any county roads? Uh-huh.<br>What about the ranches that you will subdivide and are going to be landlocked on the other side when you build this fence and land on the ground? Obviously that y'all are going to be partial to your investors. I mean, you know if it's going to be cheaper to put on the ground, it's -- that's going to be your most likely way of doing business if it's going to, you know. So if you split up a thousand acres right through the middle -- and I know there's properties. I've seen some of them on these maps. You're going to -- and that property's landlocked on the backside, you're going to make them a route or are you going to -- are you going to buy the 500 acres that -- Did you know the Burlington Northern route you're talking about, it's between 90 and 240 feet right now?   | Access        |
| 1/7/2015   | Desi D. Burns Porter                        | Just as we were to begin designing our new farmhouse, we learned of the new primary proposed route for the Texas Central Rail. The only thing between million dollar homes and the existing railroad is our property and Lake Creek. Even if it shifts a little this way or that way, we will either lose access to our property or the train will go directly through our farm. So many are worried about property value, which is a major concern...but we are worried about losing our farm for which we have worked so hard. This isn't just some of our hundreds of acres or a weekend place or somewhere in the back forty we never see. If the railroad goes through where it is currently slated (as seen in the attached image), we will lose complete access to our property. If it moves over just a bit to the west, it will go directly through the middle of our property.  | Access        |
| 12/3/2014  | Dorothy Yeats                               | Buses. Road Access. Turlington Elementary School. Roberts Road School.  | Access        |
| 12/3/2014  | Douglas Miller                              | With a power line, landowners can still use the easement. With rail, landowners are blocked out and often surface is rendered unusable with no egress or ingress for people or animals alike. High speed rail cannot afford to elevate the trains and the entire distance of Grimes County, residents will have access problems on every piece of property.   | Access        |
| 1/9/2015   | Elected Official - Ben Leman                | WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the rail at grade cutting off private roads and county roads, thereby affecting travel within and through Grimes County, Texas and, potentially, lengthening response times of emergency responders thereby jeopardizing the health and safety of the people of Grimes County. The commissioners Court of Grimes County, Texas is also concerned about the rail at grade cutting off landowners from portions of their properties and the effects on the local migration patterns of the wildlife needed for survival in our frequent drought conditions;   | Access        |
| 10/27/2014 | Elvert Seiber                               | There is serious concern that some of our lesser travelled county roads will be closed or re-routed to accommodate new track route. For the persons involved, this could pose serious problems in cases of emergency.   | Access        |
| 12/2/2014  | Frank Comly                                 | The utility option cuts through north and south right through Saddle Creek Forest. And, as Terry mentioned, it's adjacent to a couple of our recreational areas and parks and across a lake. The equestrian trail also goes around the perimeter of Saddle Creek Forest. That will be cut off, and we'll no longer have use of that.  | Access        |
| 1/8/2015   | Geraldine Cox                               | Your recent presentation in Jewett was intentionally vague and/or misleading regarding the county roads and FM roads that would have to be permanently closed for either alternative. The noise, road closings, and property divisions caused by this option would cause significant harm, which could at least be minimized by following an existing transportation corridor like the BN railroad or IH 45.  | Access        |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte         | Exactly which roads does TCR intend to block completely? (b) where precisely will the HSR be built at an elevated level?. (c) If TCR intends to route local/ranch traffic through culverts – what techniques will be used to ensure they are kept passable in storms and do not flood. (d) What type of funds will TCR make available for the ongoing upkeep of bridges/culverts introduced by TCR HSR? (e) Does TCR intend to fund and build hospitals/clinics/fire stations to be in locations accessible to people who are being cut off from existing emergency services by ground-level HSR?   | Access        |
| 1/5/2015   | Gillian B Cawte                             | We can expect ranchers could add 20+ miles to each trip to their "cut off" portions of their property<br>Environmental impact studies are supposed to include land use as well as conservation. What happens to patios of ranches cut off from main farm buildings? What happens to community amenities (like in Saddle Creek Forest's community center and park and swimming pool?) And blocking roads that cut people off from emergency services and supply lines?   | Access        |
| 1/6/2015   | Gina Johnson                                | If HSR is routed on grade along these preferred routes, it would cut off major arterial streets feeding into freeway systems both in and out of our community. This would severely impede emergency routes, bus routes and vehicular traffic connectivity. We need to know what the full environmental impact this project will have on our neighborhood before the project route is determined.  | Access        |
| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | Please address how the natural and human elements listed below will be impacted by the construction and operation of a HSR system. The utility corridor does bisect our land (as well as others land.) ) makes almost 75 acres of our prime land virtually inaccessible   | Access        |
| 10/29/2014 | Greg Martin                                 | As a landowner in Limestone/Freestone counties, I have concerns in regards to continued access to property. If line aligns with HVT Lines currently in place, access to property is no longer available. Would alternate access be created?   | Access        |
| 12/23/2014 | Howard Robinson                             | No account has been taken on the economic and social aspects should this rail line be constructed across farm and ranch lands. Farms, which in some case have been in the same family ownership for generations, will be divided by the rail line with farmers and ranchers being unable to have free and unfettered access to their land. Huge areas of farm land could become landlocked, with the owners unable to use the land, thus creating an economic disaster not only for the property owners concerned, but for their employees and the general public resulting from the rise in food prices caused by decreased production. It has been seen in recent years, that it is essential for fire departments to have complete access to land in order to fight wild fires that are threatening lives and properties. With the rail track being fully fenced, this ability to have unlimited access to land in the case of a wild fire will be severely restricted. Another important factor is that escape routes for residents will also be curtailed by the rail track which could well result in loss of life.   | Access        |
| 12/26/2014 | J.R. Roberts                                | There are going to be many property lines cut by at-grade track and landowners will not be able to access their own property. The statement by FRA that under track culverts for these landowners does not make sense as they will not be able to move large farm equipment through these culverts. Infrastructure in our county will be destroyed as fire and EMS services will either have to make long detours or will be cut off entirely from areas of the county. There are a number of persons who will not even be able to get out of their own property onto public roadways on certain sections of the proposed routes.   | Access        |
| 12/1/2014  | Jack Kelley                                 | It would cause people to travel longer distances since the roads would be blocked or re-routed. Because of all the above reasons, I object to the building of this rail system in Leon County. I see no positive benefit at all.  | Access        |
| 1/8/2015   | Jack van Zeelst                             | ...literally divide and barricade neighborhoods that have worked so hard to become inclusive, safe and cohesive.  | Access        |

| Date       | Contact Name            | Request/Comment   | Comment Topic |
|------------|-------------------------|---|---------------|
| 10/22/2014 | Jackie King             | My family has 125 acres of land with water and live stock. Concern includes ingress/egress for livestock and transportation such as trucks and tractors and trailers. If rail on the ground, tunnels with sure footing and no flooding for animals in necessary. If lands are destroyed by your construction, they need to be rebuilt. How does a rail line through a farm affect the overall value of the land not excluded in the easement? Will a car on the line potentially be used to transport prisoners? What powers the rail line? How far out from all dimensions of the rail line will the effects of electro magnetic field extend?   | Access        |
| 10/28/2014 | James C Lanier III      | 3. This project will virtually cut a major part of Texas into two pieces because the east west traffic will be forced to travel to those crossing where the traffic will be able to cross the railway tracks. This railway will not be like current rail crossings because of the potential loss of life and property damage if a high speed trains collides with vehicle traffic.  | Access        |
| 1/8/2015   | Jan Garver              | Going through rural property and cutting off one piece of an owners' land is almost beyond belief to me. I went to one of the presentations, and the speaker did not appear to be that bothered by it, even when one of the landowners said it would be very detrimental to his pocketbook.   | Access        |
| 1/5/2015   | Jane Ann Durbin         | The noise pollution, the disruption of wildlife habitats, the land lock that may happen especially to those with smaller acreage, and the reduction of property values will be devastating.   | Access        |
| 10/23/2014 | Janet and William Jones | All county dirt roads will they have ingress and regress (ability to move in and out) or will there be some shut?   | Access        |
| 11/3/2014  | Janet Jones             | I live in Leon County off of County Road 417. My #1 Question, is this rail tall enough for us to travel with equipment in and out of our road to FM39 like we do now? If it is not then what are your plans for this obstruction to our daily lives?  | Access        |
| 12/1/2014  | Janet Jones             | I heard you say that you were going to take everything in consideration that the county commissioner talked about on our roads, our county roads which are -- we will be cut off once you do put that train in if we do not have access to get out. You said you'll look at and you'll do this and that, but the key word was you then mentioned that you will talk with each county commissioner and see what their impact is. What looks good on your side does not work for us. The school districts have boundaries. If you send us 10 miles one way because you've created a new road to go to the opposite way, that's not going to work for our school districts; but it looked good on paper. So my -- my -- what I'm asking you to do is also add your county commissioners along with your study to put in their input because they know their county more than you do. And that way -- because you're going to have to somehow get us out of where we live because now we're going to be landlocked and there's no other way out because these roads dead-end. And I purchased the land where I'd only have 1 mile going down a dirt road and now, unfortunately, I'll now have to go 5, maybe 10 miles down that dirt road to get out. Not what I want to do. And it does lose the evaluation of the property and where it's located and, folks, let me tell you, this is my three minutes.   | Access        |
| 12/1/2014  | Janet Jones             | My Number 1 question to the federal department and to the state is, are county roads -- we -- if the train track does follow the -- the bullet train follows the train track, will we have access to get out like we normally do? Or if you cannot build an overpass or an underpass for these small county dirt roads, are you going to build a -- and purchase more land to make it to the major state roads where we can travel on? And we also need to work with our commissioners and we need to keep in interest our school districts because most of these roads do dead-end. There is no other way to get out. So we need to make sure and negotiate those right-of-ways, and that is my Number 1 question because we're going to be landlocked if not.   | Access        |
| 12/2/2014  | Janet Jones             | I'm going to direct my statements towards the public. Eminent domain is the Number 1 deal. I live in Leon County. I have property that will be -- that is next to the train tracks. About four and a half acres I've already calculated is what they're going take if they DO stay close to the train tracks. I don't have a choice in it if they pick us. Then my road -- my county road once you go over, it dead-ends. I cannot -- no longer use this crossing that takes 1 mile to get to my house. Now, my county officials out here know how much it costs to build a county road. Now, these train people are going to have to build us a whole new county road and the thing that they got to figure out and they have a say to, which way are they going to put us. We've got to go to a state road to the left, a state road to the right. Where do the school districts break up? We all know how these school districts are cut up here. Our wildlife travel. Our wildlife -- we all know there's lots of deer, natural panthers, bobcat, whatever. They have traveled. How are they going to get from one side to the other? How are you going to get if they do use the utility lane? How are you going to get to the one side or the other? There is no crossings. They have to make provisions. Do not think that they're just going to do it out of the goodness of their heart. You've got to stand up and you've got to voice your opinion and you've got to let them know what your needs are.                | Access        |
| 1/9/2015   | Jason Tan               | I strongly support the HSR to Houston. I believe it would reduce traffic and improve property values by improving access to the area. I believe that with new technology the trains can be made to be unobtrusive and quiet.  | Access        |
| 1/9/2015   | Jaunda Payne            | Will this fence (or the train for that matter) change current roadways and paths to/from or near my home?<br>HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.   | Access        |
| 1/8/2015   | Jeff Magee              | Further changes can negatively impact residents on property value, vehicle access due to increased flooding, and inability to maintain indigenous plants and animals.   | Access        |
| 1/8/2015   | Jeff Magee              | ... and inability to maintain indigenous plants and animals.  | Access        |
| 1/8/2015   | Jennifer Smith          | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Access        |
| 12/1/2014  | Jerry Robinson          | We don't have any formal notification of this and once again, as being a property owner, am I going to be able to get to my barn on the other side of the tracks that has my tractor in it and my other equipment over there? Do I go 6 miles? Do I go 10 miles? And if you remember a few years back, we went through the same thing with the bullet train from Houston to Dallas and to Fort Worth to San Antonio, to Austin back to Houston and where the -- going to Mexico. This is the same thing just lowered down, keyed down a little bit; but they don't care about you in the middle. They want their pockets big, and that's all I have to say.   | Access        |
| 12/4/2014  | Jerry Wagon             | First, all existing county roads must be kept open without being unduly relocated.  | Access        |
| 1/9/2015   | Jim Boswell             | The issue of bisected private lands is another "slight of hand" by the HSR propagandists. Landowners who have their property crossed by the HSR will most likely loose access to their property as it will be land-locked by the HSR.   | Access        |
| 12/4/2014  | Joan Teer               | The projected path through Grimes County will go out Farm-to-Market roads and county road access.   | Access        |
| 12/3/2014  | Joe Franco              | If you bisect farm/ranch land, how does the farmer/rancher tend the land on the side you have cut off?  | Access        |
| 11/13/2014 | John Huffman            | In addition to the impacts to the homes and community resources, the rail is likely to eliminate or severely restrict access to lands currently available to my family and children. This affect is not only to properties on the east side of the rail (opposite our home) but others to the west that have been traditional hunting and agricultural lands my family uses and have been a part of our heritage for over 100 years. Regardless of the route I would be concerned about the railways affect on wildlife movement and health. A sealed rail that provides no exchange of wildlife from the east to west could have a negative impact on the genetics and health of deer, coyotes, rabbits, fox and other wildlife. At our property near Donie we routinely see an exchange of whitetail buck and does, fox and coyotes across the current BNSF rail ROW. Deer populations have been slowly rebounding in the area and this exchange is vital to their continued health and productivity. I would not want to see an artificial division of wildlife populations caused by the rail some regular wildlife crossings should be incorporated into the design regardless of the route selected. In rural areas of Freestone, Limestone, and Leon Counties the crossing should be spaced at least every mile. These crossings should also accommodate agricultural species and implements (tractors and other farm equipment) as well. There are numerous agricultural lands that will be bisected by this sealed rail. | Access        |

| Date       | Contact Name                | Request/Comment   | Comment Topic |
|------------|-----------------------------|---|---------------|
| 11/14/2014 | Joyce Floyd                 | Please consider all the negative effects a high speed rail line will have on the rural areas from Houston to Dallas. Please consider the fact that this railway will cut many properties and/or entire counties in half thereby slowing emergency services and school routes.   | Access        |
| 1/9/2015   | Katherine Wyrick            | Right of way access, i.e., possible rerouting/reducing entrances and exits into and out of the neighborhoods thereby causing additional traffic congestion.   | Access        |
| 11/12/2014 | Kathleen Armstrong          | My father-in-law owns land in Navarro County that is on both sides of the BNSF railroad in Navarro County. The only access to approximately 13 acres is over the tracks. The property id is 57395. His wife own the property next to this piece also. So the combined properties are approx. 40 acres. If the train takes this route then they would request to keep access under or over the tracks to get to the 13 acres.  | Access        |
| 1/8/2015   | Kathleen Nasir              | Our neighborhood, Garden Oaks, as well as surrounding ones are greatly opposed to the proposed HSR through our homes and our daily lives. We do not want the extra noise, vibration, pollution, and problems in movement from place to place.<br>We are concerned with problems that have not been addressed and the fact that we are just now hearing about this project. Why has it been kept so quiet and so difficult to find out information?  | Access        |
| 12/1/2014  | Kenneth C Kern & Assoc Inc. | I am the owner of 495 acres near Robbins (Hwy 7 & 39 intersection). I have owned the property since 1967 & operates as a cattle operation & hunting retreat with numerous structures. Two major oil pipelines (enterprise) and an electrical transmission line bisects the property. The possible rail line could divide my property thus restricting my ability to cross my property. Our land is used by my clients, church gatherings, and family. I am opposed to rail line within 3 miles of my property.  | Access        |
| 11/10/2014 | Kenneth C Kerns             | I am a land owner in Leon Co. (approximately 490 acres). The proposed utility route will divide my property, almost in half. I already have the power line and Seaway pipeline on my property and don't want another intrusion. If the proposed rail is not crossable, how will I reach approximately 150 acres of my land. Does HSR plan on buying my land, which would be valued at about \$3000-\$3500/acre? Why were absent land owners not notified about this project? Owner records are readily available! I am against this project as it presently stands.   | Access        |
| 1/1/2015   | Kevin Warzon                | A linear transport system corridor is likely to have a significant impact on: Emergency services response time, native vegetation, the conservation status of endangered or vulnerable or protected species, existing infrastructure that will not be able to handle increased use, broad and significant impacts on route pass troughs.  | Access        |
| 12/1/2014  | Kyle Workman                | 2. Property/ROW<br>e. Will access be granted across ROW? Elevated?<br>g. How will County Roads be affected?   | Access        |
| 12/2/2014  | Kyle Workman                | Also, on the grade separations, we've got a lot of county roads around here and we need to understand, are you going to cut off county roads? Are you going to cut off people's properties? Those front properties that are cut off like, say, 7030, how do they get there? Are you going to tell them to travel 10 miles to go around? You know, those are the kind of questions that need to be answered.   | Access        |
| 1/7/2015   | Laura Havel                 | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Access        |
| 1/6/2015   | Laurie and Kevin Clothier   | We have to cross the railroad tracks now at least 4 times a day (minimum) just getting to work and home and then back out one more time. We do not want is a fast train going down the track 2 times per hour for 18 hours a day. There are much better ways to plan this and we seriously hope you consider other options and who would be effected by the possible endeavor of Texas Central Railway.   | Access        |
| 1/8/2015   | Laurie Hazard               | If the HSR routes a dedicated track at grade level through our neighborhood at 200 mph speeds they would cut off major arteries feeding into already congested traffic arteries to 290, I-10 & 610. This would impede emergency evacuation routes, emergency vehicles, bus routes, bike riders, & vehicular traffic.  | Access        |
| 1/3/2015   | Leanne Floyd                | A linear transport system corridor is likely to have a significant impact on: Emergency services response time,   | Access        |
| 11/11/2014 | Lisa Hughes-Robinson        | restrict the right of access to bisected properties.  | Access        |
| 12/1/2014  | Lisa Sullivan               | In addition to that, my sister-in-law lives on one side of me, and my other sister-in-law lives on the other side. Father-in-law lives a few miles away. All of us are impacted, so back to the transportation. How am I going to visit my in-laws? Depending upon if they decide to move it one way east or west of my home, okay, is it going to take me thirty miles to go visit my sister-in-law that's a fourth of a mile away? How are we going to manage? How am I going to get my children to school? There's no guarantee that every roadway, these farm-to-market roads, will have the ability of a crossing. I mean, high speed rail, it's closed, you know. Are we looking at the major highways, like Highway 34? So in closing, I just want to state this is all personal. It's very emotional for me.  | Access        |
| 12/2/2014  | Londa Sessions              | Getting to school might become difficult too, as a result of the rail lines, if it blocks off access to roads in the area.<br>So, PLEASE find another alternate route to run the high-speed rail from Houston to Dallas. Thanks!  | Access        |
| 1/5/2015   | Lynn Betts                  | I am definitely AGAINST using the utility easement route as proposed. An existing RR easement prevents the land from being used for anything other than the easement purpose. It is a surface easement and utilizes the actual land surface. A utility easement is effectively either underground, for pipelines, or overhead, for powerlines. As your map shows, these easements are primarily straight, and cut across farm and timberland on the most direct route. But, as these are basically overhead or underground easements, this doesn't impede the landowner from using the surface of the property for farming and ranching, and the landowner can freely travel to all parts of their land. Many times, this farmland is bisected by these easements.<br>If high speed rail were to be built along the utility easement, this would limit or even prohibit the landowner from using his property. The width of these easements needs to be considered and clearance from the existing pipeline or high power lines must be maintained, probably necessitating widening of the easement, therefore, reducing the landowner's ability to use his property even further. Also, many small county roads traverse this region, and a high speed rail line would cut many people off. It is economically unfeasible to build overpasses for all of these roads. The wildlife in this area must also be considered. | Access        |
| 12/16/2014 | Marlon Sanchez              | The rail will cut off access to other parts of the city or neighborhoods.   | Access        |
| 12/15.2014 | Marty                       | Imagine two partitions dividing the county into three sectors (like the Berlin Wall) separating Ellis County through farms, property, communities, school districts, etc., dividing people and land with limited crossings. They're using Eminent Domain laws that could render numerous farms inoperable thus lowering their property value, including lost farm production that will ripple through the Ellis County economy. We were told the rail crossing heights over roads will conform to the TxDOT standards of 18 feet. Yet they could not guarantee that all roads will receive an overpass. Large farm equipment that is over 18 feet will have a problem. Then there are the Emergency services, police, fire, and ambulance timely accessibility.   | Access        |
| 12/22/2014 | Marty Hiles                 | Road and Land Accessibility;<br>Fact: 1. The promoters of this HSR when asked about the percentage of roads that would be permitted to have an over pass for traffic and one representative stated only two and other representatives explained that they could not guarantee that all county roads would have an over pass, because only so many miles are allocated in their budget and plan to be elevated between Dallas and Houston.<br>Impact: a. Property values could decrease which will hurt community's tax base. (see Economic Development Impact) b. Emergency Services driving time especially to medical facilities, fire and police departments.<br>c. 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.<br>d. Forcing families and communities to drive long distance to the next underpass to see family or friends or neighbors that were once accessible in minutes.<br>d. That all roads that do require an over pass will be TEXDOT standard of 18 Feet in height. Farmers have million dollar farm equipment that is higher than 18ft. They may not have access to maintain their farms.  | Access        |

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| 1/13/2015  | Mary Anne Piacentini                        | Land fragmentation – Many of the properties on the Katy Prairie and in the rural counties where the bullet train will be constructed are large-scale tracts. Farms and ranches cannot survive if a bullet train goes through their property. How will they get tractors from one side of their property to the other? Land fragmentation will also impact habitat for the many wildlife species that use the prairie and lands in other rural counties.<br>Loss of access – The high-speed railway network notes that at least 100 miles of the 230-mile railway line will be elevated. What happens to those areas that are not elevated – must vehicles, people, and wildlife be re-routed around those areas?   | Access        |
| 1/6/2015   | Michele Nicol                               | Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Access        |
| 11/7/2014  | Mike and Janeth Nevill                      | With a power line, landowners can still use the easement. With rail, landowners are blocked out and off of their surface rendering is unusable with no ingress or egress for people or animals alike. HSR cannot afford to elevate it the entire distance so Grimes County residents will have access problems on every piece of property. We have 1200+ feet; our Neighbor has 900 feet; etc. This proposed HSR line will divide Grimes County into two pieces making access a cumbersome nightmare; again for no benefit. This is the Trans Texas Corridor repackaged into Rail.<br>These negatives are lessened if HSR follows an existing rail line or highway corridor because most of these issues are already addressed. Saying that the I45 corridor can't be used because it is not straight enough is a ridiculous assertion. The HSR in other locations deal with similar situations. They slow down for curves. You don't need to run 205mph all the time. | Access        |
| 12/1/2014  | Mike DeBolt                                 | Again, collateral damage, like, how do you get from your east forty to the west forty when you've got a high-speed track running down the middle of it? And there's supposed to be a little over a hundred miles of that two hundred and forty miles that will be elevated. What about the other hundred forty miles? How will people get to their properties?   | Access        |
| 12/5/2014  | Milissa Danysh                              | ... that they will have a way to get to and from their homes, that they will still have access to the the highways, and roads in and out? Will County Road 391 be closed off, or relocated?  | Access        |
| 10/27/2014 | Nora Rabe                                   | 5) If the rail's right of way cuts a landowner's property in half, what will be done to facilitate that landowner's access to the other side of his property?  | Access        |
| 1/7/2015   | Patrick Mays                                | The route would cut off access to other parts of the city or neighborhoods unless all North/South street crossings of the current railroad are maintained.   | Access        |
| 12/2/2014  | Paula , Member of the Leon ISD School Board | This is rural county roads that our buses traverse and cross the rail tracks numerous times. We will have to redesign our routes in order to get children to the school and make riding the buses longer for them. We already have children that catch buses before 6:30 am. Also – as a landowner – it will destroy habitat and devalue property.   | Access        |
| 1/9/2015   | Penny Leas                                  | Unightly elevated train track platform running over or very near neighborhood homes, OR an at-grade train track system that requires huge, high walls to protect pedestrians and children from access to the tracks Neighborhood access – concerns that we'll be much more limited in access to and from the neighborhood with the train infrastructure present  | Access        |
| 1/7/2015   | Peter Oconnor                               | Substantial decreased access in and out of the area: Judge Eckles admitted at the December 18, 2014 meeting held at the Houston Council on Alcohol and Drugs that cross streets such as Oak Forest Drive, Golf, Alba, and Brinkman could be closed due to the cost and difficulty of adding so many rail over passes in the Oak Forest area. This poses a safety issue due the reduced ability of Fire and Ambulance to reach the affected homes and businesses.<br>My family and Father in Law regularly travel cross streets on Alba, Golf, Brinkman, and Oak Forest in our travels through out Oak Forest. Restricting these cross streets brings a major travel disruption to our ability to safely and easily travel through out the Oak Forest area.   | Access        |
| 1/9/2015   | Polly Bonilla                               | My husband and I bought retirement property in Flynn, Texas almost 3 years ago. We love the quite, wildlife and openness of our property. This was our dream for years to own and in rural Texas. The only way in to our property is to cross railroad tracks for freight trains now we've learned the HSR is going to be close to the existing tracks. I can only imagine what this is going to do to our peaceful property. We live in Spring now and drive to Flynn almost every weekend to get away and the thought of a bullet train speeding at the edge of our hard earned retirement property is troubling at the least.<br>I will retire from United Airlines so I'd rather have people fly to/from Dallas.   | Access        |
| 1/9/2015   | Randy Odinet                                | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.   | Access        |
| 12/4/2014  | Ray Wood                                    | Cuts county from north to south. Access to property will be more difficult.  | Access        |
| 1/8/2015   | Reid Covington                              | A linear transport system corridor is likely to have a significant impact on: Broad and significant impacts on route pass troughs  | Access        |
| 1/7/2015   | Renae van Zeelst                            | literally divide and barricade neighborhoods that have worked so hard to become inclusive, safe and cohesive<br>cut off emergency and bus routes for these highly populated areas  | Access        |
| 12/8/2014  | Reverend Gayle G. Grubbs                    | limited crossing points, disruption of vehicular traffic, difficulty of access from one side of the rail line to the other, loss of productive land, and absolutely no benefit to the residents of Grimes County. The guaranteed harm completely outweighs any pie-in-the-sky potential benefits. Please cease and desist this ill-advised, irresponsible, wanton destruction of God's green and pleasant land here in Grimes County.  | Access        |
| 12/2/2014  | Rhonda Jordan                               | Citizens -- the cities of Waller, Hempstead and Prairie View will be effectively cut off from easy access. Don't let them tell you they're going to run every little road across, because they're not. In other words, Magnolia Road won't cut through. I don't expect 2920 will. I think it will be like 290 and 1488, and that's your access. Waller ISD will have untold added expense, access to Turlington and Roberts Road elementaries.   | Access        |
| 1/8/2015   | Richard Hatcher                             | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.   | Access        |
| 1/8/2015   | Richard Irwin                               | It will close access to many county roads, delaying emergency response (Fire, Ambulance, Law Enforcement). It will divide and render some land inaccessible/unusable for generational family owned property, retirement/investment property and quiet country escapes from these types of modernizations.  | Access        |
| 12/1/2014  | Ronnie Caldwell                             | Another concern would be existing roads. I asked a question, you know, before the meeting about the existing roads. Will all existing roads be maintained as is without any shut down or rerouted? I didn't get an answer. That's a critical question. Another question would be on future roads, future growth. You know, with these two rail paths cutting our county, it's got to impact us in a negative way. Another comment is that you have two Metroplex areas that gain from it. And what's in between, I don't see the gain for it. You know, I just don't see the gain for us in Ellis County. I just don't see it, so I'd like to have the roads addressed.  | Access        |
| 12/11/2014 | Sandy Cykoski                               | Our roads will have to be reconfigured and rerouted around this mess and I know you know that fact, who pays for this, the county and residents<br>What about emergency services, fire, ambulances, how will they get around this mess in a timely manner  | Access        |
| 12/4/2014  | Scott Smith                                 | The introduction of a high speed rail corridor through a predominantly rural area will introduce noise and vibration, and will bi-furcate the existing network of roads in many locations, resulting in a negative overall impact on transportation, emergency services, and quality of life for those in the affected area. Airline routes, airport infrastructure, and interstate transportation corridors already exist. They should be carefully examined and studied, to determine how much of the forecasted congestion they could relieve, and then the do-nothing alternative could more fairly represent whether or not there is sufficient benefit/cost ratio to justify the taking of private property and the disruption of so many lives of local residents and land owners. Thank you for the opportunity to comment.  | Access        |
| 12/1/2014  | Shane Easterling                            | Okay. So my next question. If that line goes through -- that red one. I can't remember the name -- the BNSF in - it costs us how many county roads, do you know? From Robertson and from Robbins to Flynn, to Normangee all the way back towards 21. How many county roads does it cross? Do you know that? This EIS, are we going to personally get a copy of it? Is there a legal  | Access        |

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| 1/8/2015   | Shelley Rogers  | I also am very concerned about the effect on rural landowners for all the reasons that have been stated by them and their advocates. I simply cannot see bisecting rural areas and entire counties and effectively closing roads with this walled- or fenced-off HSR track which the rural residents will not even get to use. That is pretty Marie Antoinette-like of TCR and other supporters of these two routes under consideration. It is shameful.   | Access        |
| 1/8/2015   | Steve Scharzbach  | HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.   | Access        |
| 10/23/2014 | Tami Merrick  | One of the routes in Houston dissects urban neighborhoods and cuts off emergency vehicle routes and bus routes. I think it is absurd that this project has come so far without public input and more public input. It is abuse of the states power to use eminent domain in my opinion. Putting a 200 mile per hour train in residential neighborhood is absurd!   | Access        |
| 1/8/2015   | Tinabeth Keaslin  | A linear transport system corridor is likely to have a significant impact on: Broad and significant impacts on route pass troughs  | Access        |
| 1/13/2015  | Valerie W Johnson   | There were no examples to show the citizens how the public will be able to get from the north side to the south side. So much was lacking in this meeting, so many of the attendees is against this project because the real intent seems not to be serving all but a select few. A vote not to have high rail going the Independence Height Area.   | Access        |
| 11/11/2014 | Virginia Taylor   | Plus, many people will have their driveways blocked and will not have a way to get out to go to work, the doctor, or church, and emergency vehicles such as ambulances, fire trucks, and school buses won't be able to get in.   | Access        |
| 12/1/2014  | Wenona Taylor   | The other potential route that looks like it follows the high line is going to cut through a piece of property that has been in my family for nearly 200 years, and it will literally cut it in half so that we would have to access our property from two entirely different sides. It would be a long drive to access it from both sides, and it's currently mostly untouched. I mean, there's cattle on it; but there's not much else there, and we had always intended to leave it that way.   | Access        |
| 12/5/2014  | Wesley Bonner   | Concerns if using the utility option: 2. Loss of CR 302 (Grimes)   | Access        |
| 1/9/2015   | Amelia Strickling   | What about pollution? Light pollution?   | Air Quality   |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | It is vitally important to study the pollution impact  | Air Quality   |
| 12/1/2014  | Brandt Mannchen/Sierra Club   | After a review of the information found on the website the Sierra Club has a number of issues/concerns. Some of these issues/concerns include:<br>1. In general, the Sierra Club is in favor of high-speed rail (HSR) due to its energy efficiency and the role it plays in reducing car/truck and airplane travel over long distances between Houston and Dallas over the long-term. The FRA should provide to the public an analysis of the air pollutants emitted from this HSR system versus car/truck and airplane systems that will be displaced by this HSR. This analysis should include construction, operation, maintenance, repair, and replacement air pollutant emissions and any air pollutant emissions from associated facilities of each of these transportation systems. Air pollutants considered include, at a minimum, sulfur dioxide (SO2), nitrogen oxides (NOx), particulate matter, carbon monoxide (CO), carbon dioxide (CO2), and volatile organic compounds (VOC), which along with NOx, create ozone. | Air Quality   |
| 1/8/2015   | Brooke Fernandez  | How does HSR plan to offset the carbon footprint of its building and function?<br>At the meeting on January 5th, no rebuttal was given to the concerns of noise, disruption, or loss of property value. Instead, the reasons for choosing the route were reiterated, suggesting that the problems are something that will have to be lived with. Who has the ultimate oversight for saying the cost of the problems cited by concerned citizens outweighs the benefit of following a route along residential areas?<br>My biggest concern is that policy makers have already decided or will decide that this project's potential benefits clearly outweigh its costs before truly thorough, effective, and comprehensive study is made and processed by those policy makers.  | Air Quality   |
| 12/1/2014  | Cathy Nichols   | Bottom Line: The train will not help with reduction of pollution since it is very energy-intensive.  | Air Quality   |
|            | Chad Prior  | Under EPA's rules, will this HSR ROW be considered public receptor points for air modeling analysis?   | Air Quality   |
| 12/30/2014 | George Farish   | I think the EIS should address CO2 emissions based on fuel source mix for electricity for electric train.<br>What is avoided cost for air pollution abatement and avoided cost to reduce traffic congestion ( car and air travel separately and combined )?  | Air Quality   |
| 10/31/2014 | Glenn Beckendorff   | ... pollution levels...  | Air Quality   |
| 1/10/2015  | J.E. Thomas   | Air<br>Describe the models, assumptions, and methodology used to determine ridership, the anticipated reductions in vehicular traffic between Dallas and Houston, and related air quality effects.<br>Describe air emissions from the train(s). Address NAAQS in particular. Describe how these emissions contribute to conditions in non-attainment areas.  | Air Quality   |
| 1/9/2015   | Jaunda Payne  | Are there any environmental impacts on the air quality, soil quality, etc.?  | Air Quality   |
| 12/29/2014 | Keli Call   | It is vitally important to study the pollution impact,   | Air Quality   |
| 11/11/2014 | M. B. Zumwalt   | effect on environment, health, safety and property values<br>We now also experience loud and prolonged train whistles in the middle of the night, so I would expect the noise level will intensify if this route is used. Also what will the exhaust, dust and waste settling on our hayfields, fruit trees and livestock be? What will the structural damage be to my home and barns located 300 feet from existing tracks? What environmental damage will be done to existing ponds. And what health concerns are possible to future generations?<br>I agree the high speed railway will be of great benefit to the citizens of Dallas and Houston, and I hope that, if this proposal proceeds, the route chosen will consider the impact on the rural citizens and future land owners that reside between these areas.  | Air Quality   |
| 1/7/2015   | Melinda Hughes  | To add, this road will destroy trees and vegetation that remove CO2 from the air and, thus, eliminates greenhouse gas that the Federal Government claims is responsible for climate change   | Air Quality   |
| 11/7/2014  | Mike and Janeth Nevill  | In addition, the emissions from the gas turbine powered train will adversely affect our trees, the cattle, our lake and us not to mention the noise and the wind rush. Most people in Grimes County either grew up in the country and stayed or moved here for the peace and quiet.  | Air Quality   |



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| 12/3/2014  | Mr. Swircsz                 | The electricity with coal burning power rigs. You're going to have to burn that much more coal in the first place. So you're not really saving much on the air pollution.  | Air Quality   |
| 1/8/2015   | Nazih Nasir                 | We do not want the pollution...  | Air Quality   |
| 11/14/2014 | Rebeca Chavez               | Have the following effects been considered while planning the implementation of the railroad in this county?<br>various climate changes, increase of ozone holes, acid rains and extinction of plant and animal species  | Air Quality   |
| 1/8/2015   | Reid Covington              | Some concerns that should must [be] addressed and studied: It is vitally important to study the pollution impact   | Air Quality   |
| 1/9/2015   | Sheila Briones              | Assessment of the environmental impacts of this project and how it will affect... air quality...   | Air Quality   |
| 11/30/2014 | Susan Jaworski              | Will the train produce any particulate matter that could be released into the soil or air (e.g. brake pad or mechanical dust, dust produced by friction with the tracks, actual releases from the trains, etc.)?   | Air Quality   |
| 1/8/2015   | Tinabeth Keaslin            | Some concerns that should must [be] addressed and studied: It is vitally important to study the pollution impact   | Air Quality   |
| 1/8/2015   | Abbey Peckis                | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods.   | Alternatives  |
| 1/9/2015   | ACF                         | I am excited to learn about plans for a high speed rail line connecting Houston and Dallas. However, having grown up in Garden Oaks and having family and friends still living in the neighborhood, I strongly oppose the two "preferred routes" for the HSR. It makes much more sense to expand the light rail system Houston has already started or to construct a route that is more accessible for the target consumer market (NOT build a downtown hub).<br>Previous comments have outlined a number of alternative routes and transportation plans that make a lot more sense--expand the light rail system already in place in the Med Center, build an HSR network outside the Loop or along freeway corridors so that it is actually accessible to the target audience, etc. I fully support these suggestions. Previous comments have also detailed the dubious quality of data used to defend the HSR plan. I echo their suspicion and criticism. It seems that "evidence" in favor of this plan is thin at best, and misleading at worst.<br>In short, it does not make sense to build the HSR along either "preferred route". Current plans will prevent safe, affordable, and centrally-located neighborhoods in the heart of historic Houston from flourishing. In fact, they may possibly destroy the kind of closely-knit communities we should be encouraging to grow. Remember the golden rule, which strengthens the social and economic fabric of our city today and ensures a brighter tomorrow: Treat our homes as you would like yours to be treated.  | Alternatives  |
| 1/13/2015  | Adam Burns and Karla Olvera | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNFS Option I ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community. There are better route choices (e.g., I-45 Alignment, J-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities and should be considered over the BNFS Option 1.  | Alternatives  |
| 12/8/2014  | Adlan B. Sadler             | Please let this letter serve as NOTICE that Montgomery County supports the High Speed Rail project but only on the 1-45 Corridor. I just received the proposed map or proposed routes through West Montgomery County. Please let it be known that Montgomery County is TOTALLY OPPOSED to this alignment and thus the project in its entirety unless of a route change.  | Alternatives  |
| 11/14/2014 | Agency                      | Utility Alternative: Provides opportunities to connect with a new transit center proposed as part of Transit System Reimagining within the vicinity of the Northwest Mall. Additional bus service connections linking this area to the Northwest Transit Center would likely need to be provided to improve access to the Uptown and I-10 Corridors.<br>Downtown area station sites should be considered within the vicinity of Houston Avenue, UH-Downtown, or the US Post Office Site. In addition, the existing Purple/Green Line light rail lines could be extended to serve a station at this location. A station located near the UH-Downtown would enable passengers to access the existing Red Line light rail service via the UH-Downtown Station. It is very important that any final location have efficient connections to LRT and the local bus network to distribute large loads of passengers to their final destinations. Local bus services would also be able to serve this site.<br>A portion of the Utility Alternative lies within a commuter rail corridor proposed by the Gulf Coast Rail District (GCRD). Please identify how the high speed rail service will interact with or avoid the commuter rail service.<br>BNSF Option 1 Alternative: Downtown area station terminus sites should be considered at the same locations as above. Consider secondary station site near underpass with Highway 249 to provide another option for patrons on far northwest side of town.<br>METRO's involvement: There were a few public comments concerning the role of HSR in conjunction with METRO. In addition, several comments were made regarding how the proposed high speed rail line will interface with the broader regional transit system. The general public may be looking for a statement on METRO policy regarding connection with or to planned high speed rail or commuter rail services.<br>Similarly, Dallas Area Rapid Transit (DART) leaders are working on "a three-pronged approach to increase rail lines, streetcar routes, and downtown train capacity" in preparation for the opening of the Houston to Dallas high-speed rail line in 2021. My contact information is listed below if you need additional information. | Alternatives  |
| 10/29/2014 | Alexandra Orzeck            | I believe the BNSF option 1 is the better option. Clearly as it enters Houston, it impacts more industrial districts. I am a resident of First Ward and I live directly across the street from the utility alternative line. I am strongly opposed to the rail project coming through the First Ward district. I believe it would negatively impact my living situation. I know the First Ward has a strong civic association, and most who live in the neighborhood agree with my point of view. (who are on the civic association). NO high speed RAIL LINE through First Ward.  | Alternatives  |
| 1/7/2015   | Alicia Nuzzie               | 4. The Texas Central Railway website provided unsupported reasoning for choosing the two preferred routes. No data analysis was available. Rather, what was presented were self fulfilling. The proposed route through Oak Forest is full of tunnels... all the way through Texas will make the HSR less than high speed. 7. I oppose the HSR as proposed. Pertaining to inner city Houston (inside Beltway 8) why wouldn't you choose option 2 over option 1. Northwest Mall Terminus! I support HSR, but if more viable not option 1 through Oak Forest, Garden Oaks.... (selfish, but preferred.)   | Alternatives  |
| 1/9/2015   | Alicia Nuzzie               | This route only benefits one part of our city - the downtown area. Both routes currently being considered would travel into only one section of Houston without much connectivity to other parts where Houston has seen tremendous business growth in recent years (i.e. the Energy Corridor 1-10 West, Uptown Park 610 Loop, Galleria 610 Loop, Woodlands 1-45 North). If the routes were stopped outside of our urban communities, like at the 610 Loop or Beltway, I believe it would provide riders better access to these other areas.  | Alternatives  |
| 1/9/2015   | Alison Tyler                | It is vital to have more railway connections between cities to minimize car traffic and therefore also air pollution.<br>Therefore, it would be best to build such a rail route in areas that are already urbanized. A possible option is to design routes that go over, rather than through, freeway traffic, as Dallas has done with its intra-city rail.  | Alternatives  |
| 1/9/2015   | Allison Drobniak            | Why are termination destinations like the Northwest Mall (I-10 / 610N intersection) not considered more feasible locations than termination in the Houston downtown? Houston has 4 major "hubs" of business activity: Downtown, Galleria, Energy Corridor (I-10W), The Woodlands / Greenspoint. How is Downtown arrived at in selection of termination?  | Alternatives  |
| 1/9/2015   | Allison Drobniak            | I am writing to you to express my sincere concern with the Texas Central Railway's (TCR) proposed routes for a high speed rail (HSR) in my area. I am opposed to this project for many reasons and have significant concerns as outlined below. concerns outlined below, the most alarming to me is that TCR states that the routes are still under discussion and have not been finalized; however there is nothing to deny that the project is close to a final route selection.   | Alternatives  |
| 12/3/2014  | Allison Matney              | On the Texas Central website itself, there is a claim: "...desire to avoid densely populated areas will require occasional deviations from current rail and road alignments". So if there is a desire to do so, why is the current favored route right through densely populated areas, such as Garden Oaks and Oak Forest?<br>The preferred route of Texas Central Railway is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Tollroad, Hempstead Highway, utility easements), but they would be more expensive to build and thus reduce investor profit. Residents in Garden Oaks and our neighbors in Oak Forest are struggling with why a neighborhood would be chosen for this project when there are non-neighborhood options. This isn't just about our neighborhoods, its about a request to build where there are no neighborhoods.   | Alternatives  |

| Date       | Contact Name  | Request/Comment  | Comment Topic |
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| 1/7/2015   | Allyne Awad   | I am vehemently opposed to the proposed routes by TCR / Houston. Please look to other industrial area routes along the Hardy Toll Road or 45 - routes that would go to The Woodlands as they want the rail!!!! TCR is only concerned about the cheapest way to do things and that is by ruining our neighborhoods. PLEASE HEAR US - PLEASE DO NOT AGREE TO THE CURRENT PROPOSED ROUTES (Washington or 34th Street.)  | Alternatives  |
| 1/9/2015   | Allyson Faist   | Why would you place a train station downtown when it is the most difficult to travel to, has limited to no parking, few if any services? Why would you not partner with Metro and other services, move the train outside of neighborhoods and begin where you have park and ride areas, e.g., Northwest mall / Metro area?   | Alternatives  |
| 1/7/2015   | Andrea Hillegeist   | Please be advised that I am a long time resident of the Garden Oaks subdivision in Houston, Texas. PLEASE do not run your railway through my neighborhood. I am completely, 100% against it and oppose the idea entirely. Run it along the I-45 corridor!  | Alternatives  |
| 1/10/2015  | Anne Fruge  | Previous comments have outlined a number of alternative routes and transportation plans that make a lot more sense--expand the light rail system already in place in the Med Center, build an HSR network outside the Loop or along freeway corridors so that it is actually accessible to the target audience, etc. I fully support these suggestions. Previous comments have also detailed the dubious quality of data used to defend the HSR plan. I echo their suspicion and criticism. It seems that "evidence" in favor of this plan is thin at best, and misleading at worst.   | Alternatives  |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | PLEASE CONSIDER AND ANALYZE AS SPECIFIED THE FOLLOWING REASONABLE ALTERNATIVE TO THE PROPOSED PROJECT AS PART OF THE EIS PROCESS THE NO BUILD OR NO ACTION ALTERNATIVE.  | Alternatives  |
| 11/20/2014 | Ashley Martindale   | I am also a rural landowner who will be impacted. The peace and quiet we have worked our lives to build will now be interrupted by the sound of a train. I could have just paid a lot less and lived next to an already existing train. How exactly will I be reimbursed for my loss of property value? I really don't think its possible. A corridor along 45 (an existing thoroughfare) would make more sense than cutting through rural ranch and farm land. I'm a concerned landowner. I hope our voices will be heard.  | Alternatives  |
| 1/6/2015   | Barbara Walker  | As a citizen of Grimes County and a local county official I am opposed to High Speed Rail in or rather thru our county. I think there are other options such as the I45 corridor you can choose besides the two routes that are currently proposed to run thru our rich precious landside. There are other counties chopping at the bit to have this project run thru their area. This project has little or no advantages to the citizens of this area that would ultimately be the ones paying such a high price for disrupting our way of life and our rural environment. If you must build take it to areas that want it, WE DON'T!  | Alternatives  |
| 1/7/2015   | Barbara Wheelis   | I live in the Inwood Forest Subdivision. I am in total support of the Houston to Dallas High Speed Rail. I believe in the free enterprise system! I hope the negative response from the various neighborhoods, civic associations and management districts is off set by the few that have come out in support. I personally know several neighbors that are in support of the project, but for whatever reason do not choose to voice their opinion. My only wish, is going forward, when the market presents the opportunity, for a stop midway between Dallas and Houston for at least one or two trains a day to service that area. Again, I am in support of this project. I wish you well  | Alternatives  |
| 1/9/2015   | Barbars Sims  | There are alternative routes along highway corridors that make more sense and I encourage you to choose one of them if it is to go forward.  | Alternatives  |
| 12/22/2014 | BARTON  | Certainly it makes more sense to have the hub of the high speed rail be either at Bush International Airport or Downtown & have the train run along the tracks at Hardy toll road or along I-10 or I-45 especially if it is an elevated train when in the city limits.   | Alternatives  |
| 1/8/2015   | Bem McCosh  | Furthermore, I do not understand why the high-speed rail system needs to run to downtown. Currently, the people who travel between Dallas and Houston do so by air or drive, with their decision based upon either cost or convenience. I have seen nothing to show that the cost to travelers will be much less than traveling by air. Building a high-speed rail system into downtown would be disruptive to the community, costly, and likely would require the demolition of downtown landmarks to make room for a station. Running the line to a point outside of downtown Houston, where travelers could connect with the developing Metrorail system for travel throughout the city, would better serve Houston and make better use of the systems already being put into place.  | Alternatives  |
| 1/9/2015   | Ben Crabb   | I am strongly in favor of the current proposal by Texas Central Railway to build High Speed Rail service between Houston and Dallas, Texas. I strongly favor the proposed routing, in the immediate Houston area, which would route the service generally along the routing of Highway US 290 and Hempstead Road adjacent to existing Union Pacific rail lines. I am strongly in favor of a train stop station, if not a route terminus station, to be built in the area generally southwest of the currently existing Northwest Mall Shopping Center which is located immediately west of the intersections of Interstate Highway (IH) Loop 610 and Highway US 290. A rail station at this location would provide for easy connection to the existing Metro Northwest Transfer Center which in turn would provide for easy bus, or other ground transportation, connections to the developing business infrastructure across Houston: 1.)The Westheimer/Galleria area using the Bus Rapid Transit System currently actively being developed between the Galleria area and the Metro Northwest Transfer Center, 2.) Ground connections to extensive existing and planned-to-be-developed office buildings along the so called Energy Corridor along IH-10 West in the Beltway 8 Highway area and 3.) In the event construction of high speed rail service into Houston Downtown proper is delayed, or never comes to exist, the same convenient access to the Metro Northwest Transfer Center would provide for easy ground connections into the sprawling Houston Central Business District with some ground connection being needed in any event even if the High Speed Rail terminus station is ultimately built nearer that district.<br>Ultimately, of course, the existing business plan for High Speed Rail calls for a routing into or very near the Houston Downtown business district. Routing along the US 290/Hempstead Road route would provide at least two options for reaching downtown subsequent to a Northwest Mall station: 1) Along the existing Union Pacific rail line inside Loop 610, as currently proposed or 2.) Along IH-10 inside Loop 610 into downtown Houston thus avoiding much existing resistance by residents along the inside-Loop 610 Union Pacific rail line routing.<br>As additional business cases for this US 290/Hempstead Road routing: 1. It should also be noted that establishing Commuter Rail service along the US-290/Hempstead Corridor to the ever expanding residential and business areas in Jersey Village and Waller, TX and points further northwest has been an identified priority for some time. Construction of High Speed Rail, along the majority of this routing, as is currently proposed, could essentially fulfill the Commuter Rail function need through utilization of Texas Central Railway equipment. 2.) Building High Speed Rail lines along this corridor, as proposed, would develop infrastructure along a significant portion of the routing that could subsequently be extended to provide service to the Austin, Texas area and ultimately connection to government proposed passenger rail service serving the San Antonio, Austin and Dallas corridor. 3.) While the Texas Central Railway projects the typical user of their High Speed Rail would be business travelers, it should not be ignored that the Galleria Area in Houston is, in fact, a shopping and tourist destination in itself so a convenient station and link to that area should not be disregarded from a business standpoint. Shopping and dining in the Houston Galleria could become an easy get-away day trip for Dallas residents. I will submit that the alternative proposed routing of High Speed Rail service basically along the BNSF rail routing in the immediate Houston area does not meet any of the above needs as well as the US 290 routing.<br>Between the two proposed alternatives the US 290, Hempstead Road, existing Union Pacific rail line corridor stands out as the clear preferred business choice. | Alternatives  |

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| 1/5/2015   | Bert Keller, Gulf Coast Rail District   | The Gulf Coast Rail District (GCRD) submitted detailed comments on the proposed Dallas to Houston High Speed Rail project on September 12, 2014. This letter serves as an addendum. Since the September 12 submittal, Texas Central Railway has held public meetings and released maps of proposed route alternatives and station locations. The TCR proposed routes into the Houston central business district are consistent with several of the routes previously studied by GCRD. However, it is important to note that one of the final alignments reviewed by GCRD is not shown in the TCR alternatives. GCRD urges that the environmental process include IH-10 as a possible route into downtown Houston.<br>The IH-10 route examined in the 2014 GCRD Regional Commuter Rail Study has the least impact on residential properties and established Houston neighborhoods. Since it has been shown as a feasible alternative for passenger rail access to downtown Houston, the IH-10 option merits serious consideration for high speed rail access to downtown Houston also.<br>Although there is local support for high speed rail, limitation of impacts on established residential areas is a high priority for Houston area officials. GCRD developed and reviewed the IH-10 alternative to minimize public impacts. With public interest and public benefit its focus, the Federal Railroad Administration should include the IH-10 option in the final phase of environmental work for development of high speed rail into Houston.<br>[sic] can provide technical details regarding the GCRD Regional Commuter Rail Study. She can be reached at [sic]. | Alternatives  |
| 1/7/2015   | Beth Jez                                | This railway can be built along existing major roadways like I-45.  | Alternatives  |
| 1/7/2015   | Beth Stegle                             | These systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Alternatives  |
| 12/30/2014 | Beverly Laubach                         | I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.<br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.  | Alternatives  |
| 11/10/2014 | Beverly Wilson - Leon County Resolution | Resolution Whereas, the Texas Central High Speed Railway, LLC is proposing to operate and run a thigh-speed bullet train non-stop through Leon County while traveling between Houston and Dallas/Ft. Worth; Be it resolved, that Leon County Commissioners Court does not believe it to be in the best interest of the county to support such a venture. Signed on the 10th day of November , 2014 County Judge   | Alternatives  |
| 1/9/2015   | Bill Purdy                              | I am writing to you to express my complete opposition to the construction of any high speed rail through Waller County Texas.   | Alternatives  |
| 12/4/2014  | Billy J Hintzel                         | I am not against the train. I just think it should leave Houston west to Austin Co. then turn north through Brazos Co to Dallas. This would take it to Bryan-College Station, who wants this train. I see no benefit for Grimes Co. Use the counties that want it.  | Alternatives  |
| 12/2/2014  | Bob Arndt                               | I believe the safest and least invasive [intrusive] route would be to utilize existing utility easements.   | Alternatives  |
| 12/4/2014  | Bob McDaniel                            | Alternative routes are very disruptive to communities, schools, subdivisions, ranches, and ordinary homeowners. You want to build a rail, you need to try the I-45 corridor. It's the best possible route to eliminate so much opposition to parallel on a follow out of I-45 as much as possible. The route of I-45 was engineered about 65 years ago to limit environment impact. Mostly businesses would need to be relocated, not homes. Grade separation is easy for freeways to implement. Landfill berms could be used to gradually elevate trains to allow for a straighter track. 30 seconds, you got it.  | Alternatives  |
| 1/8/2015   | Bob McDaniel                            | The Texas DOT and various railway rights of way currently exist, which while not necessary ideal for your purposes, could be utilized for a significantly reduced impact on the lives and property of those currently being effected. The existing I45 right of way and the proximity of existing rail right of way as well as the Hardy Toll Rd right of way and the adjacent train right of way are much better choices for the people of Harris county and Houston. This route has a 75 year old environmental impact study which has a proven and continuously updated imprint. I-45 is currently in the process of being widened from downtown to the Woodlands area and this railway if built at all should utilize this route.   | Alternatives  |
| 11/1/2014  | Bob Rose                                | I attended your Houston presentation. I would seriously reconsider the I-45 corridor even if it costs a bit more. I think Texans are set in their ways when it comes to their love affair with cars and roads. If the train ran up and down the I-45 corridor, stubborn Texans who drive Dallas-Houston will see the train speed past them multiple times during their 4 hour drive. Sooner rather than later they will give the train a try and love it. I lived in Japan and know first hand the benefits of high speed rail. Additionally, travelers seeing the train speed past them up and down I-45 would be the best advertising the TCR could ask for. You could save a lot of money in your future advertising budgets.<br>If the train traveled on the BNSF or Utility easements I am afraid if it is out of site it will be out of mine. You ridership growth would be slower and your advertising budget would be higher. Texans need to see the benefits as they get passed by the train on their drives between Dallas-Houston.<br>The BNSF and Utility easements might be the easiest routes short term for regulation and environmental reasons, but sometimes the easiest is not always the best. You may want to add intermediate stations in the future. There are many more towns along I-45 for that option.<br>High speed rail is long over due in Texas and the United States, but it's success will hinge on getting it right the very first time. It will be a catalyst for additional lines across the state and country.   | Alternatives  |
| 10/27/2014 | Brad McCaleb                            | Will TCR consider a combination alignment with segments from the BNSF & utility alignments depending on the results of this EIS, Public comments, & local leveraging?   | Alternatives  |
| 10/28/2014 | Brandi Biggerstaff                      | Where in pinehurst is this being proposed?  | Alternatives  |
| 11/15/2014 | Bruce and Shirley Thomas                | We came to the meeting expecting to get answers, but we were told "we don't know yet" as to the exact location of the proposed rail west of Richland, and the map showing the BNSF Option 1 and the Utility Alignment Option 2 came together and overlapped, so someone should know where the lines intersected, i.e. the location. Before the meeting on October 22, during the meeting, and after the meeting, my inquiries were received with vague answers. One engineer did tell me the location was near an electric transmission line. Since we have 2 large Oncor transmission lines within 2 miles of each other, and since our property is located between transmission towers, we have natural concern.<br>Thinking that since October 22, you might be more exacting on the rail location, we contacted Mr. Darwin Myers with Tx Dot in Corsicana and he was kind enough to contact you asking for more exact information on the rail location. We gave him the latitude and longitude info on our ranch. As I understand, your reply was "no clear route designated. The route is generic now and no definite route as yet".   | Alternatives  |

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| 11/13/2014 | Bruce C. Tough    | <p>Federal law requires that the project be engineered to limit landowner and environmental impact. To the extent possible, the EIS must provide a way forward for the project with the least amount of disruption to the public. Because this will be a major concern, the Township asks that the IH-45 corridor be included among the routes to be studied as an option for the project in the EIS. While the IH-45 corridor was initially included as a route option prior to the FRA public scoping session(s), it was then eliminated by FRA and TxDOT, at the request of TCR, without public input as it was not among the two routes offering the lowest capital costs of construction. The Township believes that a rigorous evaluation of the IH-45 corridor for the proposed project can provide a way forward and minimize the need to acquire private property for the rail line. Existing right of way and utility easements along IH-45 can be used to lessen impact on the need to acquire private property under state or federal law. Further, this corridor has very promising rail commuter potential which could possibly more than justify the higher capital cost of this route. The Township believes that TCR is not against the IH-45 route or adding commuter rail services if it serves to enhance their business plan through a public/private partnership agreement.</p> <p>A rail alignment close to IH-45 could enhance the ability to include new local commuter stations along the route. By tying in with HSR services, it could further enhance HSR and vice versa as well as providing significant congestion relief on IH-45.</p> <p>Because this is a private project, station locations for the high-speed rail route must be driven by consumer demand and economics. To the extent they would not be prohibitively expensive or environmentally unworkable, more than one station should be considered in both Houston and Dallas. A station location outside of the city centers locations could be effective for interconnecting rail passengers to existing public transit.</p> <p>A Houston north region station would accommodate passengers that would not otherwise travel to downtown Houston for boarding because of the travel time from their residence to the city center. A station located north of Houston can be served by the existing highway system using the Houston Intercontinental Airport model. Consequently, the north station must be located to provide customers the ability to travel by car to the station due to absence of public transit. The Township suggests that a station located near the Grand Parkway would be a logical location to attract and accommodate passengers from areas east, west and north of downtown Houston. A suggested location would be at a point where the Grand Parkway, IH-45 and Hardy Toll Road intersect in North Harris and South Montgomery Counties.</p> <p>In summary, The Woodlands Township asks that FRA and TxDOT develop a viable plan for high-speed rail service between Houston and Dallas supported by the project Environmental Impact Statement. The Township further asks that an IH-45 alignment be included and considered for implementation during the EIS process with consideration of a passenger station located to accommodate passengers in the area substantially north of downtown Houston, with potential consideration for also adding commuter rail. Removing some IH-45 commuter traffic would produce large and significant environmental benefits and, in a public/private partnership, possibly more than justify the higher capital costs. The Township does not want to see this opportunity foreclosed until the combined commuter and HSR potential has been examined.</p> <p>These comments are submitted on behalf of The Woodlands Township Board of Directors.</p> | Alternatives  |
| 1/9/2015   | Bruce Sanderson   | <p>I am a resident of Garden Oaks and I am very concerned about the proposed route of the High Speed Rail through my neighborhood. I cannot believe that this super structure will potentially be built in our community at the cost of our home values, quality of life, and safety of our children.</p> <p>Shouldn't a massive infrastructure such as this be built in along a freeway (i.e., I-45 or Hardy Tollway) or other industrial area? Why are we routing a high speed train through a neighborhood?? It makes no sense, except that it is convenient for the ones who stand to profit.</p> <p>I am especially upset about the lack of public notice. I feel like this is being back-doored into our community with no real concern for us. Will we even be compensated for the affect on our home and land values?</p> <p>I am all for High Speed Rail if it is implemented in a way that does not impact communities such as ours. Please register my disapproval for this project as being proposed.</p>  | Alternatives  |
| 1/9/2015   | Burke J Landry    | NO Build Option@   | Alternatives  |
| 1/8/2015   | Carl Bruce        | . As a Houston resident and Harris County taxpayer, I would strongly urge all of the principal agencies to plan an alternate route, possibly Hempstead, I-45 or Hardy. Thank you for your consideration  | Alternatives  |
| 1/8/2015   | Carl Bruce        | As a Houston resident and Harris County taxpayer, I would strongly urge all of the principal agencies to plan an alternate route, possibly Hempstead, I-45 or Hardy.   | Alternatives  |
| 1/12/2015  | Carol Caul        | <p>Lack of disclosure of analysis and methods to derive the 2 current remaining alternatives. Choosing to route a project of this magnitude through several extensive, established neighborhood areas because the 2 chosen routes pose "the least impacts" is probably not an economically or environmentally defensible statement. Just because URS has picked two alternatives and a stoplight poster does not mean those two are optimal. There certainly was no disclosure or discussion what was meant by the statement that these routes posed the least impacts. CTC does not know what the term "impacts" means in this context. At least two CTC members think the process was designed to eliminate an I-45 corridor alternative without adequate justification and force the project onto the remaining alternatives.</p> <p>It is CTC's understanding that the FRA will choose the route for the project; it needs a better roadmap and metrics to proceed to the DEIS.</p> <p>In terms of alternate alignments, we would suggest:<br/>An IH-45 route or variant should be reevaluated.</p> <p>Please reevaluate the all in capital costs, project, ROW and construction easements, and mitigation of neighborhood impacts, for an IH-45 route. The IH-45 Corridor (using the term broadly) was initially proposed as the route for this type of project; yet for no apparent reason other than a general unquantified and undetailed statement that the two northwest neighborhood routes chosen routes are cheaper, the IH-45 route was removed from consideration. Not all possibilities for ROW involve the railroads. TxDOT is currently treating some Harris Co ROW as its own under MAP for the NHHIP (IH-45 reconstruction). There is no reason why TCR cannot condemn that surface.</p> <p>The use of the stoplight summaries without any quantification and metrics about the greater impacts on an I-45 corridor alternative appears to CTC to be a way just to drop this alternative from the project for reasons other than NEPA or even investor economics.</p> <p>Examine other paths for piercing the city, and, alternatively, for terminating the project in a location other than downtown, such as the Northwest Mall.</p> <p>CTC strongly objects to the flight of the downtown businesses to the west side and the hollowing out of our downtown.</p> <p>CTC strongly objected also to the decimation of Northwest Mall, the one nearby northwest shopping mall that could serve lower income families, in favor of the 290/610 reconstruction, but the damage has been done. Northwest Mall now needs to be repurposed, and it has been suggested as a major transit hub for several years in Houston. In contrast, it will take years to figure out where to put a terminal downtown and a route how to get it there. Right now we Houstonians cannot even agree on how to rebuild and reroute highway circulators around downtown. Plus there have to be revenue metrics that would justify bringing the project all the way downtown, and we just do not see it.</p> <p>If the HSR must terminate in a downtown location (vs at the Northwest Transit Center), it must not depreciate property values along the route into town, negatively affect current transit routes, or negatively impact current residents. Further, we want to see that ridership would be significantly higher if the project pushes into downtown.</p>   | Alternatives  |
| 12/4/2014  | Carol Garnett     | Go to I-45 if you must but they don't want it either. I agree with every comment made at the Navasota meeting. The no build alternative is what citizens of Grimes County want.  | Alternatives  |
| 1/9/2015   | Carol Terrett     | It is my opinion that one of Houston's 4 main corridors should be the preferred route.   | Alternatives  |
| 12/24/2014 | Carrie Robicheaux | This project has always been presented as fitting into the I-45 corridor. That seemed logical, all of the transportation noise, construction and other associated issues would be contained in a corridor that is already set aside for / accustomed to that purpose. It now appears this will not be the case. It is unacceptable to gobble up more of our precious open space for a project of this magnitude. Make it work within the confines of pre-existing corridors.   | Alternatives  |

| Date       | Contact Name  | Request/Comment   | Comment Topic |
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| 10/21/2014 | Catherine Cuellar   | . I would prefer to see a station alignment with existing lightrail (DART), streetcar (MATA), or commuter rail (TRE) facilities. I would prefer a route minimizing the condemnation of existing residences and maximizing alignment with existing utility or transportation Right of Way if possible.   | Alternatives  |
| 12/4/2014  | Catherine Walsh   | I support "No Build" or use I-45  | Alternatives  |
| 1/9/2015   | Catherine Winkler   | Please do not run this train through our neighborhood. There are better alternatives that may cost more initially but would be the right thing to do.   | Alternatives  |
| 1/8/2015   | Cathy Stephen   | Could your committee please consider a north side terminal much like an airport? People would drive, park and ride.   | Alternatives  |
| 1/8/2015   | Chad Ottaberry  | I am a landowner in Grimes County Texas and I strongly oppose the railway.  | Alternatives  |
| 12/19/2014 | Charly Kronberger   | It is devastating that this appears to be handled in an underhanded manner - especially that NO scoping meeting was planned for Waller County UNTIL news "hit the streets" and a demand for a local meeting was made.<br>I attended the Waller meeting . . . the presentation began with a slide show showing projected traffic on I45 for the next 20 years, and went on to emphasize the need for TRC to approach this project with profitability in mind. If that is true, then WHY NOT focus on the I35 corridor, where today's traffic is already as bad as what was projected as a possibility on I45 years in the future - AND, profitability could be assured even more so with ridership swelling on a HSR connecting the D-FW metroplex to MULTIPLE cities: Waco, Austin, San Antonio, and even the Valley beyond.  | Alternatives  |
| 12/31/2014 | Chris Arnold  | I support your efforts to implement a high speed rail from Houston to Dallas. That being said, I would like to support the "Utility Alternative" route rather than "BNSF Option 1". The Utility Alternative appears to pass along the main rail line in Houston. That seems to be the more sensible approach. Based on scores provided on page 23 of "Dallas to Houston High-Speed Rail Environmental Impact Statement", it also appears to be the most logical route (6.6 vs 7.5).   | Alternatives  |
| 10/23/2014 | Chris King  | Are there long term (think 2030, 2040, 2050) outlooks to how this corridor of rail transportation once built (assuming it will be) can be expanded to include more localized regional rail transportation for Texas citizens? Where stops in towns become a reality? I've had the opportunity to travel via rail in Germany where I got off my plane in Frankfurt and was able to travel to Munich, Vienna, Budapest, etc. Never once using a vehicle to get where I needed to go. Texas has an untapped opportunity to create a similar infrastructure of rail that potentially opens the doors of opportunity much wider in other areas such as job growth, attract new companies, etc. I really hope the Dallas to Houston High-Speed Rail idea isn't closed to just a singular service with so much opportunity in front of it, but rather is a stepping stone into a whole new way of transportation for Texas!  | Alternatives  |
| 1/9/2015   | Chris Komarek   | I do not understand why the train needs to run through densely populated residential areas. It seems the most logical route would run next to existing highways, where nearby properties are primarily commercial and there is less impact to the natural environment or residences. This routing would also help the farmers and ranchers whose land would be bisected under the current proposals.  | Alternatives  |
| 10/23/2014 | Chris Miller  | What is your projected route for the HSR and are you piggy backing the TransTexas Corridor route?   | Alternatives  |
| 11/22/2014 | Christina Thrift  | Why won't the train run along 45 - downtown Houston to downtown Dallas?<br>Deciding to put a 150 MPH train in residential areas instead of along a major freeway makes no sense.<br>Why won't it run on the current tracks along the Hardy Toll Road and 45?  | Alternatives  |
| 1/6/2015   | Christina Windham   | I-45 is a better alternative to the high speed rail. It is established, maintained, in the process of widening and funds many businesses and jobs.  | Alternatives  |
| 12/4/2014  | Christine Workman   | Finally, remember that there are three alternatives that FRA can select. This train will displace homeowners, bisect agricultural land, significantly decrease property values, in turn decreasing tax revenue, and destroying wildlife habitat. Therefore, I would encourage that the FRA select the no-build alternative as the best decision for the people of Texas. Thank you.   | Alternatives  |
| 1/9/2015   | Christopher Fruge   | The two proposed routes both cut through highly populated residential neighborhoods – take a look at the maps. They have apparently abandoned the I-45 route, though this would not have nearly the same impact on quality of life for the residents of Houston. If the choice is decided by higher profit margins for a private corporation, then this violation of the property rights of citizens has no justification. Use another route.<br>I hope that they actually listen to us and that this comments page is more than just a ruse to make us believe that they actually care about our opinions.   | Alternatives  |
| 1/8/2015   | Christy   | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods.... when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts. Please do not build on the Utility option, but on the BNSF option instead.   | Alternatives  |
| 1/8/2015   | Cindy Bartos  | A major source of the the problem lies in the goal of having the train terminate in downtown Houston. There is no infrastructure or space available for such things as parking and car rental. Most Houstonians live outside the immediate downtown area and having a station downtown would add to the major current traffic problem existing today. As an alternative terminal I would like to suggest an area on the northwest side of town, near the 610 North Loop/ Hwy 290/I-10 intersection. The Northwest Mall, in decline since the closing of the Macy's in 2008 is currently for sale, has a large amount of land available for parking and is close to the Metro Park and Ride facility. Let's think smart about a project that could put Texas in the forefront of innovative transportation.  | Alternatives  |
| 1/7/2015   | Cindy Falschlehner  | The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.   | Alternatives  |
| 12/3/2014  | City of Houston Super Neighborhood 22 and Super Neighborhood 12 | Texas Central Railway is currently proposing 2 alternative routes - Red and Yellow Lines inside Houston's Beltway for High Speed Rail.<br>TCR's "preferred" Union Pacific alignment, the yellow line on current maps, would follow the existing freight rail corridor south/east from the area of Hempstead Road and the Northwest Transit Center through Super Neighborhood 22 along Allen Street and either Winter Street or Girard Street. This right of way is constrained by new commercial and residential development to 50' or less in places. It would cross over or through the proposed 1-45 expansion project into the Hardy yards to reach Houston's CBD.<br>While shown on TCR's preferred route map as aligning with 610N, the red line would most likely - assuming existing rail right of way is used, as TCR indicates is its intention - be located in the BNSF and utility corridor north of 34th Street. Combined with the adjoining utility easement this rail right of way provides a route more able to accommodate the width necessary for an additional dual HSR track system. This route would directly impact some of Houston's oldest neighborhoods abutting the right of way. It could reach the CBD via the Hardy yards.<br>One of the non-preferred options deleted by TCR would access METRO Rail Main St Line at the Burnett Station by entering the CBD from the Hardy Corridor. Urban neighborhoods suggest and prefer this option that would place HSR in existing high speed and high volume traffic corridors entering the CBD via IH45 (already scheduled for a rebuild)   610N   Hardy Yards.\ | Alternatives  |
| 1/8/2015   | Clara Timmerman   | If you are considering our country environment I do not see how you will allow this monster to come and destroy our land either by being built on or near us. I feel that if the investors are truly interested in congestion on I-45 and then have them build it on that route. The right-of-way is already in place, of course it means more money, well they have it so built it there and do not come and destroy our piece of Heaven in the country. This HSR will not help us at all, there will not be any benefits for us at all but only people in Houston, A&M, etc. well put it on I-45 since that is their excuse to build it. I also feel that the expense of riding this train will also be a negative but back to environment concerns, again do not let this monster destroy or threaten our piece of Heaven.   | Alternatives  |
| 11/13/2014 | Clarence Myers  | Why can't the train go down I45?  | Alternatives  |
| 12/11/2014 | Craig Copeland  | The BNSF is set to run through the middle of my ranch. I bought land in the middle of nothing so I could avoid problems like this. Now I run the risk of it running through me. I'm sure there are many areas along I-45 that would be perfect and not effect the rural land owners. Building more along the I-45 corridor, you would certainly have more reasonable response times as visibility is greater, more citizens can pinpoint concerns and incidents. Emergency services have great access instead of having to travel county dirt roads to locate incidents.<br><br>It seems very premature to limit the route options to two and both cut through private ranches. I would think it unusual that other rail systems have a similar path in other areas. Surely a I-45 easement that is already fairly clear of obstructions, fairly level, and easier to gain more footage from without dividing properties in half would be better suited.  | Alternatives  |

| Date       | Contact Name                        | Request/Comment   | Comment Topic |
|------------|-------------------------------------|---|---------------|
| 12/2/2014  | Craig Smith                         | Utility alternative is a bad idea. Route shows to go approx. up Hegar Rd by Houston Oaks and in front of elementary school - makes no sense related to bus traffic and safety. Seems to cut Houston Oaks property in half as they have property on both sides of Hegar. Route cuts thru an area with Heavy Post Oak forest. These trees are very old and would be a huge environmental impact also on Three Mile Creek wetland area. Many deer, bobcats, roadrunners, in this area. Go up I-45 or between I-45 & 59. Stay out of Waller co.   | Alternatives  |
| 1/9/2015   | D Wayne Forster and Janet F Forster | The most inconvenient and counter intuitive location for the proposed TCR HSR train station is downtown Houston. The large majority of Dallas-Houston business passengers on Southwest Airlines travel during morning rush hour and return during evening rush hour in the same day. No one, not even downtown workers, will want to travel through morning congestion to downtown Houston only to leave downtown for day business trip to Dallas. A more logical location would be a train station outside the 610 Loop or outside the Beltway. Access to the station would be far less likely to involve congestion. Political interests want the HSR train station downtown because "it will look good" and not for reasons of logistics. TCR wants to put it in downtown in exchange for the political support of city politicians for the building of the entire 240 mile route to Dallas.   | Alternatives  |
| 1/9/2015   | Damian O'Grady                      | The existing highways should be the preferred route<br>All of the above statements may suggest a "Not In My Backyard" mentality regarding the train route. And this is true, but it is broader than this. It shouldn't be in ANYONE'S backyard.<br>The highways are the transportation corridors for Houston - case closed. They should be utilized as such. They are ever-widening, ever-changing, ever-ugly. A high-speed rail down the side of these roads would not have the same effect on property values as it will placing it in a quiet residential neighborhood.<br>Not long ago a rail line was REMOVED from I-10 to make way for 16 lanes. Let me write that again...16 LANES! Of 100% automobile traffic.<br>If Houston wanted, and prepared for HSR it could have and should have been done while planning the major widening projects for the highways. (Not to mention preparation for commuter rail - of which it has practically none). It is certainly likely that Mr. Eckles and others from the Texas Central HSR were aware of highway widening projects while they were envisioning HSR. Yet no preparations were made.<br>Little has been presented on why the residential option along 34th is the preferred route other than that other routes were prohibitively expensive. That is likely true, but why? I bet Union Pacific would expect to be lavishly compensated for use of their North-South rail along Hardy Toll Road - an obvious first choice for a Houston-Dallas route. Why would the residents near 34th St be lavishly compensated as well? Why are we easier to push aside? Where is the protection from our elected officials?   | Alternatives  |
| 11/12/2014 | Dan Agan                            | If a private company wants to build a rail line, put it in the median of Interstate 45.   | Alternatives  |
| 12/4/2014  | Dan Agan                            | My wife and I have owned property in Grimes County for 25 years. A little less than seven years ago, I stood in this same place in this same building at a TxDOT meeting on the Trans-Texas Corridor. Like tonight there were hundreds of people all in opposition to the Trans-Texas Corridor. So here we go again. We have another government-supported, money-losing project dreamed up in either Austin or Washington which will destroy our local economy, our properties, the environment, and the way of life we have built and enjoyed.<br>First, you need to change the name of the route called Utility Alignment. You need to call it what it is. It's the Family Landowner Business Owner Property Destruction Route. I want to remind those of you from TxDOT and the FRA that you and your associates are public servants. You are not the public's master. I don't want you to have an incorrect view of your role. Your role is to do our wishes. Your job is not to support a private company's pipe dreams. Your jobs exist because of our willingness to allow you to keep them. You don't get to tell us what to do. You've obviously got too much time on your hands and too much taxpayer money at your disposal if you're planning to support this high speed rail.<br>Last night a speaker in the Tomball meeting pointed out that your timelines and in your earlier meetings, the no-build option was never really a consideration. All the previous discussions and presentations so far presume that the FRA and TxDOT would crater to the wishes of TCR. To state that I do not trust the FRA and TxDOT is an understatement. It's clear the government and a few private companies are in cahoots in this deal. We citizens all have to remember that the Federal Railroad Administration is part of the same government that lied to us about Obama care, lied to us about Benghazi, lied to us about Fast and Furious, and had the IRS harass innocent people and then lied about that, too. It will destroy properties, communities, and environment. How can you possibly proceed with such an outlandish plan? Who else but the government and the crony capitalists they partner with such as Japan railway company could possibly be in favor of such a boondoggle? This meeting tonight is not the end. This is just the beginning. We will not allow you to build a high speed rail that isn't wanted, needed, or isn't financially viable. The battle is just beginning. The lawsuits will soon file and the political fight will follow that and in the end just like with the Trans-Texas Corridor, there will not be a high speed rail going through Grimes County. Thank you. | Alternatives  |
| 1/7/2015   | Dan DuPriest                        | Is the idea of building along an already existing trans route such as I45 or the Beltway an option?   | Alternatives  |
| 1/6/015    | Daniel Cheng                        | I would like to voice my concerns regarding this route (see below). I thinking in making the decision of the rail route, you guys needs to consider all of the below. Also take into consideration the future expansion, logistics, and not let the funding/budget dictate where the routing ends up.   | Alternatives  |
| 1/6/2015   | David and Linda Cato                | After attending one of the informational meetings about the high speed train proposal, we walked away with the following impressions:<br>If an alternative is needed for transportation between Houston and Dallas, add a dedicated, limited access toll lane up I-45 for cars and additional buses, and increase the Amtrak presence. This would also benefit the businesses along the way and keep revenue within the Texas communities and not send it out to foreign entities.  | Alternatives  |
| 12/1/2014  | David McCall                        | Say yes to the No Build Alternative.  | Alternatives  |
| 1/10/2015  | David Winston                       | I have the following concerns/questions about the proposed Dallas to Houston HSR:<br>1. Why not have the train station outside of downtown so that riders can travel to the station against the heaviest flow of traffic to ride trains departing in the morning (and vice versa for trains arriving in the afternoon)?<br>2. Related to 1 above, perhaps the train station could be located near (or on) the space currently occupied by Northwest Mall at 610 and 290? There is already a Metro transit station nearby which could be utilized for further travel within Houston. Also, the Northwest mall is very under utilized, with seemingly abundant room for parking, infrastructure, etc. Also, the use of the Hempstead Highway corridor to have the train travel into and out of Houston would appear to have less impact on Houston residents - I believe there are far fewer residential areas close that route than the other "preferred" route under consideration. It would also appear to be easier to somehow tie a station at the Northwest mall into the Houston Galleria area as well (with perhaps a train line from the Galleria to downtown Houston?).<br>3. I understand that some proposals may be more expensive than the two preferred routes under consideration. However, there could be great value in having the train not only serve Dallas to Houston travel, but also serve broader transportation goals. If the HSR had stops in, for example, Katy or the Woodlands, residents of those communities could use the train as part of their travels to and from downtown, helping to alleviate Houston's many traffic problems. Those communities, and possibly the state, might be willing to provide funds for something along these lines. I understand the concerns about using public funds for the HSR project, but that doesn't mean that serious consideration should not be given to using public funds (that may very well be used for public highways anyway) to integrate the HSR with metropolitan transportation needs.<br>4. How would the HSR project compensate homeowners whose homes (or other properties) are impacted by the HSR train line? There will likely be significant property value loss along the route, especially where it is near residences.<br>Thank you for considering these comments/questions.   | Alternatives  |
| 10/29/2014 | Dawn Shumway                        | I cannot support high speed rail routes through our residential neighborhood when there are viable alternative routes that exist. I can see NO benefits to the First Ward neighborhood.   | Alternatives  |



| Date       | Contact Name       | Request/Comment   | Comment Topic |
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| 12/1/2014  | Dean Stanford      | If Leon and Madison, Grimes, and freestanding counties are all against this route, I'm talking about Commissioners' Courts and the State representatives and the senators, Texas State senators and maybe even a few congressmen, do you think y'all might would at least try to go down another route? A lot of them are some of the things I mentioned, subdivided properties. A lot of these people that have moved in here there, they're all satisfied with buying Leon County property. I mean, they moved from Houston and Dallas to get away from all this and they're real proud of their properties and my wife's family and my family, we've owned land since the 1800's. We're both five and six generation families and this land means a lot to us and we would really appreciate if y'all would take another route and I feel like the other Commissioners' Courts that join Leon County will go along with me on that, and that's all I have to say. I appreciate y'all's time.   | Alternatives  |
| 1/7/2015   | Dna DuPriest       | ! Is the idea of building along an already existing trans route such at I45 or the Beltway an option?   | Alternatives  |
| 1/2/2015   | Don Agan           | The route being proposed goes through 200 miles of rural countryside, and DOES NOT go through any major population areas. In the remote possibility that HSR could be profitable without public funds or public loan guarantees, the optimal route for maximum usage would be immediately adjacent to Interstate 45. Getting enough riders will be critical to the HSR financial success and to avoid the need for public funds. Running next to Interstate 45 would allow the train to carry the most riders. TCR's current favored route only provides one stop between Houston and Dallas, and that stop is many miles from any major population area.   | Alternatives  |
| 1/7/2015   | Don Willson        | Do not sent the HSR thru Oak Forest and Garden Oaks. West 34th and West 43rd are the main east/west access in this north-side neighborhood. Traffic on both streets has increased tremendously in the past few months - where are these people coming from? Railroad tracks used to follow I-10 out to Katy, TX, but those tracks were removed. Why? The Hardy Toll Road is a straight shot north and is surrounded by industrial entities. Build it on top of the toll road. The additional noise would not be as noticeable. Land is already procured and many industrial items are along that route. Circulate an on-line petition for electronic signatures to protest this ploy to enrich a few men with only their bottom line in their sights. I like the idea of the HSR - just not in my neighborhood!!!   | Alternatives  |
| 1/7/2015   | Donna E Perkins    | High Speed Rail in Texas belongs in industrial, rural, or high speed corridors in the urban center not in residential neighborhoods.  | Alternatives  |
| 1/7/2015   | Donna Henson       | I'm not against bullet trains, but I know they can find an appropriate route that does not cause a cascade of consequences for these Houston neighborhoods. There are lots of industrial roads through Houston with existing train tracks that can be used. Hardy toll road and 45 or other highway corridors should first be considered, then industrial roads. The company has the Hempstead option that would eliminate the need of going through these older established neighborhoods. Common sense should make it clear the BSNF line at 34th is not a logical route for this train.  | Alternatives  |
| 11/10/2014 | Dorothy Parungao   | If you run the high speed rail along the BNSF rail line I think the impact would be less as trains already roll through those areas.  | Alternatives  |
| 1/9/2015   | Douglas Miller     | The scoping study is driven by financial considerations, as demonstrated by the choice of the two alignment corridors selected (BNSF Option 1 and Utility) for further study. It is apparent these two corridors would provide the least expensive options (maximizing profitability,) but incur the most environmental damage, disruption to communities and infringement on private property. Utilizing the weighted scoring ('stoplight' charts) wherein financial considerations outweigh the engineering and environmental considerations by a factor of two is a manifestation that the study is promoting profitability over all other considerations. Transparency and avoidance of conflict of interest require the focus of Federal Railroad Administration (FRA) be an independent evaluation of the project, unencumbered by concern about profitability for Texas Central Railway (TCR.)<br>3. It is apparent that a decision has already been made, without adequate study and without sufficient public engagement. The No Build alternative is not portrayed as a competing, viable alternative in the information available at the public scoping meetings or on the project website (e.g., timelines, alternative screening process description.) Indeed, the Need is described as 'To approve the Applicant's proposed high-speed rail investment.' Further, narrowing the original nine possible alignment corridors to two before the public scoping meetings underscores the message that a decision has already been made. The 'stoplight' analysis used to select the BNSF Option 1 and Utility corridors for further study is flawed; for example, it is not credible to suggest that there would be more impact on endangered species in the already-developed I-45 corridor than in the much less developed BNSF Option 1 and Utility corridors. Moreover, the threshold for selecting alignment corridors for further study (>9.0 weighted score) is arbitrary and has no scientific merit. A different selection threshold of, say, >7.0 or >10.5, is equally valid. I urge the FRA to terminate the EIS and select the No-Build alternative.  | Alternatives  |
| 12/29/2014 | Dr. Elizabeth Long | Although I am generally in favor of high-speed rail, I have great concerns about the proposed route, particularly the section within Houston. The following are my two major objections --I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am generally in favor of high-speed rail, I have great concerns about the proposed route, particularly the section within Houston. The following are my two major objections --<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it is probable that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion. There are already several Park and Ride nodes for other mass transit stations; I would suggest enlarging one of those, or perhaps building another, but am convinced that there is no good reason to have the rail terminus downtown. If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD. I urge serious consideration of following freeway corridors with this infrastructure, as freeways have already carved out a large footprint in the city, and it seems foolish not to take advantage of that existing presence.<br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods. | Alternatives  |
| 12/31/2014 | Dustin Kerr        | Please build this thing over interstate 45 into 610 north loop.   | Alternatives  |
| 1/7/2015   | Dustin Kerr        | Several proposed routes were considered by TCR; however, the routes now being reviewed by the FRA and the Texas Department of Transportation, appear to severely impact not only the surrounding neighborhoods and business, but will also harm the environment in a manner that is avoidable. Specifically, the effect appears to be lessened by other routes and other proffered suggestions, such as an elevated track over the I-45 corridor. It is in the best interest of all parties if serious consideration is given to these alternative routes and suggestions.  | Alternatives  |
| 1/9 2015   | E. L. Penny        | NO Build Option@  | Alternatives  |
| 11/1/2014  | E.M. Fountain, Jr  | Why was the route thru Bryan/College Station taken out?   | Alternatives  |
| 12/15/2014 | Ed Sereno          | I want to be informed of the project and the route as I am opposed to the HSR passing through Winter Street in the First Ward in Houston  | Alternatives  |
| 1/7/2015   | Eddie Battenfield  | I hope that you will consider a more industrial route and not the path through the long list of neighborhoods churches and schools that will be affected.   | Alternatives  |
| 1/8/2015   | Eevy Nguyen        | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Alternatives  |
| 10/29/2014 | Eileen Egan        | The Near Northwest Management District's [Leewable] Center Study proposed a transit center at the intersection of BNSF, Antoine Drive and N Tidwell. Antoine & Tidwell are hi-volume bus lines and are scheduled to become high-frequency lines (7-10 min wait at peak times). Our advisory committee during the study emphasized the importance of keeping the BNSF corridor in consideration for commuter and high-speed rail. A HSR station at this intersection would connect via hi-frequency buses to 1) Northwest Transit Center (I10 @ 610 - has planned connection to uptown Galleria); 2) METRO rail (red line north of downtown), and 3) Little York Transit Center (@290) might eliminate need to take train into downtown. City of Houston is in pre-engineering and have to rebuild W. Little York without a grade crossing at BNSF. I like the idea of connecting the BNSF line to Hempstead rail, but connecting BNSF to the METRO light rail north of downtown also makes sense.   | Alternatives  |

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| 1/8/2015   | Elected Official - Jerry Peruchini, City of Houston Mayor Pro-Tem | As this proposed project moves forward, I would like to encourage Texas Central High-Speed Railway to address the concerns recapped above and to take advantage of existing major transportation corridors like I-610 and I-45 to connect Houston and Dallas. As our cities continue to grow, this increased interconnectivity has the potential to positively impact our entire state; let us ensure that our communities remain at the table throughout the process.   | Alternatives  |
| 1/5/2015   | Elected Official - Montgomery County Judge Alan B. Sadler         | <p>Montgomery County supports the development of High Speed Rail that would create a new mode of transportation between Houston and Dallas, two of our state's major metropolitan areas. County officials are excited about the potential to develop a privately funded high speed rail project which would make it the only project of its type in the nation not to be constructed and operated with public money.</p> <p>We understand that the Federal Railroad Administration has extended the comment period concerning the Environmental Impact Statement regarding the Texas Central Railway High Speed Rail Project. As the moment it appears the FRA is narrowing its focus to two potential alignments. This letter is intended to make the case for reconsideration of those alignments to include use of I-45 as a corridor for the project. Montgomery County respectfully requests the inclusion of our comments in this letter for consideration. The Woodlands Township already has submitted its comments: Montgomery County joins with the township in supporting the project and offering comments supportive of a potential I-45 corridor.</p> <p>As noted already by the township in its letter, federal law requires the project to be engineered to limit landowner and environmental impact. We believe an I-45 corridor alignment, using combined commuter and High-Speed Rail lines with a north Houston regional station, holds great potential for enabling the FRA, Texas Department of Transportation and Texas Central Railway to achieve those goals of limiting landowner and environmental impact and maximizing the project's economic viability.</p> <p>We along with the Township believe a rigorous examination of an I-45 corridor alignment would reveal the route could minimize the need to acquire private property, thanks to the use to existing right of way and utility easements along an I-45 corridor.</p> <p>Utilizing an I-45 corridor could also create the conditions for additional new commuter stations along the route, which would enhance the financial viability of the High Speed Rail Project while also providing significant congestion relief along I-45.</p> <p>Adding a second regional station outside of the Houston city center makes the project more attractive to commuters and also the many affluent business travelers who would otherwise not utilize High Speed Rail if it required a trip to downtown Houston. Locating a station near the juncture of the Grand Parkway and I-45 provides a ready means for commuters and business travelers alike to access rail.</p> <p>Montgomery County is growing rapidly, and The Woodlands, and the rest of the county as well, has a preferred site for corporate relocations and economic development. In Montgomery County alone, the population is projected to increase from its current 500,000 to 1.1 million by 2040.</p> <p>Montgomery County believes the rationale exists for inclusion of an I-45 corridor alignment for study in the Environmental Impact Statement. Please accept these comments and thank you for the opportunity to join with The Woodlands Township in advocating for a second look at an I-45 corridor alignment.</p> | Alternatives  |
| 10/28/2014 | Elected Official -Tish Humphrey City Council, Ward 2              | Traffic on I-45 is huge concern. I believe Huntsville is excited about being close to Intermediate station. With SHSU & A&M students Houston/Dallas traffic is very popular. Huntsville looks forward to doing what we can to help with this HSR. Maybe a Park & Ride location in future for Shiro Station. I know this isn't TTC.   | Alternatives  |
| 1/6/2015   | Elisa Cuellar   | I strongly urge that you route this train so that rather than going to downtown it stops at the Northwest Mall. It's route would be through an industrial area rather than a thriving urban community, revitalize an area of town that has been in decline and take advantage of much cheaper land.  | Alternatives  |
| 12/8/2014  | Elizabeth Carver  | If the project proceeds, the Utility Corridor option appears to have scored much better on environmental considerations and be equivalent in financial considerations so should be the lead case.  | Alternatives  |
| 12/29/2014 | Elizabeth Long  | <p>I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am generally in favor of high-speed rail, I have great concerns about the proposed route, particularly the section within Houston. The following are my two major objections --</p> <p>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it is probable that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion. There are already several Park and Ride nodes for other mass transit stations; I would suggest enlarging one of those, or perhaps building another, but am convinced that there is no good reason to have the rail terminus downtown. In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.</p>   | Alternatives  |
| 1/8/2015   | Elizabeth Vargo   | <p>One of the original nine proposed routes had the HSR travel down the Interstate 45 freeway corridor. This option at least superficially sounds like a much better alternative. Unfortunately, the president of Texas Central Railway (TCR) was not able to adequately explain how that route was no longer under consideration. He was not able to answer many other basic questions either, such as, "How loud will the HSR be?" and "What will be the speed of the HSR as it travels through residential areas?" He said many of those questions would be answered when they do the environmental impact reports. However, I fear that that will be too late for us to save our neighborhoods.</p> <p>Thank you for reviewing my comments and those of my neighbors. I hope that our voices are heard and these routes are rejected.</p>  | Alternatives  |
| 1/8/2015   | Elizabeth Vergo   | <p>Another option would be to run the HSR down Hempstead Highway and terminate it at the Northwest Mall and/or Metro Hub. That way, it would allow for travelers to continue to their destination through other forms of public transportation, whether it is downtown, out west to the energy corridor, or back up north to The Woodlands. These are primary final destinations for many of the business travelers that will be potentially using the HSR.</p> <p>One of the original nine proposed routes had the HSR travel down the Interstate 45 freeway corridor. This option at least superficially sounds like a much better alternative. Unfortunately, the president of Texas Central Railway (TCR) was not able to adequately explain how that route was no longer under consideration. He was not able to answer many other basic questions either, such as, "How loud will the HSR be?" and "What will be the speed of the HSR as it travels through residential areas?" He said many of those questions would be answered when they do the environmental impact reports. However, I fear that that will be too late for us to save our neighborhoods.</p> <p>Thank you for reviewing my comments and those of my neighbors. I hope that our voices are heard and these routes are rejected.</p>  | Alternatives  |
| 12/4/2014  | Eric Yeargain   | I implore you to reconsider the I-45 corridor and leave 200 plus miles of rural Texas land unmolested. If that alternative is too expensive, I'd suggest you revise your business plan. Thank you.   | Alternatives  |
| 1/6/2015   | Erin Palkot   | More work needs to be done to investigate the Hempstead Highway route with the terminus at Northwest Mall. That will revitalize that area which has fallen into disrepair with the building of the Galleria and will allow an easy line to the Galleria, a large financial district, as well as connection to existing Metro lines down Washington and into downtown. In short, the architecture for HSR is industrial and designed for highway corridors (and the like), not for one of the largest and oldest subdivisions in Houston.   | Alternatives  |
| 1/9/2015   | Ernest D Fruge  | The route does take advantage of an existing private right of way owned by BNSF and it is this company's right to do with its property what it chooses, but the exercise of this right infringes on property owners nearby – this is an indirect “taking” of our property. There are alternative routes that provide better utility for our community, but are not being seriously considered because they obviously involve other moneyed interests. Specifically, the president of the proposed rail line said at an informational meeting this past Monday that he thought a route along the Hardy Toll Road was a better option but that the railroad company who owned this property had plans to expand their lines and would not be interested in sharing that right of way. Why does the financial interest of one for-profit company outweigh the financial and quality of life concerns of so many citizens? I know that this is not a description of a specific environmental impact, but it does raise concerns about what values are driving the decision making and are those values just.   | Alternatives  |



| Date       | Contact Name     | Request/Comment  | Comment Topic |
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| 10/21/2014 | Forrest Petersen | I think it would be a huge mistake for the HSR station to not be in downtown. Downtown is by far the largest and most concentrated business center in the area and is the most connected to the other business districts. It offers light rail access to the Medical Center and NRG Stadium. I don't see the point of having the station up by the Northwest Mall. It would basically be the exact same as flying from Dallas to Houston. You'd still have to rent a car if you wanted to get to downtown. Additionally, I feel like Galveston could be a major destination for people from Dallas. However, with the station up by the Northwest mall, there is no reason for someone from Dallas wanting to visit Galveston to use the High-Speed Rail because just driving or flying into Hobby would be more convenient.   | Alternatives  |
| 12/2/2014  | Frank Johnson    | I will be attending more meetings and my county commissioners court to start an uprising against this. You could use the I45 corridor and slow the train down a bit to make the turns navigable.   | Alternatives  |
| 10/26/2014 | Frank Oborny     | Main point up front: Any option that does not have both ends at least stopping at DFW and IAH, while not a "waste of time and money" will seriously impact the number of people using D2HHSR as a transportation option. I feel this needs to be a primary consideration critical to the success and timely payback of the project. Optionally a short lower-speed connection option from the airport to the HSR terminal, but such connectivity must be part of the plan. I lived in Japan for 8 years and so I know what a successful, well-planned mass-transit system works like.<br>Second, if you haven't consulted a Japanese rail company on this for recommendations, you are probably missing the mark. If you are going to do it right, consult experts. There really are none in the US.   | Alternatives  |
| 10/31/2014 | G. Davis         | Thanks. I have not been able to attend any meetings but I found the website and newsletter online.<br>My comment is in support of an option that passes close to/connects with the Bryan-College Station area. I saw one map that had an alternate route just to the west of the towns. I am a student here, but I will be leaving soon. However, I think of all the people who have to drive all the way here several times/year ... students, professors, visitors (including football fans), and the ever growing workforce in the Research Valley, with the medical corridor an all. They have no easy way to get from the Houston area and back, besides a personal car, ride share, or shuttle van that services mostly the airports (not the Downtown area or anything related to shopping, education, or commerce). The van is \$40-50 one way.<br>On all my drives from Houston to CS, I've often imagined a high-speed train or HST with a commuter off-shoot running in the middle of or alongside Hwy 6, which is a very dark, lonely stretch of road. A junction at or near CS would also be a good place for a line to Austin in the future.<br>It was only four months, but I lived in Tokyo a few years ago and was amazed not only with the trains, but the transportation system as a whole. It was *seamless.* I know Houston and Dallas are not on the same scale, but it is good to keep in mind the need for a range of options at several scales... e.g., once one arrives at a station -then what? As a non-driver, I find myself most of the time dependent on friends (or hired strangers) with vehicles. One last thing. How about a train from Galveston to Clear Lake to Friendswood to etc. to Houston? Solve some of those traffic problems, instead of just expanding the freeway?<br>Very excited to see things moving along.   | Alternatives  |
| 1/8/2015   | Gabriela Pinho   | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. I believe that high-speed rail project may have some benefits for both cities; however I have great concerns about the proposed route, particularly the portion within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is ill-advised. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic and parking problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.   | Alternatives  |
| 10/28/2014 | GARRETT          | I sure hope the line will be coming through College Station/Bryan, and if not have a station nearby. Thousands of students would use it to travel home to Houston or Dallas. Will this be the case? I currently looks like the two routes selected for further research don't do either.   | Alternatives  |
| 11/19/2014 | George Chen      | The only way this could work is to have the HSR run along the I-45 corridor. This will impact the least amount of private residential landowners and additional stops can be created in the future for even more ridership. The Woodlands Township is asking TCR/FRA etc. to reconsider the I-45 corridor as that area is growing by leaps and bounds. Even though the I-45 corridor may cost more to build it would allow for future stations to increase ridership. This would also be the most appealing to drive down I-45 and to see the Bullet train wiz by you when your driving. Even Robert Ekels had told me personally that this is his preferred route as the automobile driver might just decide to take the train next time he/she is traveling to Dallas. I also believe the noise impact would be the least as most people there already have the noise of the major Texas highway. Furthermore, having the HSR cross private land will have huge environmental impacts.<br><br>When the train is at grade and with a 10ft fence on both sides this would prevent any migratory patterns for wildlife, livestock, and decimate the thousands of acres of forest in its path. In rural settings where we do have forest fires etc., firefighters are able to cut through private land to aid in fire fighting. With land that is "locked" how are emergency services able to respond to critical emergencies. The rural life is a quiet and peaceful way of living. The noise impact would be the greatest in those areas where it is usually quiet to begin with.<br><br>I implore you to put more pressure on TCR to reconsider the I-45 corridor as a option to build and decline the utility alignment. This only makes the most sense as I do not believe that that this HSR will have enough ridership to be economically viable and the use of tax payers money will ultimately have to be used to subsidize a non profitable rail line. I also do not understand the taking of private land for use in a private company for profit as the KILO decision has been established already in the United States Supreme Courts.<br>I am a concerned land owner and If we can not defeat the building of this HSR along the utility easement then I would at least like to consider the alternative options to make this rail line work. Even if it cost more to build now the I-45 corridor makes the most sense.<br>I am not against progression. I do understand that there is tremendous growth in our cities and throughout the state. Build the proposed HSR on the I-45 corridor. I know this option will be more expensive, but it will have the least environmental impact and best chance for economic success. If there are only 2 HSR lines in the world that are marginally profitable (Japan, France) what makes TCR think that this project will have the ridership to sustain itself without tax payers eventually having to pay for it? Instead of devastating the lives of rural homeowners and our environment, which is what would occur with either of the 2 "preferred" routes through Grimes and neighboring counties, building the HSR along I-45 will minimize the environmental impact of the railing, as well as allow for future stations (ex: The Woodlands, etc.), giving it the best choice for success. Perhaps the HSR eventually will have routes that will be able to transport passengers all the way down to Galveston. I live on the utility corridor, and this project is nothing but harmful to our community. It will devastate our neighborhood, effect our quality of rural life, and we stand to gain nothing from having the HSR line. Being built as a "closed" system, there will be total property loss. Land with no access, problems with emergency services, school bus routes, and the like. Migratory patterns and wildlife will be affected. Forests will be decimated. Property values are already trending lower for our county in response to the announcement of the HSR potentially being build in Grimes County. This is bad for us, and I implore you, if you must build this HSR, build it on I-45 corridor. It makes the most logical sense! | Alternatives  |

| Date       | Contact Name    | Request/Comment   | Comment Topic |
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| 1/9/2015   | George Craig    | <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.</p> | Alternatives  |
| 10/23/2014 | George Ridge    | I like it on BNSF op1. That looks the best route for all.   | Alternatives  |
| 12/28/2014 | Gerard Johnson  | <p>I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.</p> <p>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.</p> <p>The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.</p> <p>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.</p>  | Alternatives  |
| 12/28/2014 | Gerard Johnson  | <p>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.</p> <p>If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.</p> <p>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.</p>  | Alternatives  |
| 12/1/2014  | Gina Greenslate | The preferred route of Texas Central Railway is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Tollroad, Hempstead Highway, utility easements), but they would be more expensive to build and thus reduce investor profit.   | Alternatives  |
| 12/3/2014  | Gina Greenslate | The preferred route, obviously, is the only one that's on the table, so you say right now, even though you can rate those different ways. The math is how kind of interesting to me on how you rate those and how they go from one to two, and, you know, it's just kind -- I think you can have them be whatever you want them to be. But, obviously, as Donald alluded when Robert Eckels was asked about the matter of this line and why it was preferred, it's was because of cost profit. That's all there is to it. You can say environmental considerations are number one. Impacts to communities and homes are not, but we know at the end of the day, it really all comes down to economics and how to make profits for their investors. We believe they're viable routes, commercial districts. Such as Hempstead Highway, Hardy Toll Road, and 45 North. That should be on the table and they are not and you've already made the decision by saying you're only looking at these two routes. I know the BSNF has hazardous liquid pipeline that parallels us in our neighborhood. I want to know what provisions are being made to build this 18-foot elevated track over that existing pipeline.  | Alternatives  |
| 1/6/2015   | Gina Johnson    | <p>Opposition to TCR's BNSF preferred route and downtown Houston station location. I'm writing to express my opposition in approving the BNSF corridor as the final selected route for the Texas Central Railway's proposed Dallas-Houston High Speed Rail (HSR) project. The terminus train station should not be located in downtown Houston. Both preferred routes (BNSF1 and utility corridor) will needlessly impact thousands of historic homes and neighborhoods. Mr. Eckels said at community neighborhood meetings that his ideal preferred location for the train station is at Northwest Mall, near the 610 Loop. He is being pressured by Houston Mayor Parker to locate the station downtown (typical politics and personal agendas at its finest). The downtown location is not in the best interest of Houstonians. What research been conducted to demonstrate that downtown is the most viable location? When will this be made available to the public?</p> <p>A high-speed bullet train doesn't belong in historic, densely-populated neighborhoods, such Independence Heights, Garden Oaks and Oak Forest. There are many other suitable routes. According to the stoplight chart presented at the FRA scoping meeting, TCR has settled on two preferred routes because of low cost and not having to acquire as much land, even though one of these routes impacts. If the FRA approves one of these two routes, you are essentially saying that the financial bottom-line and interests of TCR are more important than those of thousands of tax-paying homeowners. Make it fair, put all routes on the table – all nine of them – including Hardy Toll Road, Interstate 45, places where this proposed project would fit in with similar transportation infrastructure.</p> <p>Bottom-line, I'm not convinced there is even a need for this project. It is concerning that after four years of TCR's work on this project, they are ill-prepared to provide facts about the project and reassure communities. With so many vague details and unanswered questions, I urge the FRA to disapprove Texas Central Railway's proposed project, downtown train location and select the BNSF route as a NO BUILD route.</p>   | Alternatives  |

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| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | <p>Please also address these additional opinions and concerns: Alternative Routes Make More Sense- There are many alternate routes available that would not adversely affect residential homes, schools, businesses and historical areas. Concerned residents were told by TCR President Robert Eckels that the "BNSF with Option 1" route was the preferred route due to costs and least resistance. If they chose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances do we and the other affected neighborhoods have that TCR will not cut corners on safety and construction as well? The FRA and TxDOT should require TCR to provide detailed environmental analysis of the other route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The "Utility Corridor" route outside of Loop 610 would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly affected. In addition, the current location of Northwest Mall would make a great centrally located terminal convenient to downtown and other business districts, such as Greenway Plaza, the Galleria and the Energy Corridor. The mall site is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental car facilities.</p> <p>TCR has offered no compelling reason as to why the high speed rail must continue into downtown Houston, other than a seemingly political reason. Houston has several business districts, including downtown, Greenway Plaza, the Galleria, the Energy Corridor, and The Woodlands. Taking the train all the way into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like the Northwest Mall site would provide equal access to most of the business districts.</p> <p>We also believe the Interstate 45 route needs to be evaluated as a viable alternative route. The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in our neighborhood overwhelmingly oppose this proposal. As you may know, ExxonMobil, one of the city's largest employers, is in the process of moving virtually all of its Houston offices to a campus it is constructing in The Woodlands, about an hour north of downtown. It seems that ExxonMobil employees and employees of the hundreds of large corporations that have moved to The Woodlands in recent years are just the kind of riders TCR envisions as its customers. However, none of them is going to drive south in traffic for an hour from The Woodlands to downtown Houston to then take a north-bound train to Dallas. They are just going to drive the 3 hours from The Woodlands to Dallas. An HSR with a stop in The Woodlands makes a lot of business sense. After all, if this so-called "privately funded" HSR fails to meet its projections, we the taxpayers will be bailing it out or we will be stuck with its bankrupt, abandoned, rusting, deteriorating tracks bisecting our communities and rural areas for generations for no good reason.</p> | Alternatives  |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG)       | Grimes Citizen Advisory Group urges the FRA and TxDOT to reach a "no build decision" on this proposed high speed rail, and recognize that the environmental and financial detriments it would bring to the vast majority of citizens far exceed whatever fanciful benefits are envisioned from the project.   | Alternatives  |
| 1/5/2015   | hjobinson                                   | Texas Central Railway are unlikely to construct stations in Downtown Houston and Dallas because of the extra expense involved in purchasing a prime site. As TCR are only entering into this project to make money their choice is simple - build stations outside the city centers where land is cheaper. You also appear to imply that every little tin pot town between Houston and Dallas should have its own station. This is just not going to happen. How many students do you know that can afford to travel daily on this train. At the most they may use it once or twice a year, that is if their final destination is near a terminal.  | Alternatives  |
| 12/4/2014  | Howard Oken                                 | Me and a lot of my neighbors are here; and it's going to impact my direct environment, my backyard. That train is going to run through my backyard. I don't want it. It's a waste of money, and I just think that you should find another alternative. Thank you.   | Alternatives  |
| 10/21/2014 | Hunter Long                                 | I would like to reaffirm commitment along with rural station and stations within city centers to also have stations in the suburbs.   | Alternatives  |
| 1/8/2015   | Ian Penfold                                 | I urge the FCR [FRA] to force TCR to build their track away from dense urban neighborhoods and consider terminating the track before reaching downtown Houston.   | Alternatives  |
| 1/9/2015   | ibrother7                                   | *What other routes were considered before narrowing down to two routes and why were they eliminated?  | Alternatives  |
| 1/6/2015   | Imogene Giesinger                           | The proposed route for the High Speed Rail from Houston to Dallas would cut my ranch exactly in half, thereby making the ranch inoperable. When the route leaves the BNSF about 2 miles south of Dobbin in western Montgomery County, veers to the east then rejoins the BNSF about 2 miles + north of Dobbin it causes a devastating economic impact on this area. This route would be most expensive to build due to existing terrain. Why could the route not continue on the BNSF through Dobbin thereby sparing the ranches and the many homes in this area?   | Alternatives  |
| 1/9/2015   | Isabel Nart                                 | It makes much more sense to build the tracks along the Hempstead Highway corridor, which is mostly industrial currently. The project should stop at the current site of Northwest Mall, which is close to an existing Metro transfer center. It does not make much sense for the train to run to downtown Houston when other more logical options to get passengers to downtown exist. Thank you for your consideration of my comments.   | Alternatives  |
| 1/8/2015   | Jack van Zeelst                             | <p>Please know that I really am a fan of high-speed rails. I have frequented them in Europe where they are essential in connecting small towns to large cities that cross national boundaries. Dallas and downtown Houston are already connected by Interstate 45.</p> <p>I don't understand why our city feels the need to shoot this bullet through the Texas countryside, slow it down to snake its way through our incredibly lively, green and cherished neighborhoods and then dump passengers downtown.</p> <p>Instead, I could see a HSR from Dallas to The Woodlands as a final destination or Dallas to west Houston to the Energy Corridor. In my opinion, the best path would be along the Interstate 45 corridor with termination in the Greenspoint area, near Bush Intercontinental. And I am sure there are other ideas out there but since TCR has chosen to work on this project for 4 years without any resident input, I feel left out and literally like we are being railroaded</p>   | Alternatives  |
| 12/3/2014  | Jacquelyn and Jeremy Hornell                | Oppose Texas High Speed Rail-Use BNSF I Option PLEASE. My family strongly opposes the proposed Utility Alternative to the Texas High Speed Rail. Please, please do not utilize the Utility Alternative as the option for putting the high speed rail in. Use the BNSF I Option instead.   | Alternatives  |
| 12/3/2014  | Jacquelyn Hornell                           | I oppose the proposed Utility Alternative option of the Dallas to Houston high-speed rail. I would support the alternate BNSF Option 1 rail-line, as long as it does not negatively affect the environment.   | Alternatives  |
| 12/23/2014 | James Moore                                 | If the route goes through Bryan/ College Station there should be a stop in Navasota. Eventually NW Houston and College Station will connect. Navasota would also be a good location for fast growing Washington County to the east.   | Alternatives  |
| 11/23/2014 | Janet Davis                                 | If a high-speed rail line must be built (and I don't know that it does), let it be along the I-45 corridor and include a station in The Woodlands or Conroe. That would at least make more sense.   | Alternatives  |
| 1/8/2015   | Janet Simoneaux                             | This system belongs in a high speed freeway corridor or industrial zone.  | Alternatives  |
| 1/6/2015   | Janice S Martinez                           | There are many alternative routings through industrial areas or along freeway corridors that would make much more sense. Community leaders have put forward an alternative route that would come down the Hardy Toll Road where a wider existing right-of-way already exists. Another idea, which Texas Central executives have acknowledged as a realistic possibility, would be to run elevated rail over I-10, eliminating the need for additional right-of-way. Coordination with Metro and the City of Houston could also produce solutions involving less-intrusive light-rail connection that would not impact our very precious and highly populated urban residential areas.   | Alternatives  |
| 1/9/2015   | Jaunda Payne                                | I am opposed to this project entering residential communities. From a quality of living standpoint, it would make sense to follow high speed corridors or industrial corridors or as many have suggested, stopping prior to entering the any urban neighborhoods.   | Alternatives  |
| 10/22/2014 | Jeff Ragsdale                               | Build all the way to Galveston. When casino gambling comes to Texas (not 'if'), Galveston will become a new mecca for slots and blackjack. The Dallas-Houston train will be there ready to go.  | Alternatives  |

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| 12/17/2014 | Jeff Ragsdale  | With provisions made for future service to Galveston with a stop at Clear Lake, perhaps, the Houston/Dallas line must be comprehensive: Downtown Fort Worth (near the Kimball as well, perhaps?) - Arlington - Downtown Dallas - College Station - Bush Intercontinental - Downtown Houston - Hobby Airport - Clear Lake - Galveston. Think not just of the next twenty years of rail service, but the next hundred.  | Alternatives  |
| 1/9/2015   | Jeffrey C Fye  | Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The alternative route shown on the Texas Central Railway maps, the Utility Alternative, would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal.  | Alternatives  |
| 12/17/2014 | Jennifer Garcia  | It would seem to make far more sense to use industrial and high-transit corridors for this project. This would also facilitate placement of an end-station in locations which would better serve large employment centers such as Uptown, Memorial City and the Energy Corridor.  | Alternatives  |
| 1/5/2015   | Jennifer Hayes   | There are better route options that would have less of an impact on residential communities and should be considered over the BNSF Option 1. It is my understanding that the only other viable option is the Utility Alternative, an area that has previously been scheduled for demotion for Highway 290 expansion. This is an industrial business area that will not be significantly impacted. I also believe the I-45 route needs to be further explored. This would be ideal as it does not traverse residential territory or Texas Agricultural land.   | Alternatives  |
| 11/14/2014 | Jennifer Miller  | Thank you for the meeting in Bryan on October 27. After reflecting I have one comment to add for consideration. Understanding that many routes were considered and due to overall feasibility just two routes are now possible I'd like to suggest that a mid-way station close to Bryan/College Station be included. It was listed as possible but I believe it must be included. To not add a station next to, or close, to the one area between Dallas and Houston that is experiencing growth would not only reduce ridership it would exclude transportation opportunities to our residents. If we are bypassed for this opportunity it will be decades before we will be considered again. Much like when freeways were built if your town was missed, your town slowly declined. Our area is growing and offers many things larger cities don't. Please help us stay on the map!   | Alternatives  |
| 1/8/2015   | Jennifer Troiani   | Opposition for proposed route along BNSF railroad track next to 34th street in Houston. In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston as well as other Houston business districts.   | Alternatives  |
| 12/4/2014  | Jerry Wagnon   | I do see some positive benefits, but I do have one question for the TCR people. Is the proposed Grimes County station a potential connecting point for a future spur to Austin and San Antonio that would revise the Texas t-bone concept?  | Alternatives  |
| 1/9/2015   | Jijad & Zeina Fares, James & Nancy Bittikoffer<br>Darold & Wendy Frederick, Richard & Diane Muller<br>Larry Foyt, Steve & Paula Winter<br>HO Venture, LP, Jimmy & Diane Thomas<br>Cedric & Mary Anne Burgher, Ewing King<br>Steve & Marci Alvis, Jay & Deborah McLeod Sears<br>Josiah "Bo" & Amy Huggins, Roberto & Claudia Contreras<br>Pete & Bonnie Vivian Martinez, Gordon & Isabelle Gsell<br>Charlie Hartland, Emerson & Cecilia Hankamer<br>Beau & Eva Bisso, John & Terri Havens<br>Chuck & Kim Watson, Darren Friedel<br>Darren & Nicole Friedel, Greg Friedel<br>Glenn Hegar, Jr., Glenn A Hegar, Sr.<br>AB Hegar Trust for Glenn Hegar, Sr., Frank Hegar Trust for Glenn Hegar, Sr.<br>Judy Ripple, AB Hegar Trust for Judy Ripple<br>Frank Hegar Trust for Judy Ripple, Ronda Hegar<br>AB Hegar Trust for Ronda Hegar, Frank Hegar Trust for Ronda Hegar<br>Jennifer Ladner, Ryan Ripple<br>Stephen & Kristy Patchett, Kurt S. & Ruth Ann Watzek<br>Robert L Waltrip, Wanda A McGee 1972 Trust<br>Lawrence F Hegar, Mary Lynn Hegar<br>Karen H Cook, L.F. Hegar children's Trust for L.F. Hegar, Jr., M.L. Hegar, K.H. Cook<br>F.L. Hegar nieces and nephews Trust for L.F. Hegar, Jr. M.L. Hegar, K.H. Cook<br>Lawrence Frederick Hegar, III, Arland Lawrence Cook<br>Megan Elizabeth Hanson, Leah Nuco Hegar<br>Kathy Friedel, AB Hegar Trust for Kathy Friedel<br>Frank Hegar Trust for Kathy Friedel | These comments are submitted in opposition to the western alignment for the proposed Texas Central High-Speed Railway that has emerged as one of two alternatives slated for further evaluation in the environmental impact statement process. This western alignment is also referred to as the Hegar Road alternative. These comments are submitted on behalf of our clients who live or own property and will be impacted by the proposed Hegar Road alternative.<br><br>Major problems exist with the Hegar Road alternative that has "emerged" as one of two alternatives selected for further analysis in the EIS process. In particular, the route up Hegar Road raises substantial impact issues that would warrant selection of an alternative route.<br><br>The better course of action at this point in time is to develop additional alternatives for further evaluation and development. Furthermore, the western route as currently proposed should be eliminated as being unacceptable for the reasons stated above. If the TCR determines that an alternative western route is needed, it should be relatively straight forward to evaluate the data and find a corridor that (1) does not have schools immediately adjacent to the line, (2) does not impact a significant expanse of ancient Live Oaks, (3) does not impact a park or cultural resource requiring quiet and solitude, (4) avoids impacting significant cultural resources and (5) does not impact bald eagles. For purposes of reference, the existing transmission line corridor east of Hegar Road should not be considered acceptable due to the presence of many of these same elements.<br><br>We thank you for considering these comments. They are offered in the hope that you will listen and consider the serious and significant impacts associated with the Hegar Road alternative and that you will find one or more alternative routes. | Alternatives  |
| 12/18/2014 | Jill Moorhead  | I understand that some less residential routes may cost more to build; however, I think that by using the route through Oak Forest, the "cost" to Houstonians significantly exceeds the savings your company will see. Profits are important, but people are more important. I urge to consider a different route that will not slice through our heavily populated, family oriented neighborhood.  | Alternatives  |
| 12/4/2014  | Joan Stuts Escamilla   | First of all, I want to agree with what he said, the no-build option is the only option... Alternatives, we still say the no-build option is the only alternative. Anticipated issues of impacts is the people that will be impacted by this. We're tired of it. Go somewhere else. Thank you. I cede my last few seconds to someone else.  | Alternatives  |

| Date       | Contact Name          | Request/Comment   | Comment Topic |
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| 12/4/2014  | Joan Stutts Escamilla | No Build option! Like the Trans-Texas Corridor of 2002-2008, we will defeat this in our county/region and state. It will not benefit residents of this county. We have too much land, resources, wildlife wetlands woodlands to lose!   | Alternatives  |
| 12/4/2014  | Joan Stutts Excamilla | We again opt for the no-build option.   | Alternatives  |
| 12/27/2014 | Joanne Mamaradlo      | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.  | Alternatives  |
| 12/27/2014 | Joanne Mamaradlo      | The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.<br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.   | Alternatives  |
| 1/9/2015   | Jobeth Stutts         | NO Build Option@  | Alternatives  |
| 10/23/2014 | Joel Arrona           | I'm very excited about the proposed high speed rail line and looking forward to see it happen, and maybe one day be part of it. I think Union Station would be a perfect location for the Dallas terminal, which it would connect passengers to Amtrak, TRE and DART Rail.  | Alternatives  |
| 1/9/2015   | Joellen Snow          | I would like the rail to go I-45 because I have family land near Shiro and this would be detrimental to property value, noise level would be bad, and security issues would be at high level.   | Alternatives  |
| 12/3/2014  | Joey Frederick        | 3. This line would be much much more attractive with a stop to service College Station. I know that the future could include unlimited development to San Antonio, Austin, College Station...etc. A planned stop now benefiting the 40K plus families that trek to and from College Station. This method of transportation is for future generations anyway, lets get them involved early.  | Alternatives  |
| 11/6/2014  | jogle@kbsi.com        | You should make your high speed rail train stops at or near as many universities as possible. Universities such as Texas A&M and other colleges and universities serve as a major source of potential ridership. Coming close to, but not through, towns like College Station would not properly benefit the project or the needs of the Texas population..   | Alternatives  |
| 1/9/2015   | John                  | The project will provide a needed service and is important for Houston, Dallas/Fort Worth and the communities between the large cities.<br>If the BNSF/Teague Line is selected, the route should turn South at Mangum Road, following Mangum to the Hempstead Corridor and terminate at Loop 610 or, in the alternative, continue to downtown Houston via I-10. If the Hempstead Corridor is selected, the route should follow I-10 from Loop 610 to downtown. Proceeding North on Hempstead or the Utility Alignment, the route should be adjusted to reflect property ownership and avoid dividing a single owner's property where possible. The area around Hwy 99/ Grand Parkway should follow more closely the RR corridor/tracks further North and coordinate with state, county or city plans for future track grade crossings along the route. Slight variations from the existing utility alignment should be made to mitigate impacts on adjacent property, particularly residential subdivisions and single properties that may straddle the utility easement. A station should be placed at Hwy 99/Hockley to serve NW Harris, Waller and Southern Grimes Counties. Stations should be located in each county along the route and service plans do not have to provide that every trip include "local" service.<br>Future connections to Austin, San Antonio and the I-35 Corridor should be considered. In all cases the route should be coordinated with state, regional and local transportation plans.  | Alternatives  |
| 1/8/2015   | John and Cindy Bartos | We write to express our opposition to the proposed construction of any (elevated or non-elevated) high speed rail system (HSR) along the BNSF rail line (the co-called "BNSF with Option 1" route) by Texas Central Railway (TCR) and outside Loop 610 in Houston. We ask that our opposition, comments and concerns be made part of the official record, considered in connection with the environmental impact study and considered for all other relevant purposes. We specifically request that the FRA and The Texas Department of Transportation not approve the "BNSF with Option 1" route if the route will run anywhere within Loop 610. There may be reasons the FRA should deny approval for either or both of these routes running outside Loop 610 in Houston or in any of the other areas through which they are projected to run, and to the extent that our comments and concerns are pertinent to those portions of the routes, please consider them.<br>There are many alternate routes available that would not adversely affect residential homes, schools, businesses, parks and historical areas.<br>The FRA and TxDOT should require TCR to provide detailed environmental analysis of the other route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The "Utility Corridor" route outside of Loop 610 would be a better option. The Interstate 45 route needs to be evaluated as a viable alternative route. The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land.<br>We believe information available currently requires that the FRA and TxDOT reject the two current route proposals and send TCR back to the drawing board with respect to the other routes. At the very least, the FRA and TxDOT should require that TCR address the critical issues and provide the important information as discussed above. | Alternatives  |
| 10/27/2014 | John Blasieng         | I agree that Bryan-College Station and Texas A&M should be considered!  | Alternatives  |
| 11/10/2014 | John Dungan           | Please build it and consider connecting to Bryan/College Station.   | Alternatives  |
| 1/9/2015   | John Everett          | At the meeting we attended, there was expressed general philosophical support for such a train, but routing it through residential areas into downtown Houston made no sense to anyone. There was never an explanation for the reasoning why the end-point of the Houston leg of the route should be downtown when a perfectly logical end-point exists in the N. Loop 610/US 290 junction already exists with empty land space — and a newly reconstructed highway interchange — making for easy access. That area sits within a mile of the current Northwest Transit station of the Houston METRO and is closer to several major employment/business/shopping districts than does a downtown destination. It would also provide a natural point for a future, similar HSR to Austin.   | Alternatives  |
| 10/28/2014 | John H Botkin         | This project ignores the already developed I-45 corridor from Houston to Dallas.  | Alternatives  |
| 10/27/2014 | John Happ             | Thanks for holding this public meeting. I just wish the cities would have televised the presentation. The general public really needs this education. It goes without saying that I am truly disappointed that there isn't a station planned to be closer to College Station. With a major university here, the students alone couldn't help but provide the ridership needed to make the station financially profitable! Not to mention the growth in medical facilities and the district corridor.  | Alternatives  |
| 11/13/2014 | John Huffman          | Regarding the terminus locations, the HSR should carry as close to downtown areas of Houston and Dallas as possible. Locations in Dallas at the intersection of I-45 /820 as well as the Beltway 8 /290 terminus locations are both located too far from existing infrastructure and other public transportation options. These locations will require a large portion of the population in those communities to drive nearly an hour just to get to the stations because they would not be centrally located. Both these communities have air quality issues and these terminal locations require and extra traffic and effectively spreads the air quality issue/concern further out into the suburbs and the communities downwind of those traffic centers.  | Alternatives  |

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| 1/2/2015  | John Kressenberg  | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.<br><br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods. Union Pacific's right of way down Hardy Street (along the Hardy Toll Road) is a much better alternative and would create far less impact on existing residential and commercial property as well as saving millions of dollars in condemnation expenses and legal fees.  | Alternatives  |
| 1/7/2015  | John Moshioni     | High Speed Rail in Texas belongs in industrial, rural, or high speed corridors in the urban center not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation which routes could terminate at the 610 loop with dedicated Metro shuttle or train links to Houston downtown central business district.   | Alternatives  |
| 12/3/2014 | John Pope         | I actually live closer to Antoine and 34th. I am right down the entrance of the BSNF Railroad. You're only talking maybe a 4- or 500 yards from my house. I also have a hardware store on Hempstead Road, which runs down another route that's proposed. I've already seen 290 get built once, and I'm watching through its second phase. If they had done the toll road expansion, it would have taken my business out. So, yes, I have been in eminent domain. I've lost property on 45. I've lost property on 59. So I have been effected quite a few times by freeways. If you guys are going to build this thing, build it on 45.  | Alternatives  |
| 11/6/2014 | John Prihoda      | Any intermediate stop on the route should be in the Bryan/College Station metro area (B/CS). If it does not pass through B/CS, there is probably no need for a stop anywhere else along the route options presented. Of the two options most discussed at the scoping meeting, the Utility Alternative appears to be the better. The BNSF option looks too curvy near Houston. And the Utility Option looks straighter overall. Terminals in both Houston and Dallas should be at the major freeways or loops as the route approaches the areas (such as I-610 and I-20, but not toll roads). Then let those metro areas develop their own rail (or other) infrastructure to meet their own needs.  | Alternatives  |
| 1/9/2015  | Johnny Murphy     | I am opposed to running the rail through our neighborhood garden oaks. you have no right to come take private property through eminent domain for your private for profit business. you should focus your efforts on more commercial use routes or stop farther out of downtown.  | Alternatives  |
| 1/9/2015  | Jonathan Lyssy    | Alternative Routes Make More Sense – There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels, that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like Northwest Mall would provide access to any of the four business districts.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal. | Alternatives  |
| 1/13/2015 | Jost Lunstroth    | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general. I have great concerns about the proposed route, particularly the section within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.<br>If, however, it is decided for some reason that a downtown terminus is required, the route down town must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.<br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the   | Alternatives  |
| 1/7/2015  | Judi Foster       | I am adamantly opposed to this route through Montgomery County! It is cutting through some of the most beautiful land in Western Montgomery County and will serve no purpose other than to disrupt the lives of those living in that area. It will decimate land values in that area!!<br>The route needs to be up IH-45!!!!  | Alternatives  |
| 12/4/2014 | Judith F. Bennett | I think the I-45 corridor, even though you say it's going to be more expensive, if you just have to build it, try that one.   | Alternatives  |
| 1/8/2015  | Julian Gunther    | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Alternatives  |
| 1/9/2015  | Julie Falcon      | As a resident of the Oak Forest subdivision in Houston, Texas, I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors.  | Alternatives  |
| 1/9/2015  | Julie Grothues    | Since the current proposed lines are the Utility and BNSF lines, it makes more sense to run any HSR lines to Northwest Mall. The mall is underutilized. It is a large property. It is located on loop 610 between US 290 and I-10 and is within a few miles of both US 59 and I-45. There is a Metro transit center close by. The mall is centrally located to downtown, the medical center, the Galleria area, City Center and the Energy Corridor.  | Alternatives  |
| 1/9/2015  | Julie Grothues    | Running a high speed rail line to downtown Houston would be highly disruptive to a number of neighborhoods, parks and businesses. In addition, due to the number of business centers in Houston, it does not make sense to take all riders to downtown Houston only to have them take other transportation back out of downtown to other areas of town. Since the current proposed lines are the Utility and BNSF lines, it makes more sense to run any HSR lines to Northwest Mall. The mall is underutilized. It is a large property. It is located on loop 610 between US 290 and I-10 and is within a few miles of both US 59 and I-45. There is a Metro transit center close by. The mall is centrally located to downtown, the medical center, the Galleria area, City Center and the Energy Corridor.  | Alternatives  |
| 12/5/2014 | Juliet Mellenger  | Just stop the train at Bush International.  | Alternatives  |



| Date       | Contact Name       | Request/Comment   | Comment Topic |
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| 1/9/2015   | K Gahm             | <p>Location of the Houston station in the downtown district is counterproductive to a successful project. Think about it. The cost of parking would be astronomical in an area with limits to available land as would occur in the downtown area. If I lived in the north side of the city (Spring and The Woodlands), I would be very unlikely to want to drive 35 to 45 minutes into downtown, with all of the traffic and then be faced with expensive parking options. It would be much easier to just drive north and be in Dallas. I make this observation because a couple of years ago, I worked in Dallas for more than a year. It took me less time and money to drive from my home in Spring than to fly. I flew only twice during the entire year I worked in Dallas. Even with a 90 minute transit time on the high speed rail, the additional time to make the drive to downtown, park and board the train would not be worth the time and trouble.</p> <p>Many citizens have recommended locating the Houston station in the area of the Northwest Mall, at the intersection of Loop 610 north, Highway 290 and Interstate10, makes much more sense than a downtown location. There would be plenty of space for parking and rental car facilities. The proximity and travel time to downtown, the Energy Corridor, Galleria and airports is reasonable. Mr. Eckels has repeatedly mentioned that the target market for the TCR high speed train are individuals that live and work in the Energy Corridor (I-10 west) and The Woodlands/Spring area (I-45 north). The Northwest Mall area is optimal for people in these areas.</p> <p>If the decision is made to select the downtown area for the Houston station, a route that avoids residential properties is needed. The industrial corridor along Highway 290 would have less impact on residential properties.</p> <p>The I-45 corridor needs to be re-considered as it is an existing high speed and high traffic volume corridor. Mr. Eckels has explained that there are some curves along I-45 that would be difficult for a train moving at 200 mph to navigate. In those few areas, which are most likely in rural or less densely populated, acquiring land for the altered route would be an option and much less disruptive than choosing a route that transverses a neighborhood.</p>  | Alternatives  |
| 1/8/2015   | Kara Niles         | Thank you for your kind consideration of this request. I highly support high speed rail but would like it to take into consideration the residential neighborhoods to the North of Houston. An excellent compromise would have the rail line terminate at the 610 loop with dedicated links to various population/work hubs in Houston (downtown, Galleria, Medical District)   | Alternatives  |
| 1/6/2015   | Karen Hink         | I am a resident of Garden Oaks. A portion of the preferred route would cut through my neighborhood. I am against this route because of the following: The attendees of the meeting at Lutheran High School last night were overwhelmingly against this project in its selection of the route that includes 34th Street. Please take these objections into consideration and protect our neighborhood.   | Alternatives  |
| 1/9/2015   | Katherine Stinson  | There is no direct benefit, rather harm, for our communities from this "for private profit" venture which wants to use our urban communities as their throughput. Alternatives exist in high speed freeway corridors and industrial zones that are more reasonable and suited for such a project.   | Alternatives  |
| 11/12/2014 | Kathleen Armstrong | I understood that the BNSF route was the current railroad. But when I look at your map the blue line does not follow the railroad. Can you tell me whether it follow the railroad and the map is not accurate. Or whether the blue line is going to be a new route? Or explain what I might have misunderstood.   | Alternatives  |
| 1/8/2015   | Kathleen Dix       | I wonder; why put it through a residential neighborhood when there is Hempstead Highway, I-45 or other lanes of transportation already in place. I don't think that I should be asked to sacrifice my investment in my house so that Texas Central Railway doesn't have to spend money on acquiring right of way.   | Alternatives  |
| 1/8/2015   | Kathy Huber        | Why not build a station on our 610 loop and stop the train there? Light rail and other forms of public transportation so desperately needed in Houston could then connect high speed travelers to their destinations. Or why not construct HSR along the Hardy Toll Road? We're were told because "the railroad doesn't want to."   | Alternatives  |
| 12/27/2014 | Kelly Gaines       | <p>I live in Oak Forest, Houston, Harris County. I attended the meeting with Robert Eckels on December 18. Here are a few questions:</p> <p>Robert Eckels said that a commitment has been made to have the destination of the train in Houston be in downtown. Who was this commitment made with and why.</p> <p>What is the specific address of the train station property in downtown Houston.</p> <p>Clearly, the Hempstead Hwy with an end point/train station at Northwest Mall would be least disruptive to neighbors, communities, churches and families. Why has this not been considered?</p>  | Alternatives  |
| 12/29/2014 | Kelly Gaines       | <p>Hello - I am extremely concerned about the High Speed Train. After attending the Dec. 18 meeting, it sounds like it's a done deal. And it sounds like the path has already been decided - the route along the railroad tracks just ' north of 34th Street. As a homeowner just 3 blocks from that, I'd like to know what involvement the city has had ori this project.</p> <p>When a statement was made by a homeowner at the meeting that suggested the Hempstead Highway route with a destination of the Northwest Mall,Robert Eckels said that a "commitment" had been made to go downtown. Who was this commitment made with and why?</p> <p>The logical route for the train is along the Hempstead Hwy and the destination at Northwest Mall. It's the least disruptive to families, churches and communities and getting to downtown to catch as train is not convenient.</p> <p>Also, please send me the exact address for the train station that will be constructed downtown.</p>  | Alternatives  |
| 1/8/2015   | Kelly Gaines       | <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.</p> | Alternatives  |
| 1/8/2015   | Kelly Gaines       | Hello - I'd like to express my opposition to the proposed high speed rail. I realize you have seen the following topics, but my main concern is that the destination into Downtown Houston is not necessary. No one wants to fight the traffic to go downtown to board the train and no one wants to go downtown to pick up someone coming in on the train. Airports are not located near downtown and for good reasons like I stated above. It makes more sense to have the train along the Hempstead Hwy and terminate at the Northwest Mall where there is more than enough room for taxis and rental cars.  | Alternatives  |
| 1/8/2015   | Kelly Lutz         | Historically as well, transit hubs are typically built on the outskirts of town. Airports are located away from the center of the cities (to reduce noise and imposition to the public) and this, I would think, would apply to the hub for a train as well. It seems reasonable that the train could easily stop at the NW Metro Transit Station and let commuters take the already available mass transit methods to get to downtown Houston, the Galleria, Greenway, the Texas Medical Center and the Energy Corridor from there. The NW Transit center is really more of a central location than is downtown to begin with. This location would also reduce the numbers of people who would be impacted by the train, and this, to my knowledge is a priority set by the investors of the train.... or so they say.   | Alternatives  |

| Date       | Contact Name     | Request/Comment   | Comment Topic |
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| 1/8/2015   | Kelly Lutz       | I, for one, do not see the feasibility of a high speed train between Houston and Dallas, but that is for others to evaluate. I have lived in Houston since I was a child and have often heard of a bullet train between the two cities, and it has never seemed to garnish enough support to make it happen. Texans are not prone to using mass transit, and that has been evident throughout the many failed attempts of building systems that are used temporarily, and fail once the excitement quickly wears off. We do not have the same mind set as people in NYC or Japan. Historically as well, transit hubs are typically built on the outskirts of town. Airports are located away from the center of the cities (to reduce noise and imposition to the public) and this, I would think, would apply to the hub for a train as well. It seems reasonable that the train could easily stop at the NW Metro Transit Station and let commuters take the already available mass transit methods to get to downtown Houston, the Galleria, Greenway, the Texas Medical Center and the Energy Corridor from there. The NW Transit center is really more of a central location than is downtown to begin with. This location would also reduce the numbers of people who would be impacted by the train, and this, to my knowledge is a priority set by the investors of the train.... or so they say. | Alternatives  |
| 11/7/2014  | Ken              | Just that fact that it is proposed to squeeze this thing down the Washington Ave Corridor in Houston as a preferred route tells me you folks don't really know what you are doing.  | Alternatives  |
| 12/4/2014  | Ken              | I'm for public transportation alternatives to relieve congestion on our already crowded roadways. With that being said, however, I have the following concerns about the Dallas-to-Houston high speed rail project as proposed:<br><br>I would also recommend a Houston terminal location outside of downtown along 610 or Beltway 8 to minimize increased road traffic within the city.<br>An alternative route down I-45 or through warehouse districts would be a better option where approaching the city to minimize residential disruption.<br>3.This project is proposed as an alternative to flying, but there is no terminal proposed near Bush Intercontinental airport. Many people arriving to Houston via high speed rail will need a car just like they do when flying. There is already plenty of parking and rental car infrastructure in place near the airport. A downtown terminal will offer limited parking, and no close by rental car options.   | Alternatives  |
|            | Ken Navarro      | Many studies have shown the impact of transportation corridors on neighborhoods and the First Ward is uniquely vulnerable to such an impact due to its location - nestled inside the I-10 and I-45 interchange.<br>Please do NOT grant the option to pursue this project through the First Ward!!!  | Alternatives  |
| 12/4/2014  | Ken Vaczi        | An alternative route down I-45 or through warehouse districts would be a better option where approaching the city to minimize residential disruption.<br>.This project is proposed as an alternative to flying, but there is no terminal proposed near Bush Intercontinental airport. Many people arriving to Houston via high speed rail will need a car just like they do when flying. There is already plenty of parking and rental car infrastructure in place near the airport. A downtown terminal will offer limited parking, and no close by rental car options.<br>Please take my concerns into consideration as you move forward with this project. Thanks!   | Alternatives  |
| 1/9/2015   | Kevin J. Fogarty | Our neighborhood (Super Neighborhood 22) is in support of the High Speed Rail ending outside of the 610 loop. This is the most practical solution.<br>The required infrastructure to both accommodate a train of this nature and also not affect the existing freight line would be immense.<br>Eminent domain can and will be used to tear down homes and businesses. This would increase the chance of receiving below market value for your home.<br>Please take in the concerns of our neighborhood and consider the route outside the 610 Loop.  | Alternatives  |
| 1/9/2015   | Kevin Mineo      | I am writing you to voice my opinion and opposition about the newly proposed route of the High Speed Rail(HSR) . One of the current locations that is being proposed is the 34th St corridor (Through Garden Oaks/Oak Forest), and I am adamantly against.<br>Our hope in moving into this quiet neighborhood was initially to upgrade existing track crossings to no horn crossings, not to fight off a overseas corporation or has no concern about the wellbeing of Houstonians. Let's call a spade a spade, they are here to make the most money they can. And they are going to choose the route that has the most financial benefit not the route that is best for the community.<br>That is where we need our representatives to send a message in opposition to current route.<br>The 34th Street route also goes right by our kids current school, St. Rose of Lima. This will essentially kill this school. The distraction of trains running by every half hour is sure to distract our kids learning potential. In age where ADD is at all-time high, and education is always in the spotlight of the news, I don't see how destroying another school will be beneficial.   | Alternatives  |
| 1/9/2015   | Kevin Mineo      | Being a road design engineer and working with TxDOT through various firms over the last 15 years, I do realize there is a limited number of options, and that all of them have their down side. But putting a new train through a neighborhood that is developing million dollar homes, wouldn't have been allowed previously. In my opinion there are much better alternatives. The obvious one is the existing rail corridor up Hardy. There is ample room, however for some reason the RR company there has too much opposition power, and money to make that a viable option albeit the most logical one. The other suggestion would be have a transit center outside the loop, where there is less congestion, more parking, and possibility of business to flourish because of this. From that there could be a light Rail linking that to downtown. This would also allow the people who use the train to reach their destination easier, as there are a lot of business in the energy corridor and the woodlands that would benefit. If people have to drive in to use the train with traffic and find parking at absurd rates no doubt, I think they would be inclined to rather fly.  | Alternatives  |
| 1/9/2015   | Kevin Shannon    | The proposal is exceptionally troublesome to the residents of this neighborhood when there are perfectly good alternatives that have less of an impact on existing residential areas. The Hardy toll road corridor would be a great alternative and only affect an industrial area. Having the HSR stop outside of the beltway is also a better alternative affecting less densely populated areas. We thank you for considering these comments and look forward to future discussions.   | Alternatives  |
| 1/8/2015   | Kim Evans        | I support high speed rail between Dallas and Houston however I think it should select routes through industrial neighborhoods where possible.   | Alternatives  |
| 10/21/2014 | Kip Daniel       | As a business person with the need for travel between Dallas and Houston, I applaud this effort. We definitely need an alternative means of transportation between these cities. This will connect me much more directly with my destinations, and it must even be easier than air travel. hopefully it will be cheaper too!  | Alternatives  |
| 1/5/2015   | Kirk D Carver    | Why does the line have to extend to congested downtown, when a more viable termination point would be the Northwest Mall area near the junction of US290 and I610?<br>Why is the preferred line not being run along the I45 corridor, where communities like the Woodlands are requesting service? A rail corridor exists on that route as well. Can you provide substantial data that clearly shows the I45 corridor cannot be used, or has an impact that is far more significant than running other routes?<br>Houston needs a combined metro transportation solution that puts higher priority on local and commuter transportation options, not an airline replacement to Dallas. How is this being accomplished?  | Alternatives  |
| 1/6/2015   | Kitty Shields    | First of all, let me state that I am a proponent of public transportation of all types; as our population grows throughout Texas, we have to seek many different viable alternatives to adding more automobiles on our streets and highways.<br>However, after attending a neighborhood meeting and listening to a presentation by Bob Eckles, I have real concerns about the impact of this train on inner city neighborhoods, as his plan indicates. While former Judge Eckles went into great detail about the system in Japan, he seemed to be oblivious to the concern expressed by the residents of his city. Much of his presentation was spent trying to justify the need for the train, which is really not the issue for most of the public.<br><br>As the plan was explained, the train would bisect this special neighborhood, and the right of way required along the route could possibly destroy homes, artist studios and businesses.<br>It seems to be illogical to destroy an historic neighborhood which is not a likely destination for the business traveler. A central transit center, north of the city with easy access to the Beltway 8, Hardy Toll Road would seem to be a better choice.<br>At this point, based on what facts that have been presented to me, I cannot support this effort.   | Alternatives  |



| Date       | Contact Name            | Request/Comment  | Comment Topic |
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| 12/23/2014 | Kristen Washam          | I am writing in regards to your proposed routes for High Speed Rail between Houston and Dallas. Though I am a supporter of alternative methods of transportation, I echo the sentiment of Houston's First Ward and Superneighborhood 22 organizations and the following are my biggest concerns:<br>Again, I am not in opposition to rail as a method of transportation but I believe there are other alternatives that would be a better fit for the future of Houston. I urge you to not go through with planning a high speed rail route through central Houston. Please either end the route outside loop 610 and connect via light rail or build the rail route above existing freeways.  | Alternatives  |
| 11/13/2014 | Kurt Homan              | The sooner this project completes, the better! I will be one of the first riders.<br>Just make sure you initially terminate in centralized locations that connect with other modes of transportation in both cities. In Dallas, the southwest corner of downtown near Union Station seems to be the only location that currently fits this need, and would have the added bonus of terminating in downtown!  | Alternatives  |
| 12/2/2014  | Kurt Watzek             | And the other -- other question would be is that with all the public right-of-ways on the main roads, why -- and if you want a station in College -- or a train station in College Station and Bryan, why don't they run it up 290 and go up Highway 6 where you have a lot of public right-of-ways, existing right-of-ways. That's about it.  | Alternatives  |
| 1/6/2015   | Kurt Watzek             | My name is [sic] and I live at [sic] which is adjacent to the high voltage power lines where the high speed rail line is proposed to be constructed.<br>I have several concerns and comments pertaining to the location of the proposed line and the environmental implications of constructing the line through this section of Waller County.<br>To begin, it is very difficult to understand why the proposed location of the line is designed to go through Waller County. From attending the one public hearing, in which we never received a formal letter informing us of the meeting, the main reason for the rail system is to alleviate the increasing amount of traffic that is projected on Hwy 45 in the next 15 years. Our question is why do the people of Waller County have to give up their land and their desire to be away from the noise and nuisances of the city life to alleviate the traffic on I-45 and to help a private company destroy our lifestyle.<br>There are other routes adjacent to the existing rail lines and public highways that seem to be obvious choices.<br>As you can read, I am not a proponent of the proposed location of the line. I do think there is a need for a rail system from Houston to Dallas, but I affirmably oppose it being in such proximity to my home, our schools and the sanctuaries of the bald eagles and the other wildlife that is present in the area. Use the locations adjacent to the public highways and the existing rail lines. They are readily accessible and probably be more acceptable to the public than a newly proposed route through people's property and homes in Waller County. If a private company wants to invest their money in this venture, then it is their risk and not the government agencies' responsibility to help them reduce their costs at the expense of the residents of Waller County. | Alternatives  |
| 1/9/2015   | Kyle Lutz               | I am writing this letter to express my concerns with the Texas Central Railway's proposed route for the high-speed rail in my area. The exact route that I am opposing is down 34th Street that eventually ends in downtown Houston. This route would pass directly through neighborhoods that have been long established and in recent years have become highly desirable areas to live as well as promoted the growth of countless small businesses. These "revitalizing" areas would be dramatically affected by this monstrosity of a rail system. Housing values, as well as resident's quality of life would be destroyed if this train is allowed to be built.<br>I understand the concept of developing a modern transportation system between Houston and Dallas. As a business man, I recognize the opportunities that this rail system would create. However, I do not see the necessity of taking the train all the way downtown and ruining neighborhoods, parks, and businesses. I would propose that the train stop at Northwest Transit Center. This option would provide travelers greater opportunities to reach the many major business centers in the city of Houston. Downtown is not the only major financial center in this city. From the Northwest Transit Center travelers would have easy access not only to downtown but also the energy corridor, medical center, Galleria, and the Woodlands. It is my opinion, that offering travelers such easy access via freeways and existing public transportation to five major business centers would not only increase revenues for investors in the rail, but also make the rail system more attractive to commuters.  | Alternatives  |
| 10/29/2014 | Kyle Workman            | It should be located in the IH-45 ROW where noise and environment have already been impacted.  | Alternatives  |
| 12/2/2014  | Kyle Workman            | I live in Leon County. I've got a few questions. Number one was some clarifications. First of all, your slide when you talk about alternative methods of transportation to Dallas and Houston fails to include Amtrak, okay? And we all know that Amtrak's are a booming success and we know -- there's a difference between Amtrak and this especially should be considered as part of the alternatives that -- that y'all are considering.   | Alternatives  |
| 12/3/2014  | Kyle Workman            | A couple of clarifications. One, the alternative that was discussed as far as traveling between Dallas and Houston. Amtrak is not included and we all know how successful that train is. I think it ought to be included as to how many riders are on that and the Amtrak. And as this gentleman said, I'd like to know why the no-billed alternative is not on the stoplight chart. It certainly should be. I suspect, though, it would be the highest ranking option, and that's why it's not on there.  | Alternatives  |
| 12/9/2014  | Kyle Workman            | Please evaluate requiring the track(s) to be located within the existing TXDOT ROW along IH45. Acquiring less amounts of ROW to "straighten" it out is far better than taking 100% of the land from the rural parts of the state. The IH45 ROW is already relatively "urbanized", thus reducing the relative differential between the conditions before and after. Further, any increase in cost by the use of this route could be borne by the city centers on either end, given the lack of any benefit to those in the middle, which can be in the form of city sales tax revenue, increased fares, or other revenue sources which do not increase the already negative effects on the rural communities.<br>Please evaluate placing stops in each county to allow for those whose land was acquired to have the opportunity to utilize the service. Alternatively, this project would be transportation designed for the exclusive use of Dallas/Houston travelers at the expense of those property owners in the middle. This would be unique, exclusive, and potentially discriminatory.<br>Why does the stop light chart fail to include the "No Build" Alternative? Will you please provide the criteria being utilized to evaluate the different options and include this option for comparison purposes?<br>Please detail what makes the "rural" land between the two cities "ideal". This was a component of the slide show. Why was this removed from the version on the website?  | Alternatives  |
| 1/9/2015   | Lad Tufo                | There is not sufficient evidence to disregard the I-45 route or Hardy. These alternate paths should be considered again. It would cause less headache--and heartache--to relocate there.   | Alternatives  |
| 1/8/2015   | Larry and Patricia Cook | There is no Purpose or Need for this Railroad in Texas or Grimes County. We, along with all of our neighbors strongly urge The FRA, TRA and TxDOT to focus on the No Build Option.<br>We and our Grimes County Neighbors oppose this, and strongly urge the FRA and TxDOT to reach a "no build decision" on this proposed high speed rail, and recognize that the environmental and financial detriments it would bring to the vast majority of citizens far exceed whatever fanciful benefits are envisioned from the project.  | Alternatives  |

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| 1/13/2015 | Larry Jacobs           | <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative, would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.</p>   | Alternatives  |
| 1/1/2015  | Lauren Michaelides     | <p>My major concern with regards to this project surrounds the assumption that the train should come into Houston’s Central Business District.</p> <p>Any careful look at Houston reveals a major feature of the city: that this is a multi-nodal city, with multiple centers of significant business activity. These nodes include not only the Central Business District, but the Medical Center, the Galleria area, Greenway Plaza and the Energy Corridor, as well as Sugarland and the Woodlands. In fact, the vast majority of business that takes place in Houston, occurs outside the Central Business District.</p> <p>From this perspective, it seems arbitrary to select the CBD as the terminus for this rail project. Houston has seen an enormous increase in traffic congestion over the past years along with its meteoric growth, and taking this project directly downtown would only exacerbate an already bad situation. To reach a downtown terminus for the rail, potential commuters would have to come into our crowded downtown from all the business nodes around the city, as well as from our suburbs, only to head back out of downtown on the high speed rail. It would seem to make vastly more sense to locate the terminus of the route somewhere along the 610 loop, which is easily connected to other points around the city. Parking lots to service commuters would be more easily and less expensively built away from the congested center of the city, and Houston’s Metro light rail could be extended to meet the high speed rail station. A project handled this way would be far less destructive to neighborhoods, and far less costly for the rail project as a result of this. I strongly suggest that the TCR and the FRA consider this alternative route.</p>  | Alternatives  |
| 1/6/2015  | Laurie Clothier        | <p>From our understanding, the use of this high speed rail is for commuters. Using the existing transit route is the most obvious solution. There are few neighborhood communities close to 45. The Woodlands is asking for this commuter train for easy access to downtown. KISS - KEEP IS SIMPLE STUP**. Then it is a straight shot north to Dallas. THE ROUTE ALREADY EXISTS!!!!</p> <p>This is a commuter train and there are no stops planned in our neighborhood. The rail should be placed in areas where it is more beneficial to more people. Winding thru the city via neighborhoods that have been established for 50 – 100 years or more, is not the way to handle this.</p>   | Alternatives  |
| 1/8/2015  | Laurie Hazzard         | <p>If the HSR routes a dedicated track at grade level through our neighborhood at 200 mph speeds they would cut off major arteries feeding into already congested traffic arteries to 290, I-10 &amp; 610. This would impede emergency evacuation routes, emergency vehicles, bus routes, bike riders, &amp; vehicular traffic. The social &amp; environmental issues arising from these proposed routes must be evaluated &amp; given thorough consideration during a planning process that would impose a massive transportation infrastructure in an urban residential area, where most of the residents will receive no direct benefit from the HSR system - intended to service primarily remote business commuters between Dallas &amp; Houston. Robert Eckles stated that the planned fare is 80% of airfare one way. Today's business select rate on SWA is \$232 one-way. Most residents in the affected area would likely opt to drive to and from Dallas, especially when two or more passengers are traveling, rather than pay \$700+ to travel by rail. Adding rail traffic every 15 to 30 minutes between 5:30am and 11:30pm would harm those of us living near the proposed route. We're already subjected to the noise of freight horns that are passing more and more frequently as freight traffic increases along these lines as our booming economy continues to grow. Adding the vibration &amp; noise of an HSR is unacceptable.</p> <p>The social &amp; environmental issues arising from these proposed routes must be evaluated &amp; given thorough consideration during a planning process that would impose a massive transportation infrastructure in an urban residential area, where most of the residents will receive no direct benefit from the HSR system - intended to service primarily remote business commuters between Dallas &amp; Houston. Robert Eckles stated that the planned fare is 80% of airfare one way. Today's business select rate on SWA is \$232 one-way. Most residents in the affected area would likely opt to drive to and from Dallas, especially when two or more passengers are traveling, rather than pay \$700+ to travel by rail. Adding rail traffic every 15 to 30 minutes between 5:30am and 11:30pm would harm those of us living near the proposed route. We're already subjected to the noise of freight horns that are passing more and more frequently as freight traffic increases along these lines as our booming economy continues to grow. Adding the vibration &amp; noise of an HSR is unacceptable.</p> | Alternatives  |
| 1/9/2015  | Laurie Hazzard         | <p>I support the idea of high speed rail between Dallas &amp; Houston. I disapprove of the plan to route the HSR into downtown Houston through residential neighborhoods. Why not route it down I-45/Hardy/610. Folks in The Woodlands are asking for a stop there to relieve the increasing congestion on I-45 with the pending opening of the Exxon campus. Another alternative is to route it along Hempstead Hwy to NW Mall &amp; incorporate adjacent transportation to the NW Metro Station. Or, route it down I-10 into downtown.</p> <p>The officers and investors at TCR can have their bullet train as long as they can find a suitable route that is not through a residential corridor.</p>  | Alternatives  |
| 1/9/2015  | Lawrence B. Echterhoff | <p>From available information it appears that the only alternatives considered for the TCR tracks are at grade and elevated. It would seem that, if the Winter Street alternative is given further consideration, that a below grade option should be evaluated. This approach has been successfully used in Houston on part of I-10 inside the loop and part of US 59 through the Montrose/Museum district to minimize noise and visual impacts</p> <p>There have been several suggestions for intermediate stops, one proposal for as many as six, one proposal for College Station, one for the Woodlands or the Exxon Mobil office complex, and maybe others not known to me. This railway is proposed for a route of about 250 miles for a train traveling at over 200 miles per hour. This is not a local commuter train. It is a high speed express train and intermediate stops on a route of this short length make no sense at all and seem to be purely politically motivated. I would suggest that no further effort be wasted considering intermediate stops.</p> <p>No consideration seems to have been given to a hybrid route, that is, one combining segments of two or more of the proposed routes. One obvious possibility would be to use the Highway 290-Union Pacific route to a point near Loop 610 in Houston and then to continue on the Burlington Northern route, assuming the route is to be continued into the downtown area. There may be other possibilities which should be explored.</p> <p>It seems to be accepted as a given that the route into Houston should terminate near downtown at point on the light rail line. There is no apparent reason for this and it would require riders to commute to downtown in order to catch a high-speed railroad out of town. The Houston light rail system is currently in an early stage of development and at this point could be routed to connect to a high-speed rail station at any reasonable point. One possibility would be to use the Highway 290 route with the terminal near Loop 610 at the old Northwest Mall property with both a high-speed rail station and a light rail commuter station.</p>  | Alternatives  |

| Date       | Contact Name        | Request/Comment   | Comment Topic |
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| 12/23/2014 | Leanna Sparacino    | I am generally supportive of mass transportation and believe that this project, if done carefully and thoughtfully, could be quite beneficial to our region. However, I am deeply troubled by the current state of discussion with regard to Houston. I understand that a number of alternative locations for the Houston terminus are being considered. However, if a Central Business District terminus is selected, the routes currently under consideration will result in great damage and disruption to urban neighborhoods.<br>The building boom in Houston has seen many new residences built in our urban neighborhoods inside and near the 610 Loop.<br>There are plenty of options to consider. A route down interstate 45 which is the main corridor used to travel the Houston/ Dallas, is a viable option. Community leaders have put forward an alternative route that would come down the Hardy Toll Road, where the existing right-of-way is much wider. Another idea, which Texas Central executives have acknowledged as a realistic possibility, would be to run elevated rail over I-10, eliminating the need for additional right-of-way. Coordination with Metro and the City of Houston could also produce solutions involving less-intrusive light-rail connections into downtown. It would also be worthwhile to consider terminating the train outside of Houston and connecting other stops via commuter rail for which an infrastructure is already in place.  | Alternatives  |
| 1/7/2015   | Leroy Juanita       | We are writing to you today to express our concern with Texas Central Railway's proposed routes for a high speed rail in our area. We am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 minutes 18 hours a day, would lower property values, increase noise and vibration, severely harm the high-quality livability that these neighborhoods have worked hard to achieve.   | Alternatives  |
| 12/23/2014 | Leslie Sparacino    | I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. I, along with four other family members, are the owners of properties on your second-most-preferred alternate route, which would have the line run through the heart of the heavily-populated Inwood Forest, Candlelight Oaks, Mangum Manor, Oak Forest, Shepherd Forest, Garden Oaks, Independence Heights, Lindale Park and more neighborhoods. All of our properties are single family homes that serve as primary residences. With so many neighborhoods involved it's easy to see how many people will be impacted, just on this segment of the project.<br>I am generally supportive of mass transportation and believe that this project, if done carefully and thoughtfully, could be quite beneficial to our region. However, I am deeply troubled by the current state of discussion with regard to Houston. I understand that a number of alternative locations for the Houston terminus are being considered. However, if a Central Business District terminus is selected, the routes currently under consideration will result in great damage and disruption to urban neighborhoods.<br>The building boom in Houston has seen many new residences built in our urban neighborhoods both inside and near the 610 Loop.  | Alternatives  |
| 1/9/2015   | Lewis Goodkouski    | Surely there are alternative routes that will be less disruptive to a neighborhood. Hardy Toll Rd.? Hempstead Highway or Old Katy Rd? If someone has refused an offer can there not be a counter offer? The crux of the matter is Garden Oaks residents do not want this rail system where the rail runs nearby 34th Street. The negatives outweigh the benefits to the neighborhood. If eminent domain is to be used think of the morality of its use. There are builders building expensive new homes and people are buying them. If HSR has known of this project and route for 4 y4ars why let people throw good money after bad ? think not.   | Alternatives  |
| 12/3/2014  | Lewis White         | I have two issues. One, that presuming that there would eventually be high-speed rail. I feel that a terminus in downtown Houston does not make equivalent sense with a terminus near the Houston Bush Intercontinental Airport. I feel that that if the various transportation agencies coordinated between themselves, you would probably find that a terminus near Bush Airport that would combine with mass transit to other locations is already a Metro light rail within a couple miles of the airport, and there needs to be additional mass transit to connect Energy Corridor, The Woodlands, Midtown, and City Centre on I-10. Anyhow, when I go home, I'll work on wordings and submit e-mails. I'm a former transportation engineer with the Parsons Corporation.  | Alternatives  |
| 1/7/2015   | Lillie Hayes        | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Alternatives  |
| 1/9/2015   | Linda Bay           | I would like the rail to go I-45 because I have family land near Shiro and this would be detrimental to property value, noise level would be bad, and security issues would be at high level.   | Alternatives  |
| 1/13/2015  | Linda Burroughs     | State of Texas has already dedicated the 145 corridor as a rail link<br>People in Woodland would welcome the line with a station in the Woodlands which would increase rider ship. THEY HAVE THE TAX BASE TO SUPPORT THIS and would benefit!<br>Use the previously dedicated 145 corridor through The Woodlands, the residents of which would welcome the system<br>Follow the BNSF Option 1 route which follows an existing rail line. Residents on the route purchased their property aware that there was a rail line and therefore will not be so adversely effected.<br>If anyone thinks this train is going to STOP between Houston/Dallas they are wrong.  | Alternatives  |
| 1/9/2015   | Linda W. Echterhoff | There have been several suggestions for intermediate stops, with one proposal for as many as six intermediate stops, another proposal for a stop in College Station, another proposal for a stop in the Woodlands or near the new ExxonMobil office complex, and perhaps others not known to me. This railway is proposed for a route of about 250 miles for a train traveling at over 200 miles per hour. The purpose of the TCR HSR Project is not to serve as a local commuter train, but instead provide a high-speed commute primarily for business travelers between Dallas and Houston. It is intended to be a high-speed express train. Therefore, intermediate stops on a route of this short length make no sense at all and seem to be purely politically motivated. I would suggest that the TCR HSR Project waste no further effort by considering and/or evaluating intermediate stops.<br>No consideration seems to have been given to a hybrid route alignment, that is 1 one combining segments of two or more of the nine proposed route alignments considered thus far. One obvious possibility would be to use the Highway 290- Union Pacific route to a point near Loop 610 in Houston and then to continue on the Burlington Northern route, assuming the route is to be continued into the downtown Houston area. There may be other possibilities that also should be explored by the TCR HSR Project.<br>It seems to be accepted as a given that the route into Houston should terminate in downtown Houston at point on or very near the existing and proposed Metro light rail lines. There is no apparent good reasoning to bring the TCR HSR Project into downtown Houston for many reasons; available downtown Houston real estate is already limited and likely prohibitively expensive. Houston is a city with multiple, equally important business centers at various locations within the greater Houston area; important business centers not only include downtown Houston, but also the Galleria area, Greenway Plaza, the Energy Corridor, the Woodlands and most recently the new ExxonMobil office complex north of the Woodlands. A TCR HSR Project route alignment that terminates in downtown Houston would require TCR HSR riders to commute to downtown Houston from the various business centers in the greater Houston area in order to catch a high- speed railroad out of town. The Houston Metro light rail system is currently in an early stage of development and at this point could be routed to connect to a high- speed rail station at any reasonable point that is more centrally located and convenient to all of the primary Houston business centers, not just to the downtown Houston business center. One route alignment and terminus alternative that the TCR HSR Project should consider and evaluate further would be to follow the Highway 290 route into Houston with the final terminal being located near Loop 610, Interstate 10 and U.S. Highway 290 at the old Northwest Mall and Delmar Stadium properties. This alternative terminus point could easily provide connectivity of the TCR HSR Project to both the existing Houston Metro Northwest Transit Center and a future Houston Metro light rail commuter station at that point. There is more than adequate and probably more affordable real estate available at and near the old Northwest Mall location to build and house such a transit center and the desired ancillary infrastructure such as taxi stands, rental car offices, etc. This alternative would yield a mutually beneficial repurposing of the old and severely underutilized Northwest Mall real estate property, which has been blighted for many years. | Alternatives  |

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| 11/5/2014  | Lindsey              | Creating a stop or at least close connection in Bryan/College Station would be ideal as you have 50,000 students and a growing population who would use this as a means of travel given Easterwood is so limited and air travel continues to increase in cost.   | Alternatives  |
| 1/9/2015   | Lindsey Banigan      | Since it appears that routing the train into downtown Houston will cost more to build and slow the train down why not route it to Bush Intercontinental Airport and place a station there? This would allow commuters access to the Metro and car rental agencies. I think this location will be more convenient to a broader range of commuters.  | Alternatives  |
| 1/6/2015   | Lisa and Mike Tauser | My understanding is that that path is being proposed to allow the train company to save money. I think the train should run along Hempstead Highway, even if that is more costly.  | Alternatives  |
| 1/7/2015   | Lisa Finger          | Against Speed Rail in Texas - Woodcrest and greater Super Neighborhood 12 & 22 areas routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Alternatives  |
| 12/4/2014  | Liz Machac           | This is unnecessary to have in Grimes County. If Bryan College Station wants the train then send it through their backyards. Go out 290 and north on Hwy 50 so to the west side of Bryan College Station. There is NO reason to have this mass destruction done to the rural communities of Texas. SEVER de-evaluation of land values in EVERY county it goes through. And we don't want it and we need the no build. Period. NO BUILD! ANYWHERE!  | Alternatives  |
| 1/6/2015   | Logan Palmenberg     | I own property within a subdivision in Montgomery County that is approximately one mile from the proposed BNSF Option 1 route. I am concerned that this route will reduce the value of my property, create nuisance noise, and put my children and family at risk should a derailment occur. I am also concerned about the potential negative economic impacts on the local economy. Corridors along IH-45 or US 290 make much more sense than this BNSF Option 1 route.   | Alternatives  |
| 12/2/2014  | Londa Sessions       | High-Speed Rail route<br>Please do not run the high-speed rail via the utility alternative!!! This would have a negative impact on both my private and professional life. The utility route would run down the side of our property and across the road from the school I teach at.  | Alternatives  |
| 1/6/2015   | Loraine Perkins      | change your 1st pick of routes and go along the expressway PLEASE!<br>Below is the letter I sent to ALL of my city and state officials about the ABDOMINAL PLANS to destroy the FIRST African American municipality in the whole state of TEXAS. Not only is the plan to come through our neighborhood going to destroy what is there but it will endanger lives!!!<br>It amazes me how you managed not to disturb residential communities in Dallas yet your #1 route is to come through our neighborhood!! why ? is it because the land is cheap and you don't care about communicates only you bottom line? You are trying to "IMPROVE" anything. If you wanted to improve things you would stay near the expressway and out of my back yard, park school and church! Houston is in the process of revitalization and you want to destroy one of the state of TEXAS key neighborhoods!!! I am for the train just put it on I-45 and stay away from children and other living beings!!!<br>Here is the letter<br>Dear Representative Sheila Jackson Lee and Senator John Cornyn<br>I am writing to you today to express my concerns with Texas Central Railway's proposed routes for a high-speed rail in my area. I'm not against the train train coming to Houston I just think it needs to stay along the expressway and not run a train that moves 200-240 MPH through any kind of residential neighborhood. It should not come through dense , residential communities. It should be stopped from constructing 50-foot elevated rail line with trains running every 15-30 minutes 18 hours a day. | Alternatives  |
| 1/7/2015   | Loraine Perkins      | I'm not against the high speed train coming to Houston I just think it needs to stay along the expressway and not run a train that moves 200-240 MPH through any kind of residential neighborhood. It should not come through dense residential communities.   | Alternatives  |
| 11/12/2014 | Lucy and Mark Thomas | We enthusiastically support this high-speed rail project in general. We urge you to consider placing the line - and a station - closer to the cities of Bryan and College Station. With the rapid growth of these communities, and with Texas A&M University and Blinn College, it would benefit ridership, as well as these communities, to have a station in the cities of Bryan or College Station.   | Alternatives  |
| 10/28/2014 | Lydie Montgomery     | Park & Ride; Why Huntsville Walker County.<br>1) Growing university > up to 30,000 (in small sampling had over 1500 people commute to Houston)<br>2) Growing oil and gas growth up I45, this will help with getting cars off the road; must reduce traffic infrastructure<br>3) Also people coming to Huntsville to work, prison, doctor, university students, etc.<br>4) Space/land, H2O, clean air<br>5) Walker County will become bedroom community(ies) of the future.<br>6) Road network expanding in our area.<br>7) Room for future expansion - not land locked<br>8) Trainable workforce with SHSU   | Alternatives  |
| 1/5/2015   | Lyndon Tiu           | I would like to ask that alternate routes through established major transportation corridors (Hardy Toll Road, I-45, I-10) and terminal locations (Park and Ride transit centers outside the 610 loop) be explored instead of running the HSR through vibrant inner city neighborhoods.  | Alternatives  |
| 1/7/2015   | Lyndon Tiu           | I live in Houston. If the high speed train terminal is located in downtown, how are people supposed to get on the train? We'd have to drive downtown and park our cars there before we can get on the train. Parking in downtown is sparse and expensive. Also, driving to downtown is normally a laborious process, traffic is usually heavy during the weekday rush hours. It does not make sense for me to catch a fast 90 minute train when I have to spend more extra minutes stuck in traffic trying to get to the terminal in downtown. Taking METRO may or may not be convenient or available depending on where we are coming from and what time of day/day of the week we are travelling. Also, METRO is slow, that adds more minutes to my travel time. What is supposedly a short and fast 90 minute high speed train ride will be more that that in total. Perhaps it be best to locate the terminal in a less congested, more accessible part of Houston.  | Alternatives  |
| 1/8/2015   | Lynette Adams        | This is the worst idea ever, unless you plan on it going down I-45. There is no viable reason for a train at this time, there is already transportation available from Houston to Dallas.  | Alternatives  |
| 1/6/2015   | M L Greenwood        | I live on 34th St in Garden Oaks and am concerned about the proposed location of the high speed rail project.  | Alternatives  |
| 11/11/2014 | M. B. Zumwalt        | effect on environment, health,safety and property values<br>I have concerns regarding the installation of a high speed rail service and the effect on future generations as this project consumes rural property. At this time my northern property boundary is along the existing BNSF for 2400 feet. I also have a powerline running thru my property.<br>I have spoken with railroad personnel regarding the lack of upkeep along our adjoining property line. They explained they cannot be expected to keep up or even help keep up due to the large amount of property they own. Their only concern is for the tracks themselves.<br>I agree the high speed railway will be of great benefit to the citizens of Dallas and Houston, and I hope that, if this proposal proceeds, the route chosen will consider the impact on the rural citizens and future land owners that reside between these areas.  | Alternatives  |

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| 1/9/2015   | Magdalena Gonzalez     | It is important to state that, in general , I support the idea of public transportation, and I understand its importance to a city the size of Houston. Likewise, I am generally supportive of high speed rail, as I think it could potentially have a positive effect on our region and the State of Texas as a whole. My major concern with regards to this project arises form the assumption that the trains must come into Houston/s Central Business District. Houston is not like many other cities. It does not have one downtown or CBD but several (downtown area, Galleria area, Texas Medical Center, Energy Corridor, Greenway Plaza, Sugarland, the Woodlands, etc. It makes more sense for HSR to terminate somewhere outside the downtown area (outside the I-610 loop). Somewhere having adequate space for terminals, parking, food, and integration with taxi, car, light rail, commuter rail and other modes of transportation to get travelers to their final destination. I do not know the exact statistics, but I've seen several sources that claim only 10% of all Houston businesses are located downtown! Most riders of this bullet train would ultimately want to go to one of the other CBD's in....   | Alternatives  |
| 1/9/2015   | Marcia and Thomas Otto | In conclusion, we have listed a number of concerns regarding the TCR's project to build a high-speed line crossing Oak Forest-Garden Oaks. These concerns include decreased business activities and property value, harmful health effects of noise pollution, potential severe restriction on access to our neighborhood. We urge evaluators to work with TCR on routes that avoids densely populated residential neighborhoods such as Oak Forest-Garden Oaks. One alternative is to reconsider a route along I-45 or Hardy Toll Road. If a high-speed line is approved through our neighborhood, there will be significant and irreversible negative impact in the quality of life and health of tens of thousands of Houstonians who work hard and honestly to support their families.  | Alternatives  |
| 1/7/2015   | Margie Harris          | I support high speed rail, but not in residential areas.<br>It belongs in industrial, rural, or high speed corridors in the urban center not in residential neighborhoods.<br>The routes could easily terminate at the 610 loop with dedicated Metro shuttle or train links to Houston downtown central business district.  | Alternatives  |
| 10/28/2014 | Marian Lyde            | That is what INTERSTATE 45 is for. If you want mass transit at low costs build this rail alongside this interstate and stop trying to take the land away from hardworking American farmers and ranchers.  | Alternatives  |
| 1/9/2015   | Mark Saranie           | My name is Mark Saranie, president of the Garden Oaks Maintenance Organization, (GOMO), and we are opposed to the high speed rail running through the heart of our neighborhood and other communities that surround Garden Oaks.<br>We ask that the route be reconsidered. This private for profit venture is a travesty and completely unfair to all the affected communities.<br>We understand that Mayor Parker wants this project to end in downtown Houston, but this is inefficient, (parking), and costly.<br>Better to have it end at the Northwest Mall location, 290 and loop 610, and extend Metro rail into that area for people moving into downtown.  | Alternatives  |
| 1/7/2015   | Marlon Sanchez         | Please reconsider the route. The people of Houston are not happy, need more proof?<br><a href="http://dallashoustonhsr.com/how-to-be-involved/submit-a-comment-or-question/">http://dallashoustonhsr.com/how-to-be-involved/submit-a-comment-or-question/</a>   | Alternatives  |
| 1/6/2015   | Martin Parr            | I am a resident of Garden Oaks sub-division just north of 610. This is an older sub-division in Houston that has seen extensive renewal in recent years, creating substantial employment and a pleasant living environment within the city.<br>I am very concerned to learn that there are proposals to construct a high speed rail through the sub-division. There is no place for an elevated railroad, with trains hurtling at speed from early morning to late at night. Such a transport system should be routed in existing high density traffic corridors, or stop outside city limits. The noise and unsightly structure would severely impact the livability of this and other affected subdivisions, and adversely impact property values.  | Alternatives  |
| 12/22/2014 | Marty Hiles            | High-Speed Rail Station<br>Fact: A High-Speed Rail station in Ellis County would be an economic hub of growth and prosperity for the county.<br>Impact: a. Without a High-Speed Rail station the Rail would be observed by Elis County citizens as an impenetrable wall of economic loss.<br>Should the High-Speed Rail go through then Ellis County Citizens would expect the Report Findings Revised strategic direction, Key issues, action items and implementation steps However, the residents of Ellis County during the public presentation oppose this High-Speed Rail and have been very vocal about their concerns for routing the HSR through their communities. Further, to all concerned that the County Commissioners Court on 18 December 2014 approved a Resolution opposing the HSR indicating that they have similar concerns and feel that the same type of items need to be addressed should the rail go through the Ellis County proposed routes. TCC firmly believes in supporting our neighbors and those in opposition to the HSR to Houston while maintaining that our own concerns are also relevant to the Austin HSR. As a community we expect our elected officials to closely scrutinize any recommendations that are made and we highly recommend that our county leaders keep in mind the following:<br>Impact to existing neighborhoods should be minimized. Installation of sound abatement walls, pollution minimization controls, and or other such measures should be taken so as to limit this impact. These measures should be fully considered, planned in detail, and discussed with all concerned before any plan is finalized.<br>Property values should be protected and any degradation to quality of life in and around the affected areas should be kept to an absolute minimum. (Property devaluation can be aggravated by pollution including noise and light etc. and every effort needs to be made to minimize such impacts.)<br>Connectivity is a concern and efforts should be made to maintain the connectivity, not only between neighborhoods and students access to schools, but also between businesses and their customers.<br>Proper and thorough cost benefit analysis should be done on the areas affected by the proposed routes. We must ensure that due diligence has been done on any decision made and that efforts are made to create a win/win situation for all.<br>All economic benefits envisioned by this project must be considered in light of the long term economic impacts to the areas involved. (Here we are referring specifically to jobs and the future of Ellis County's growth.)<br>Ensure that the transit needs of the community as a whole have been addressed, including a passenger station, adequate over passes and accommodation to farmers large equipment and that the proposals put before the county commissioners and city council's can be funded if need be and that there is adequate ridership within our region.<br>In conclusion, our community expects that our elected officials will determine the proper course of action for HSR and if need be that every effort will be made to compensate those whose homes or businesses must be relocated at a fair value. The citizens expect our civic leaders to adequately address concerns that have been expressed by all residents and businesses that are impacted.. It is also expected that our leaders will take this opportunity to expand our local economy by fully evaluating the impacts of the high speed rail and its future to our area.<br>Organization Description<br>Texas Concerned Citizens is a Texas non-profit corporation whose purpose is based in faith, family, community and free markets. TCC purpose is an educational and public policy organization that promotes conservative values. We are based here in Ellis County due to its proximity to the Dallas and Fort Worth Metropolis. Our economic development executive committee consist of business executives, High tech business consultants, national senior legal business attorney, business consultant for entrepreneurial and existing businesses, national advocates for economic development, legislative bill writers, congressional economic development lobbyist, consultant from Washington, D.C., and more. Our Board of Advisory's are elected officials from state to county government, former Chamber of commerce CEO, newsprint media, attorney with established political organization that lobby's Austin. All above are former or current business owners as well as Ellis County residence. | Alternatives  |
| 12/18/2014 | Mary Beck              | While I believe the concept of a high speed rail will be beneficial to both cities and reduce traffic and pollution in certain areas, I am opposed to the potential route running across 34th street. This route goes through a densely populated area. Many families with young children live right on or near 34th and on the other side of the rail...myself included - my back fence backs up to the railroad.  | Alternatives  |

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| 1/9/2015   | Mary Beck           | Lost Opportunity - to increase ridership - it will not be able to stop anywhere near Intercontinental airport nor The Woodlands<br>Why Not?<br>Go up 45 N or Hardy Toll Road - it is the most direct route; the residents of The Woodlands want it to stop there; There are already tracks on the Hardy and significantly wider space than in the residential areas proposed.<br>Go to a location outside the main area of the city - Northwest Mall, Intercontinental Airport?<br>It appears that only reason these paths are not being considered is that they will cost TRC more money. This is unacceptable. Thousands should not suffer so a few can become richer.   | Alternatives  |
| 11/9/2014  | Mary Haddox         | I just purchased my home near the green proposed line this past week. The green line makes absolutely no sense as a rail, as it is not in a straight line, doesn't go straight to Dallas, but tours the countryside and takes peoples land. Please let me know line green is out of the running so I can continue living the dream of renovating my newly purchased old home with a happy peace of mind. My sister has property on Highway 6, and also would not like her serenity disturbed. If you have to do a rail from Houston to Dallas, why not go along the Highway that goes from Houston to Dallas, I-45?  | Alternatives  |
| 12/29/2014 | Mary Jane Taegal    | The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.<br>I urge you to terminate the HSR line outside downtown. But if it must come downtown, please do not run the route through residential neighborhoods.   | Alternatives  |
| 12/29/2014 | Mary Jane Taegal    | Regarding the proposed high-speed rail connection between Houston and Dallas: I have great concerns about the proposed high-speed rail route, particularly the section within urban Houston. I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be more logical to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.  | Alternatives  |
| 1/9/2015   | Mary Lynn Porter    | The HSR should be constructed along an industrial corridor.  | Alternatives  |
| 1/9/2015   | Mary Wisnoski       | Because there are so many other options to build this railway, such as Interstate 45 or Hardy Toll road, why is TCR so bent on running it through our beautiful neighborhood ? The only reason must be greed of profits for TCR and its investors.<br>Several alternative options were provided at the meeting but Mr. Eckels did not supply valuable information nor did he support the possible reconsideration of this incomprehensible decision. His answer to questions - "Only the engineers know" or "I am sure that there is a study on that". Where were the engineers? Where were the studies? Who is conducting the study as to how destructive this elevated railway will be to our neigh bohhood? We have a right to know the truth.  | Alternatives  |
| 1/9/2015   | MaryJane McReynolds | I am absolutely opposed to the current high speed rail and the routes currently being considered. We have both highway and rail lines that would serve as the route(s) if and when this proposed project comes to fruition. Plus, I do not believe you have justified the need for this rail.  | Alternatives  |
| 10/28/2014 | Matt Allan          | Might suggest (although i'm guessing you're already planning on this) you need to connect the major airports by having stops at DFW and Bush.  | Alternatives  |
| 1/9/2015   | Matt Gannon         | This should not go through the Garden Oaks neighborhood of Houston (or ANY residential area) and needs to be routed through an industrial area where there will be no impact to homeowners. Aside from the environmental concerns, the whole concept is ridiculous.  | Alternatives  |
| 10/29/2014 | Matt Martin         | Jewett, Texas, in Leon County is The Sculpture Capital of Texas. Jewett has a 2010 census population of 1174 living within the city limits ( <a href="http://www.city-data.com/city/Jewett-Texas">www.city-data.com/city/Jewett-Texas</a> , 2014). This is a 36.4% increase from the 2000 census, which is higher than the state average growth rate. Jewett's tax base is lower than cities within the surrounding area. Located 115 miles from Dallas and 132 miles from Houston places Jewett in an excellent mid-point area for a light rail terminal stop between Dallas and Houston. Jewett is surrounded with rural land that allows for expansion. Within 10 minutes of Jewett is Interstate Highway 45, and within 45 minutes is Interstate Highway 35. Bryan/College Station, Waco, Temple-Killeen, Palestine, Corsicana, Centerville, and Fairfield are located within a 100 mile radius of Jewett. Currently, Jewett has north-south and east-west existing railways, and BNSF Railway is proposing an additional railway along State Highway 39, which runs through Jewett. Housing a terminal in Jewett would allow easy expansion for light rail running east-west and for terminal expansion. Jewett City Council is currently discussing tax abatement ordinances for incoming businesses. Jewett has centralized water and sewer with capacity to expand and meet the needs of growth. There are currently four hotels with 200 rooms in Jewett, a civic center that seats 400 people for conferences and training events, and Leon County Expo Center approximately 15 miles away. State Highway 79, a major east/west corridor system that leads to Austin, Texas, runs through the city. Major Industries In and Around Jewett Nucor Corporation: A Fortune 300 company. Nucor Corporation is the largest steel producer in North America ( <a href="http://www.nucor.com/story/prologue">http://www.nucor.com/story/prologue</a> , 2014). With 200 locations throughout the United States and other countries, Nucor Corporation's largest producer of steel rebar is located in Jewett. Meetings, visits, and training for national and international personnel and visitors are continually held at the Nucor Corporation plant in Jewett. These pers01mel and visitors fly into Houston or Dallas and travel to Jewett for these meetings, visits, and training sessions. NRG Energy, Inc.: A Fortune 250 company ( <a href="http://www.nrg.com/about/who-we-are/">http://www.nrg.com/about/who-we-are/</a> , 2014). The Limestone facility located just north of Jewett is the second largest NRG Energy coal energy producer in Texas. A subsidiary of NRG is Reliant Energy, an energy distributor in Houston, and NRG is the holder of the NRG Park, home of the Houston Texans. NRG Energy continually holds meetings and training at its Jewett plant with state and national personnel who fly into either Houston or Dallas and travel to the plant. Westmoreland Mining, LLC: The sixth largest coal producer in North America with mining facilities through the United States and Canada ( <a href="http://westmoreland.com/about-us">http://westmoreland.com/about-us</a> , 2014). Westmoreland Mining is located next to NRG Energy and provides lignite to the NRG power plant. Meetings and training sessions are continually held at the Jewett facility with national and international personnel flying into Houston and Dallas and then travelling to the facility. Luminant Energy: The largest generator of electricity in Texas ( <a href="http://www.luminant.com/plants/">http://www.luminant.com/plants/</a> ). Luminant Energy is Texas's largest lignite coal miner. Luminant Energy supplies electricity to Dallas and surrounding areas. Luminant Energy is one of the largest wind-generated electrical producers in Texas and the United States ( <a href="http://www.luminant.com/plants/pdf/PwrPtsMines.pdf">http://www.luminant.com/plants/pdf/PwrPtsMines.pdf</a> , 2013). Located approximately 20 miles southwest of Jewett, Luminant Energy holds meetings and training sessions at the facility requiring visitors and personnel to fly into Houston and Dallas and travel to the facility. Vulcan Materials Company: The nation's largest producer of construction aggregates ( <a href="http://www.vulcanmaterials.com/">http://www.vulcanmaterials.com/</a> , 2013). With 323 facilities through the United States, Vulcan Materials Company provides aggregate to 18 of the top 25 metropolitan areas in the United States. Located approximately 20 miles northwest of Jewett, Vulcan Materials Company holds meetings and training sessions at the facility requiring visitors and personnel to fly into Houston and Dallas and travel to the facility. XTO Energy: A Fortune 500 company. XTO Energy is a subsidiary of ExxonMobile. XTO Energy is the nation's largest natural gas reserves holder. Major Attractions Using Light Rail to and from Jewett: Texas A&M University - academics and athletic events George W. H. Bush Library; Baylor University - academics and athletic events Melhorn Museum; Temple-Killeen -military fort Ft. Hood; Waco; Texas Sports Hall of Fame Texas Rangers Museum; Lake Limestone; Fishing, boating, recreation; Hilltop Lakes Resort City (approximate 20 miles south of Jewett) Travels Using Light Rail to and from Jewett: Residents, Dallas and Houston airports Dallas and Houston shopping, Dallas and Houston medical facilities, Weekend residents, family members, and friends to and from Lake Limestone Why Jewett for a Terminal Stop? Building a terminal stop in Jewett for the light rail system between Houston and Dallas may appear to be less appealing than cities like Bryan-College Station or Corsicana. Jewett is smaller and more rural than these cities. However, Jewett is a great place for a terminal stop for the light rail system. Jewett is half way between Dallas and Houston. Jewett's City Council is already in discussions on tax abatement provisions for new businesses showing potential businesses that Jewett wants to grow. Jewett's surrounding lands are rural providing growth in the city from new businesses and residences. This growth is easier to design than larger cities. Jewett's topography is relatively flat, and Jewett already has railway rmming through the city. Jewett has a north-south and east-west railway in place making expansions for light rail to other areas of Texas easier and cheaper. BNSF has proposed additional railway to be added along State Highway 39, a major highway running through Jewett. Jewett is only 10 minutes from Interstate Highway 45 and 45 minutes from Interstate Highway 35 making both highways easily accessible to light rail travelers. Jewett houses Nucor Corporation, the largest recycler of steel in North America, NRG Energy, Inc., the second largest coal producing energy facility in Texas, Westmoreland Mining, the sixth largest coal producer in North America, and XTO, the largest natural gas reserves holder in the United States. Companies such as Luminant Energy, the largest energy producer in Texas, and Vulcan, the largest producer of aggregate in the United States are a short distance from Jewett. These facilities hold regular state, national, and international meetings and training sessions. Having a terminal in Jewett would allow visitors to these facilities to fly into either Houston or Dallas and take the light rail to Jewett for these meetings. Jewett already has weekenders spending nights traveling to academic and athletic events in both Bryan-College Station and Waco. A light rail system with a terminal stop in Jewett would greatly reduce weekenders' vehicle travels to and from these events and reduce emission pollution. People who have homes on Lake Limestone either travel frequently to Houston or Dallas or travel from their residences in Houston or Dallas to Lake Limestone for the weekend. A terminal stop in Jewett would allow easier and faster travel for local and neighboring home owners. Jewett would welcome the opportunity to give a presentation to Texas Central High-Speed Railway showing why Jewett is an ideal city for the terminal stop between Houston and Dallas and to discuss the light rail system. | Alternatives  |



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|------------|----------------|--|---------------|
| 1/9/2015   | Matt Roesler   | The concept of high speed rail connecting Dallas Houston & San Antonio has been studied for many years. We were developing concepts on this 45 years ago in Architecture school. I support more detailed studies with other options as the rail enters developed urban neighborhoods such as Garden Oaks in Houston.<br>Given the approx. 100' right of way required, the approx. 50' height of elec. Lines for HSR the excessive cost, noise & light pollution as well as danger to people in urban areas point to transfer stations on perimeter of cities, connected to lower cost, low speed grade level (or split grade intersection at major roads) rail systems to bring people to not only downtown, but other all business centers in Houston.<br>HSR in Florida is terminating near existing airports. This is logical.<br>One such location would be GHB Intercontinental Airport as a regional transportation hub.<br>You must put more importance on the quality of life for adjacent business and residential neighborhoods to get the public to support your project.   | Alternatives  |
| 10/11/2014 | Maurice Ball   | A. The high speed rail line should have its stops at the main train stations in downtown Dallas and Houston.<br>B. You should make your high speed rail train stops at or near as many universities as possible. Universities such as Texas A&M and other colleges and universities serve as a major source of potential ridership. Studies show that fewer students drive and prefer access to alternative forms to transportation to reach their destination. Also high speed rail would promote research and economic development between the research centers at Texas A&M and Houston and Dallas.<br>C. High speed rail should be used to access your major airports to Dallas and Houston and the city centers intermodal stations (downtowns). This will induce ridership. This will provide people from small towns without major airports with easy access to your major destination hubs such as bush and Dallas/Fort Worth airports. This be will a new form of induced ridership for people such as people in nearby small towns, college students, the elderly, and others without access to automobiles.<br>D. People in small towns will use the train as tourist trips such as sports and Recreation activities in Dallas and Houston. Again, this be will a new form of induced ridership for people such as people in nearby small towns, college students, the elderly, and others without access to automobiles.   | Alternatives  |
| 1/7/2015   | Megan Stark    | I am writing you to voice my opposition to "BNSF Option 1", the route shown on the map for Texas Central Railway's proposed high-speed rail line connecting Houston and Dallas.  | Alternatives  |
| 1/8/2015   | Mel G Johnson  | I attended the "Super Neighborhood 12" community meeting held at Lutheran High North on Monday 5th January 2015. I listened to the presentation made by Mr. Robert Eckels, President of Texas Central Railway and heard the comments that many of our broader community neighbors addressed. I concur with their input regarding the impact on home values, quality of life and just general "nuisance" aspects of the preferred route through Oak Forest, Garden Oaks and the Heights corridor. The only thing going for this route was easy access and quite honestly that is an insufficient reason to contemplate such a negative impact on so many people. I will leave further comment on these issues to those who have already written to you.<br>My final comment on this proposal is that unless the route is designed to tie into the major airports in each of these cities (either directly, or via a light rail link) then a primary customer base is being completely overlooked. There has to be a way to design a hub that can link to both Love Field and DFW to the North and IAH and Hobby to the South. On the southern end Houston is already developing a light rail service. The Northline (aka "Red line") transit center along Crosstimbers, just outside of the North 610 loop would be an excellent candidate. The high-speed train could utilize I45 to the Hardy turn-off then zip down the Hardy with little inconvenience to anyone. Mr. Eckels even stated at the meeting that this was his initial preferred option.   | Alternatives  |
| 12/5/2014  | Melanie Bartis | Concerns about HSR rail option #1. I am a concerned Houston resident with property within 200 feet of the current BNSF track that travels north of I-610 in Houston (in the Garden Oaks area). When I purchased my home, I was very aware of the proximity of my home to the current BNSF tracks, studied the safety of the train, and researched train accidents along this line. Had I known this line would potentially house HSR, I would not have purchased this property. Discussions about the line have indicated that the rail could be as high as 18 feet off the ground. Because of this, my primary concerns are twofold: safety and property value loss. There are several other potential lines that are not located near established residential areas.   | Alternatives  |
| 1/13/2015  | Melanie M Long | I am writing to express my concern and opposition to the proposed Texas Central Railway elevated high speed rail system along the BNSF rail line. This rail line goes directly through my community and the Texas Central Railway has not addressed the concerns or impact on the residential homes, schools, churches, surrounding businesses or wildlife. Additional information needs to be provided by Texas Central Railway before environmental impacts can be assessed and before a route can be chosen.<br>Many other alternative routes are shown on the Texas Central Railway maps and the Utility Alternative would be a better option than BNSF. The route is substantially commercial and since many of the business are industrial they would not be significantly impacted. The location of Northwest Mall, which is currently for sale, could be a centrally located terminal and provide plenty of land for parking and rental cars. This location would also provide better access to all four of Houston's business districts - Downtown, the Galleria, the Energy Corridor and the Woodlands.<br>Interstate 45 is also another viable route over any existing neighborhood. Residents in the Woodlands are highly in favor of the high speed rail Whereas city neighborhoods such as mine are in opposition.<br>Texas Central Railways lack of planning is clearly evident as to the impact on the surrounding neighborhood along the BNSF rail line currently being considered. They have provided little to no studies as to what the high speed train coming through a city neighborhood would look, feel or sound like. These studies must be completed and provided in order to analyze the impact on landowners, residences, schools, churches, businesses and wildlife.<br>Please demand Texas Central Railway address these serious concerns prior to this project moving forward. | Alternatives  |
| 1/9/2015   | Melissa Hamous | No information has been provided which substantiates the necessity for the line terminating in downtown Houston as opposed to in a location farther to the north or northwest, which would eliminate the need to run the train through the neighborhoods. Why must the proposed rail terminate in downtown Houston?  | Alternatives  |
| 10/21/2014 | Michael Bell   | Whatever route is chosen for the "Dallas-Houston" line should be enhanced to go through Austin as well! Would the route be longer? Certainly. Would it take longer to travel this route? Obviously. Would it be massively more cost-effective to use this route rather than building a second line through Austin? Absolutely!! The total environmental impact would be less than two lines.   | Alternatives  |
| 1/9/2015   | Michael Dreiss | I am writing you to express my opposition to the preferred route selection of the HSR that runs through/borders several residential neighborhoods. The vast majority of neighbors I have spoken to are highly opposed to having a high speed rail running through or bordering our neighborhood. The first time I became aware of the two preferred routes I was very puzzled as to why one with so many turns going through residential areas (BNSF) would be considered over one that is more of a straight shot along Hempstead. My guess is the almighty dollar and it is cheaper to do the BNSF through our neighborhood.<br>Food for thought:<br>Would you be inclined to approve this if it was in your neighborhood?<br>Would you or your family members want to take your children to a park that was 50' from a high speed rail?<br>Would you want your child to attend a school that was next to a high speed rail?<br>Would you want to live next to a high speed rail?<br>Would you want your taxes to increase in the event of default on the part of Texas Central Rail during the process or afterwards?<br>I believe most people agree rail could be beneficial in alleviating traffic and congestion if handled and built in the best way possible. However the routes that have been chosen do not seem to be the way to go.<br>I would like to challenge TxDOT and the FRA to give more thought and consideration to the proposed routes prior to making a final decision.   | Alternatives  |
| 12/4/2014  | Michael Graham | Public hearings are being held the first week of December. A timeline for the project will be discussed at these meetings. I would like to urge to add your voice to mine in opposing the route that would take the rail system through our community. I'd also like to ask for any advice you can provided regarding employing other strategies to help defeat this proposed route selection.<br>We understand the Woodlands community leaders have supported a route location that parallels Route 45, in hopes of having a terminal located there for their growing community. Estimates are that this area will have population exceeding 1 million in the near future. We truly believe the I-45 location would better serve the needs of Texas' businesses and residents.  | Alternatives  |
| 1/5/2015   | Michael Jobe   | Put the terminus in an undeveloped location to stimulate investment. Furthermore, the terminal should be accessible to the Energy Corridor, the Galleria and downtown.   | Alternatives  |

| Date       | Contact Name  | Request/Comment  | Comment Topic |
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| 11/10/2014 | Michael Parks   | <p>The Brazos Valley Council of Governments (BVCOG) has long been a supporter of High Speed Rail. The latest proposal for High Speed Rail through the Brazos Valley Region appears to be on the fast track to becoming a reality. The proposed routes being offered appear to benefit our region as a whole, but out of the routes identified in the study, the BVCOG has chosen to support the Union Pacific (UP) Route through Bryan/College Station. This route benefits more citizens or customers than the other two would. The Bryan/College Station metro area is home to over 200,000 citizens and is also home to over 68,000 students at Texas A&amp;M University and Blinn College in Bryan. Having this privately funded new infrastructure would be beneficial for current and future economic development in the Brazos Valley Region. Bryan College Station has been “bypassed” many times. First, the central cities of the Brazos Valley Region were only connected with two lane roadways to other cities in the state. The four lane roads did not come to this centrally located community. Then during the era of Interstate Highway construction Bryan/College Station was “bypassed” again. The Interstate Highways did not come through B/CS. Now, with TCR’s preferred route, it appears B/CS will again be bypassed. The only thing that did NOT bypass the cities was the original rail line from which College “STATION” actually derives its name.</p> <p>We also want to bring your attention the amount of fans that could use the line on game and special event days. Texas A&amp;M University’s football stadium will hold 104,000 in 2015 (which by the way is right next to the UP line). Postgame automobile traffic is always congested; this project could provide relief to that. We understand that one day, Texas Central Rail (under a larger statewide long range plan for passenger rail) might head to Austin and/or San Antonio. Which is why there is no time like the present select the UP route to cut down on future right-of-way/route costs by having the line a little closer to I-35 than the preferred route. Brazos County should be the point of departure for TCR trains headed west toward Austin.</p> <p>In conclusion, it is worth pointing out that, in the past we have written letters and approved resolutions of support (attached) for high speed rail. We have communicated this to officials in different levels of government. Our commitment has not changed now that this effort has been continued by the private sector. This region has a history of support for the concept of High Speed Rail (see attached resolutions). Hear what we are saying about the route choice but mark us down as a ‘YES’ for high speed rail.</p> <p>If you have any questions, please do not hesitate to contact [sic] or myself. I can be reached via email at [sic]. You can reach also reach me by phone at [sic].</p>  | Alternatives  |
| 12/2/2014  | Michael Thomas  | I am totally opposed to any train coming across unwilling landowners property. I suggest you follow I-45 and I-10 from Dallas-Houston-San Antonio. Do not condemn our land.  | Alternatives  |
| 10/17/2014 | Mike Alms   | Once again another project screwing over rural landowners. Unless this train is going to use current I-45 right of way no train should ever be built.  | Alternatives  |
| 1/6/2015   | Mike Waltmon  | Running along I-45 would be ideal .It is a straight line and it is 95 percent rural . We would not benefit in anyway from this train ,it would only be a long list of negatives for us . Even a route down Hempstead road would be more preferable . Thank you for your help and consideration concerning this important very serious concern that we have .   | Alternatives  |
| 11/13.2014 | Miles McKinney, Woodlands Township Board of Directors | <p>Federal law requires that the project be engineered to limit landowner and environmental impact. To the extent possible, the EIS must provide a way forward for the project with the least amount of disruption to the public. Because this will be a major concern, the Township asks that the IH-45 corridor be included among the routes to be studied as an option for the project in the EIS. While the IH-45 corridor was initially included as a route option prior to the FRA public scoping session(s), it was then eliminated by FRA and TxDOT, at the request of TCR, without public input as it was not among the two routes offering the lowest capital costs of construction. The Township believes that a rigorous evaluation of the IH-45 corridor for the proposed project can provide a way forward and minimize the need to acquire private property for the rail line. Existing right of way and utility easements along IH-45 can be used to lessen impact on the need to acquire private property under state or federal law. Further, this corridor has very promising rail commuter potential which could possibly more than justify the higher capital cost of this route. The Township believes that TCR is not against the IH-45 route or adding commuter rail services if it serves to enhance their business plan through a public/private partnership agreement.</p> <p>A rail alignment close to IH-45 could enhance the ability to include new local commuter stations along the route. By tying in with HSR services, it could further enhance HSR and vice versa as well as providing significant congestion relief on IH-45.</p> <p>Because this is a private project, station locations for the high-speed rail route must be driven by consumer demand and economics. To the extent they would not be prohibitively expensive or environmentally unworkable, more than one station should be considered in both Houston and Dallas. A station location outside of the city centers locations could be effective for interconnecting rail passengers to existing public transit.</p> <p>A Houston north region station would accommodate passengers that would not otherwise travel to downtown Houston for boarding because of the travel time from their residence to the city center. A station located north of Houston can be served by the existing highway system using the Houston Intercontinental Airport model. Consequently, the north station must be located to provide customers the ability to travel by car to the station due to absence of public transit. The Township suggests that a station located near the Grand Parkway would be a logical location to attract and accommodate passengers from areas east, west and north of downtown Houston. A suggested location would be at a point where the Grand Parkway, IH-45 and Hardy Toll Road intersect in North Harris and South Montgomery Counties.</p> <p>In summary, The Woodlands Township asks that FRA and TxDOT develop a viable plan for high-speed rail service between Houston and Dallas supported by the project Environmental Impact Statement. The Township further asks that an IH-45 alignment be included and considered for implementation during the EIS process with consideration of a passenger station located to accommodate passengers in the area substantially north of downtown Houston, with potential consideration for also adding commuter rail. Removing some IH-45 commuter traffic would produce large and significant environmental benefits and, in a public/private partnership, possibly more than justify the higher capital costs. The Township does not want to see this opportunity foreclosed until the combined commuter and HSR potential has been examined.</p> <p>These comments are submitted on behalf of The Woodlands Township Board of Directors.</p> | Alternatives  |
| 1/6/2015   | Miller Bozeman  | <p>HSR on BNSF tracks in NW Houston</p> <p>The Hempstead Hwy. Corridor is the place for this project or I-45 to Hardy rd.</p> <p>Please Don't save the developers a few dollars at the expense of many fine and growing neighborhoods.</p>   | Alternatives  |
| 1/6/2015   | Miller Bozerman                                       | <p>We were led to believe that HSR would be placed along the Hempstead Hwy. corridor where it is mainly light industrial business in the area and would be much better suited for this project.</p> <p>There is currently much resurgence of the neighborhoods bordering the BNSF tracks. Let us not do anything that would impede this.</p> <p>The Hempstead Hwy. Corridor is the place for this project or I-45 to Hardy rd.</p> <p>Please Don't save the developers a few dollars at the expense of many fine and growing neighborhoods.</p>  | Alternatives  |
| 1/6/2015   | Montie Grimes   | <p>The two current, preferred routes (Hempstead and 249) were noted as preferable. Why? Dallas is located to the north not northwest. Is the selection committee directionally challenged? The rail structure will destroy or degrade quality-of-life by towering 20 to 30 feet above nearby homes. Additionally, even minimal impact from the concerns listed above will make people miserable.</p> <p>The train should be routed through an industrial corridor not through multiple, tax-paying, Houston residential communities. Please find another route for the train.</p> <p>Questions:</p> <p>Who is responsible for ensuring the best route is selected? Not the cheapest, but the one with least impact to tax-paying citizens?</p> <p>Don't terminate in downtown Houston. Northwest Mall is for sale. Greenspoint Mall is not in high use. The Astrodome is available. Any of these could eliminate traffic congestion in already dense downtown Houston.</p> <p>Build it over White Oak Bayou if it must be terminated downtown. This would lessen the impact to the residential community.</p> <p>Route it up the Trinity River basin, which runs south of downtown Dallas.</p> <p>Unintended consequences if the train is built on one of the preferred routes, regardless of the objections about the 249 corridor: Large loss of tax revenues</p>  | Alternatives  |



| Date       | Contact Name          | Request/Comment   | Comment Topic |
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| 12/2/2014  | Morgan Baruss         | I-45 should be the main route. That is the freeway most people take to Dallas. We have 99 already bringing more people into our community, and the neighborhood (30,000 acres) being built off 1488 where we have the fire. There will always be noise in the city. KEEP IT OUT THERE. This will be very close to our property, disturbing our livestock. Not many people raise livestock FOR A LIVING in the city. Not to mention we have hwy 36A coming through our property. YOU ARE DESTROYING MANY PEOPLES JOBS AND HOMES. It is quiet out in country. lets keep it that way. You said from Houston to Dallas, not from Hempstead or Waller to Dallas. So build it up 45 where people travel from Houston to Dallas. Noone comes through Waller County to go to Dallas.  | Alternatives  |
| 12/3/2014  | Ms. Moore             | So, you know, as far as we're concerned the neighborhood will either say no build or go down 45 corridor because absolutely it's going to negatively impact us where we have no benefit whatsoever.   | Alternatives  |
| 10/28/2014 | Nancy Anderson        | The utility corridor is probably much cheaper to build but it is a refuge for wildlife! IF you must build this, build this in the I45 Corridor.   | Alternatives  |
| 1/7/2015   | Nancy Coyle           | I am against the high speed rail going across rural properties, breaking up farm land and pastures and destroying the quite and beautiful countryside. If there has to be a high speed rail, then it should follow Interstate 45 from Dallas to Houston.<br>I was told at the meeting in Grimes County that the HSR needs to have many straight-a-ways and few curves. The country routes I saw on the maps seemed to have more curves than the route following I45. The route through Grimes County had a stop in the middle of nowhere so people could get to College Station but there is no way to get to College Station unless you have a car waiting. That does not seem logical to me.<br>Whereas a route along I45 could have a stop in The Woodlands that would be perfect for commuters to downtown Houston. Houston could then plan bus and light rail routes to get to other business centers, Minute Maid Park, NRG Stadium, other sports venues, the zoo, and the arts centers. The developers of the HSR must be aware that The Woodlands and surrounding areas are growing by leaps and bounds.  | Alternatives  |
| 1/3/2015   | Natalie L. Browne     | I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.  | Alternatives  |
| 1/7/2015   | Natalie Thompson Hall | I am urging you to please considers other routes for this proposed high speed rail line besides 34th St.  | Alternatives  |
| 1/9/2015   | Natalie Weierhausen   | Pertaining to inner city Houston (inside Beltway8), why wouldn't you choose option 2 over option 1.<br>Northwest Mall Terminals!<br>I support HSR, but if more viable not option 1 through Oak Forest, Garden Oaks .... (selfish, but preferred)  | Alternatives  |
| 1/8/2015   | Nathan Montgomery     | Below is an email that I'm sure you have received numerous times. As a resident and home-owner in Oak Forest only a few blocks away from this potential train location in North Houston, please take strong consideration upon what is being planned.<br>My simple question to you is that if this was your property, your home, your neighborhood where you lived would you want this nearby? Would you purchase a home to live in with your wife or partner to raise a family in if it were in such close proximity? While I'm not opposed to the high speed rail, I am opposed to this location as well as the "for profit forget everyone else" stance that Mr. Eckels and his company has taken. His performance in addressing concerns during a community meeting was laughable and disrespectful to those in attendance. There are so many other viable options that yes, may cost more for Texas Central Railway, but would be best for everyone involved.<br>I look forward to your response as well as your declination to Texas Central Railway to consider this option for construction.  | Alternatives  |
| 10/29/2014 | Nathan Wood           | Project looks great! Stations need to be downtown.  | Alternatives  |
| 10/23/2014 | Nathaniel Pendleton   | DALLAS ROUTE COMMENTS<br>As Dallas downtown station is south east of Love and DFW and Alliance airport, I have fewer strong opinions about a preferred route from north of college station T spur line, presumably using the Kacki line most of the way. As the airports are north east, I would strongly suggest build a rail corridor which permits through trains without reversing the trains nor making the train do a u turn on a dedicated balloon track, linking Love, DFW, and Alliance. There are currently no straight line tracks from DFW to Alliance, such as along Rt 114, suggesting all DFW trains of all business models (PAER and ACHSR) require a balloon turn on the north side of DFW airport, so Houston to Alliance airport ACHSR trains, and Memphis TN to Alliance airport ACHSR trains can do a DFW stop, and take the Ft Worth to DFW PAER tracks to Ft Worth and use existing tracks to Alliance airport. Land for the best possible Rt 114 type straight line corridor must be found and protected for straight line use, but the balloon turn at DFW and 3 sides of the square route of DFW to Alliance via downtown Ft Worth will likely be built first.  | Alternatives  |
| 10/23/2014 | Nathaniel Pendleton   | The straightest connection for shortest trip at highest speed is best. There are several key markets and business models which should be planned in unison and built up as markets and governments support. These Premium Airport Express Rail (PAER) from nearest downtown to each nearby airport, Air Cargo on High Speed Rail (ACHSR) to Alliance and between many airports on the corridor and Hoston sea port, and PAER to far airports moving passengers from one city to the far city's commercial airport non stop express (bypassing the far downtown station for many reasons, especially time, see below), as well as ordinary downtown to downtown high speed passenger rail, with the added value of a T off the straightest main line to College Station for nonstop direct to that town from either Houston or Dallas for special events, but ordinarily a connector scheduled short haul commuter rail from College station to the main line.   | Alternatives  |
| 10/23/2014 | Nathaniel Pendleton   | The maps I am using for the opinions below are from several places,<br><a href="http://dallashoustonhsr.com/maps-and-pictures/">http://dallashoustonhsr.com/maps-and-pictures/</a><br><a href="https://dallashoustonhsr.files.wordpress.com/2014/09/tcr-board-alternatives-considered-octber-20-2014.jpg">https://dallashoustonhsr.files.wordpress.com/2014/09/tcr-board-alternatives-considered-octber-20-2014.jpg</a><br>this secondary report of TxDot maps.<br><a href="http://blogs.dallasobserver.com/unfairpark/2011/11/read_txdots_rationale_for_need.php">http://blogs.dallasobserver.com/unfairpark/2011/11/read_txdots_rationale_for_need.php</a><br>HOUSTON ROUTE COMMENTS<br>I strongly suggest that the alignment leaving downtown Houston current or future station take the Hardy toll road northward to GHW Bush airport, to let a premium airport express rail service between Houston downtown and Bush airport (every 15 minutes would be 73+ trains per day in each direction) pay for most of this Houston area rail infrastructure. Each 1% of Houston Bush airport passengers taking rail to downtown adds 400,000 rail passengers to sharing and paying down this part of the high speed rail line. London with excellent mass transit moves 8.4% of Heathrow passengers to/from Paddington station via a PAER called Heathrow express, suggesting Houston might be able to eventually move 3.3 million people per year from downtown to Bush airport this way. The downtown Houston train station alignment should take into account both future premium airport express rail service to Hobby airport as well, and more importantly further through station extension of the main rail line trains from Dallas and Bush going to Hobby and eventually the Gulf coast beyond, via downtown Houston's train station. From Bush to Dallas, cutting westward from the Bush airport to the red line on your map, likely Spring Tx to Pinhurst Tx (both suburbs of Houston) northward on red line to the very straight segments kacki colored line, taking that kacki line roughly along Texas RT-39 towards Dallas.<br>If the calculus say a better faster rail from Bush airport to Magnolia to reach the red line on your map is better, I would build that instead of using the legacy diagonal of Spring to following This route provides a high altitude rail line extremely relevant for hurricane storm drainage, and of greater than 300 feet, effectively future proofing the rail line from sea level rise for many thousands of years. Any official state oil and gas maps will show you historical sea level rise by showing where coastal swamps laid down substantial algae, plant, and animal deposits, which became oil and natural gas, with large gaps in Texas geography from rapid sea level change and costal erosion from the Gulf Stream in much of the land between Houston and Dallas. | Alternatives  |

| Date       | Contact Name                  | Request/Comment  | Comment Topic |
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|            | Nathaniel Pendleton           | COLLEGE STATION ROUTE COMMENTS<br>A T line off the main line for infrequent nonstop direct to College Station is required for special events with trains from each or either downtown city Houston and Dallas direct to college campus, and a rail station on the main line for most of the days of the year with regular commuter rail trains such as US Railcar DMUs or EMUs to the main line for transfer to only those main trains scheduled to stop. A city would have to found, most likely North Zulch on Texas Rt-190, for building the T interchange and providing staffing for a rail and shuttle bus station, and us the rt190 road to connect shuttle buses in the event of predictable line work or far off peak connection to the main line, as well as reach the I-45 on ramps in Madisonville, sharing the train station with Madisonville and if the main rail line be disrupted for any reason, provide an on ramp for long haul buses from the rail line. This T line spur would be about 32 miles long, and ideally reach the stadiums and graduation venues, and most importantly the Easterwood Airport, the most identifiable and fixed multimodal transport facility in College Station, with the option to extend to "brac"ed Bryan Air Force base should that ever become a significant density academic Texas A&M Riverside campus, or be returned to major aviation use.   | Alternatives  |
| 11/3/2014  | Neal McGlothlin               | I highly support the construction of this railway. I live in Houston and used to live in Japan the early years of my life. I have ridden the bullet train there. Very safe, quiet, comfortable, and convenient. I would like to see Texas Central Railway make each end of the line open-ended for eventual expansion of the railway to other large cities, such as Oklahoma City, New Orleans, and San Antonio. I say this because even if the drive between Dallas and Houston becomes 5 or 6 hours, that is still not far enough that I would not drive. My sweet spot for high speed rail would not be 240 miles, but would be possibly 350 miles or more. Then I would ride the rail and leave my car behind. Once a trip on the bullet train might take more than six or seven hours, only then would I consider flying. Ex: I would drive from Houston to Dallas, but take a bullet train from Houston to Oklahoma City, but I would fly a plane from Houston to Detroit. Connecting more city pairs that lengthen the railway will bring in more ridership for the Dallas-Houston route, and thus make it more profitable. If TCR does not design the opportunity for future growth at its own initiative or another company's, then I seriously question that the railway will be successful. If Houston-Dallas can at least operate at cost, I consider this a success and merits immediate consideration of expansion to other major cities. I really think that high speed rail should primarily be an alternative to flying, not an alternative to driving. This would ease the pressure to make the train reach the city center wherever it goes. Rather, it can swing by the suburbs just like an airport. Also, please, please, please work very hard with landowners to keep them happy. If it requires making the rail a little longer by routing through easy landowners to avoid the hard landowner or two, then so be it. | Alternatives  |
| 10/30/2014 | NEED NAME                     | As a resident of the DFW metro, I support this HSR rail line. However, a stop anywhere between the downtown's of Houston and Dallas should not be allowed in the first phase of this line. Express service between the two cities is the only way to be competitive with the airlines from my transportation consumer perspective. At some point in the future, perhaps additional track can be laid for more local commuter style stops, but in the near term a stop in Bryan/College station or anywhere else in between the metros would have a negative effect on enticing drivers out of their cars, potentially mitigating the congestion relieving and emissions reducing benefits. Further more, given pricing for tickets on European style rail, around \$80 to \$100 per trip (similar to air travel) the margin of economic benefit to drivers is small. A tank of gas (assuming vehicle fuel economy is 20 mpg, that's 12 gallons for the 240 mile trip at cost \$4 per gallon) still only cost \$48 dollars. It then falls on drivers to determine is the time savings worth the \$30 to \$50. Adding an additional stop lowers the time savings and fewer drivers are likely to use the train. Additionally, extra time added to the train trip reduces your competitive edge with airlines. I do hope that one day the train does stop near Bryan/College Station. However the day it opens in 2021 or 2022 should not be that day, and not on either of the two selected alternatives Reducing driving between the two metros and realizing the full economic and environmental benefit (via reduced vehicle emissions) of the rail means a design that features only express and direct service between Dallas and Houston should be built.  | Alternatives  |
| 11/3/2014  | NEED NAME                     | As someone living in Bryan-College Station, I strongly urge the green line option of a stop in our city.   | Alternatives  |
| 11/10/2014 | NEED NAME                     | Comment: please build it and consider connecting to Bryan/College Station.   | Alternatives  |
| 1/8/2015   | Nicholas J. and Ashley Menage | There are better route choices (e.g., I-45 Alignment, I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities. Please consider these alternatives over the BNSF Option 1.   | Alternatives  |
| 10/23/2014 | Nick Ferrantino               | I need to see detailed maps of your routes through Houston, Texas any and all inside Loop 610 and add the Beltway 8 area with enough detail as to see street names. Will you be using rail lines already in place or will you be laying new track?   | Alternatives  |
| 12/15/2014 | Noah Taylor                   | In my research I've noticed elevated HSR images clearly show these systems located adjacent to high speed freeways or industrial areas and NOT in residential neighborhoods. I do not understand why the Blue Route out of Houston that is shown on TCR's website is not being considered. It appears this route would provide access to METRO's Rail Main St Line at the Burnett Station, which provides travelers with a means of transportation into Houston's CBD.   | Alternatives  |
| 1/9/2015   | Nora DeDontney                | How were the two current proposed lines chosen from the original nine? There doesn't appear to be any specific information on the website comparing the proposed routes to each other.   | Alternatives  |
| 1/9/2015   | Nora Dedontney                | I have been a resident of Garden Oaks for 2 years. I purchased a home here, as I am intending to start a family. I heard about the proposed routes for the high-speed rail line from Houston to Dallas and I have some concerns I hope you can address. I have seen the maps available online, and am primarily concerned with BNSF Option 1 (the red route), as it cuts through my neighborhood and may be within a few hundred yards of my house. I also attended the Town Hall meeting on January 5th at Lutheran High School, where I heard the president of TCR speak and answer questions. My questions are below:<br>Why do the routes begin and end in downtown Houston/Dallas? The line could end somewhere outside the city, and use public transit to link to downtown, to the Galleria, and so forth. If it ends downtown a massive Parking structure will be needed in downtown. What are the plans for such a structure? How expensive will it be to park there?<br>How were the two current proposed lines chosen from the original nine? There doesn't appear to be any specific information on the website comparing the proposed routes to each other.   | Alternatives  |
| 12/17/2014 | Nora Loera                    | HSR in Oak Forest<br>Good morning, I've recently learned of the high speed rail proposed to come through Oak Forest. I am absolutely OPPOSED to this route. I do not want to see an elevated rail come through our neighborhood. It seems so unnecessary when the rail could easily go down Hempstead away from a very populated residential area – the third largest neighborhood in Harris County to be exact! We will not let this happen to our neighborhood. Expect strong opposition.  | Alternatives  |
| 12/8/2014  | Oak Forest Homeowner          | There are better route choices (e.g., I-45 Alignment, I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities and should be considered over the BNSF Option 1.  | Alternatives  |
| 10/30/2014 | Olivia Wolken                 | I would like to express my opposition to the route from Houston to Dallas being considered that runs alongside BNSF RR lines. Also, the idea of Shiro being a stop seems ill planned since it is not close to any major cities. People in College Station or Huntsville would have to commute which is time consuming and making it not very advantageous to take the train when they can drive to Dallas in the time the commute and trip by train would take.  | Alternatives  |

| Date     | Contact Name         | Request/Comment  | Comment Topic |
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| 1/4/2015 | P.M. and Peggy Finch | Houston/Dallas High Speed Rail Opposition<br>It is with great concern that we draft this letter in opposition to the proposed high speed rail western route with specific consideration to the deviation from the most direct Houston/DFW route and the negative financial and environmental impact the would result from that course of action. In addition, there would be no positive environmental outcome to the properties or communities along that western route.  | Alternatives  |
| 1/9/2015 | Pam Brock            | I don't want the high speed rail. But if it has to be completed, I would like it to go the I-45 route.   | Alternatives  |
| 1/7/2015 | Pat Montgomery       | Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.   | Alternatives  |
| 1/8/2015 | Pat Streeter         | I believe the hub for the line should not be located in downtown Houston. That location is only convenient for the people who already work there. Many people hate the hassles of going into the highly congested downtown area.<br>It seems to me that the hub should be located north of Houston near Beltway 8. People from all parts of the Greater Houston Area can conveniently access Beltway 8. And rather than driving toward a highly congested area (downtown) to catch the train, they would be driving away from congestion and into an area that is easier to access.<br>Hubbing the project near Beltway 8 would also mean that the route could go through less densely populated areas, and thereby affect fewer families' homes.<br>I hope that some of my observations and suggestions may be found helpful.   | Alternatives  |
| 1/7/2015 | Patrick Mays         | I would strongly suggest FRA pursue a route through more industrial areas, perhaps I-45/Hardy or stopping the train outside I-610.   | Alternatives  |
| 1/8/2015 | Paul J Hughes        | High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Alternatives  |
| 1/7/2015 | Paul Reed            | Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.   | Alternatives  |
| 1/8/2015 | Paul W. Han          | The preferred route of Texas Central Railway is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Tollroad, Hempstead Highway, utility easements), but they would be more expensive to build and thus reduce investor profit. Residents in Oak Forest and our neighbors in Garden Oaks are struggling with why a neighborhood would be chosen for this project when there are non-neighborhood options. This isn't just about our neighborhoods, it's about a request to build where there are no neighborhoods.<br>“... we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't ... but Dallas-Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time.”<br>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at Texas Central High-Speed Railway, emphasized the need to build cheap and make a profit. All so a Japanese company who has been “itching to enter U.S. market” can sell more trains (The Texas Tribune, August 14, 2014). I ask you...at whose cost? Homeowners?<br>On the Texas Central website itself, there is a claim: “...desire to avoid densely populated areas will require occasional deviations from current rail and road alignments”. So if there is a desire to do so, why is the current favored route right through densely populated areas, such as Garden Oaks and Oak Forest?<br>There are many alternate routes available that would not destroy resident's peace of mind and negatively impact neighborhoods. The BSSF1 route has a great impact on the environment and property owners. The second proposed route, the Utility Alternative, would be a better option. This route travels through a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Downtown is not the right place for the Houston terminal and getting the train those last few miles into downtown will be no easy task. The only reason they want to go downtown is a commitment they made to the leaders in the City of Houston. Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston does not make sense. Most businesses are no longer in the downtown area. A location like NW Mall would make for an easy commute to any of the four business districts.<br>If the transit station were downtown, fewer residents would drive the 30 to 40 minute commute into downtown to catch the rail.<br>The Interstate 45 route needs to be reconsidered. This rail belongs on Interstate 45, not through residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45. When someone thinks of a HSR from Houston to Dallas, they automatically think of it running along I-45 corridor. | Alternatives  |

| Date      | Contact Name            | Request/Comment   | Comment Topic |
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| 12/4/2014 | Paula Norman            | I own 132 acres. This property has been in my family for 5 generations. I am opposed to the high speed railroad route that would go along the current Burlington Sante Fe railroad track. This high speed train would destroy our home, barn, arena and historical value of our land. My preference is for the high speed train follow the straight route of the utility corridor. That would save Shiro.   | Alternatives  |
| 1/8/2015  | Pene Carter             | High Speed Rail Concerns<br>I have now attended 2 meetings regarding the proposal of the HSR going through our established neighborhood.<br>I live in Garden Oaks and according to one realtor at the January 5th meeting, just the thought of HSR going through Garden Oaks has already caused property values to go down by 10-20K. For most of us, our homes are our biggest investments. For over 35 years we have paid escalating property taxes but took it in stride as we were confident that we would reap the rewards in the end; but now that seems to be in jeopardy. So, the devaluation of our property is a huge concern.<br>Although downtown is a large business community, Houston has many others. How many people from The Woodlands will be willing to drive into town to catch a train or if coming from Dallas with a destination of The Woodlands. It seems that a better alternate is to put the station outside the downtown area, on an established corridor such as 610 or Beltway 8. This would be more centrally located for the various business districts.<br>I am also confused why you would go through College Station. The most direct route from Houston to Dallas is up 45 North.<br>All of this reminds me of when I was a child and the Army Corp of Engineers wanted to concrete all the bayous. It was touted as a great thing, for safety and to control flooding. The funny thing about it was that when they approached River Oaks and areas near Memorial, the residents absolutely put their foot down and their bayous remain natural and beautiful to this day. Our bayous now flood – funny how concrete does not absorb water as well as dirt! As, a friend of mine says, follow the money trail; Money Talks! Believe me, it is noted that there are no proposed HSR routes through these areas.<br>I am not against a HSR but I am against it going through well established neighborhoods, whether it be mine or someone else's. Keep it out of town of downtown; stop it further out.<br>I really hope that people are listening to the communities concerns and will work diligently to come up with viable solution for all parties. | Alternatives  |
| 1/9/2015  | Penny Leas              | There is no benefit to OF residents, only liabilities, if the train goes through our neighborhood. It is not a commuter train. No one can use it to get to work instead of taking their car. So our neighborhood just becomes a conduit for some other people to go some other place. There is only one stop planned – near College Station. If I'm remembering correctly, the train would take 77 minutes with no stops and 90 minutes with one stop. Any additional stops would add to the time for the train – so even though we've been told other stops may be added, the people riding the train are not riding a "high speed train" so they can make multiple stops between Houston and Dallas like they are riding the bus.<br>Why, specifically, has the I-45 route been discarded or at the least put on the back burner? That is the most direct route from Houston to Dallas. The fact that I-45 is the worst freeway in Houston and is about to get even worse when the ExxonMobil campus is fully populated should make that freeway number one on TxDot's list of freeways to widen/update and this project could be incorporated at the same time.<br>In the absence of using I-45 as the route, Hempstead Highway to I-10 seems like it would be the least disruptive route to homes and businesses to go directly to downtown Houston.<br>Use Hempstead Highway. End the train at Northwest Mall. Put in a whole shopping/restaurant/entertainment complex there where there is currently a big eyesore and a whole bunch of space that could be repurposed for something that the current and new residents of Oak Forest and other nearby neighborhoods could get a lot of benefit from.  | Alternatives  |
| 1/7/2015  | Peter Oconnor           | No to the Dallas to Houston High Speed Rail Project through our Neighborhoods.<br>Alternative terminal locations are ignored: Northwest Mall would be a superb alternative for a terminal for ending the trip. It is well located to many of the desired destinations of down town, mid town, Galleria, medical center, and the west energy corridor. It has none of the social, life impact and economic costs of bringing this train into the down town corridor.<br>Route Alternatives focus on the benefit to the project at the expense of private home owners: Bringing this project through our neighborhoods is a wealth transfer to a private entity at the expense of private citizens who derive no social or economic benefit from the Project and whose homes are projected to lose significant value. Keep this industrial project located on rail through industrial areas such as rail on the Hempstead Highway and out of our residential neighborhoods.<br>I don't believe the rail should go through established dense neighborhoods. Houston is crowded enough without adding a high speed rail line through to downtown. Downtown is crowded enough during rush hour for a high speed rail terminating in downtown. It makes more sense to end or terminate outside downtown in a more accessible area, where people can disperse from there. Not all rail commuters will be heading downtown; other desired areas include is the Galleria, midtown and the Medical Center. This terminal can have public and private transportation pickup which can access these other areas.  | Alternatives  |
| 1/12/2015 | Philip Gaydosik         | There are alternatives...<br>The Hardy route would make a better route as the easement not only travels in a more directly northern route, there is obviously more easement along the entire stretch, even as it approaches the Spring area and runs mostly along rural and industrial areas with limited residences to be affected.<br>Another alternative would be to incorporate these plans into the I-45 construction that is to begin within the same time frame as the rail line, and could be included in the design with this much lead time. But the investors likely want to limit as much government interaction as possible during this project, in order to limit any oversight they may encounter. Also, there has been note that the railroad that owns the easement along the Hardy is either not willing to lease or sell any of that land, but I'm not sure if there has been any confirmation regarding that matter.  | Alternatives  |
| 1/9/2015  | Phillip Gaydosik        | There are alternatives...<br>The Hardy route would make a better route as the easement not only travels in a more directly northern route, there is obviously more easement along the entire stretch, even as it approaches the Spring area and runs mostly along rural and industrial areas with limited residences to be affected.<br>Another alternative would be to incorporate these plans into the I-45 construction that is to begin within the same time frame as the rail line, and could be included in the design with this much lead time. But the investors likely want to limit as much government interaction as possible during this project, in order to limit any oversight they may encounter. Also, there has been note that the railroad that owns the easement along the Hardy is either not willing to lease or sell any of that land, but I'm not sure if there has been any confirmation regarding that matter.  | Alternatives  |
| 1/8/2015  | Pratistha Pradhan       | Just came to know that cypress (Hempstead railway) is one of the two possible routes for the high speed railway between Dallas and Houston. In the current plan is there any stop around cypress area so that residents in the area can use that train to travel to Houston downtown?<br>Any relevant information is highly appreciated.  | Alternatives  |
| 1/9/2015  | Rama Kumar Allada       | I'm a resident of Houston living along the Washington Ave. corridor. Although I applaud the development of HSR between Dallas and Houston, I strongly disagree with placing such infrastructure within a highly concentrated urban residential area such as ours. I think there are alternatives that would prove more beneficial to all parties involved. High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. In addition to terminating the line at the 610 loop, there are other options such as running the line along Hardy toll road and having a stop in the woodlands. The HSR could serve as a commuter option to and from the woodlands serving a number of large companies.   | Alternatives  |
| 12/2/2014 | Ramesh Konidala         | Dallas to Houston speed rail. I am resident of Tomball, TX and supportive of this alternate route through Tomball. Let us know if we could support this project any other way.  | Alternatives  |
| 1/8/2015  | Raphaele                | Please consider our opinion on the bullet train Houston to Dallas, as represented below.<br>High Speed Rail in Texas belongs in industrial, rural, or high speed corridors in the urban center not in residential neighborhoods.  | Alternatives  |
| 1/8/2015  | Raymond St. Germain III | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Alternatives  |

| Date       | Contact Name                 | Request/Comment  | Comment Topic |
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| 1/5/2015   | Rd Kissling                  | Apparently the HSR company has already taken the I-45/Hardy Industrial Corridor off of the list of proposed candidates (largely because it is harder and more costly for them). They need to reconsider this. This corridor would impact very few neighborhoods or homes as it already has a high level of auto/truck traffic and largely industrial complexes along it. Additionally, The Woodlands, a large and growing municipality along this corridor north of Houston is actively seeking the HSR line to come through with a station. This would be a win win for the whole project and Houston as it would help alleviate very bad commuter traffic in morning and evening rush hours.   | Alternatives  |
| 1/5/2015   | RD Kissling and Mary Tipton  | At the Super Neighborhood #22 Meeting on December 18, Robert Echols admitted that the most favorable place to put a station would be on the NW side of 610. The north and west side of Houston is probably the largest target population for the rail. This would also give the city some incentive to expand public transportation from the suburbs to the city core. Why is this not a serious consideration? What are the specific technical and financial reasons for abandoning the I-45/Hardy Industrial Corridor for HSR? The Woodlands is clamoring for a HSR station - why force HSR through established neighborhoods that don't want it when you have a large community that highly desires the service? The HSR station in the Woodlands coupled with either an HSR station in the city core or light/commuter rail service to the city core would alleviate the terrible traffic problem the northern suburbs have getting into and out of the city every day. Nobody from the Woodlands area is going to fight rush hour traffic to go downtown to get a train.  | Alternatives  |
| 1/9/2015   | Rebecca Pradt                | HSR clearly belong in high speed freeway corridors or industrial zones rather than residential neighborhoods.  | Alternatives  |
| 1/8/2015   | Reid Covington               | PLEASE CONSIDER AND ANALYZE AS SPECIFIED THE FOLLOWING REASONABLE ALTERNATIVE TO THE PROPOSED PROJECT AS PART OF THE EIS PROCESS THE NO BUILD OR NO ACTION ALTERNATIVE.  | Alternatives  |
| 1/7/2015   | Renaevan Zeelst              | In contrast, I could see a HSR from Dallas to The Woodlands as a final destination or Dallas to west Houston to the Energy Corridor. In my opinion, the best path would be along the Interstate 45 corridor with termination in the Greenspoint area, near Bush Intercontinental.  | Alternatives  |
| 1/7/2015   | Renaevan Zeelst              | It is with great concern bordering on panic that I write to you today. Texas Central Railway is favoring 2 proposed routes from downtown Houston to Dallas for a high-speed dual BULLET train elevated rail system. This plan will absolutely devastate areas that have been undergoing tremendous urban rejuvenation that Mayor's Parker's Office and the media have regularly showcased; historic Independence Heights, Garden Oaks, Oak Forest, the Washington Corridor and several other areas that are densely packed with families, schools, churches, parks, and small businesses. Please know that I really am a fan of high-speed rails. I have frequented them in Europe where they are essential in connecting small towns to large cities that cross national boundaries. Dallas and downtown Houston are already connected by Interstate 45. I can't understand why our city feels the need to shoot this bullet through the Texas countryside, slow it down to snake its way through our incredibly lively and cherished neighborhoods and then dump passengers downtown. In contrast, I could see a HSR from Dallas to The Woodlands as a final destination or Dallas to west Houston to the Energy Corridor. In my opinion, the best path would be along the Interstate 45 corridor with termination in the Greenspoint area, near Bush Intercontinental. Please question these private investors. Please ask Texas Central Railway to choose a route that won't infringe on any Houston resident's quality of life. | Alternatives  |
| 1/9/2015   | Renee Duncan                 | Michael Johnsen, per our conversation on January 9, 2015, my husband and I are long time property owners of our homes on 36th Street and 3507 Corlandt Street. We recently rebuilt our home on 216 East 36th Street and are looking forward to doing so much more to our properties. We will be greatly affected by the High Speed Railway route that will potentially go through our neighborhood of The Independence Heights. Like so many others, we want more information about the High Speed Railway that could affect our neighborhood. With that in mind, here are the many questions and concerns we have. We are hoping to get some clarity on this matter so, let's begin:<br>What is the likelihood that the train will be routed through The Independence Heights?  | Alternatives  |
| 12/1/2014  | Richard and Teresa Honeycutt | I. No- Buld alternative is the strongest and most obvious conclusion to be drawn from your stop [stop] light graph which [which] shows that none of the options meets your criteria.<br>II. I-45 is the most feasible of your routes. A. It is a current traffic corridor. B. Residents and businesses have already adjusted to the disruptive environment. C. Tax values have already been adjusted. D. Contains the largest population concentrations [concentrations] for future ridership.<br>III. BNSF Option 1. A. Completely divides and isolates communities; preventing/basic and fundamental fabric that [that] comprises rural and small town America. B. Interferes with emergency response time. C. Interferes with school district zoning. D. Interferes with mail routes. F. Interferes with electrical Coop service areas.<br>IV. Utility Corridor (shy [why] is this a consideration? It was not included in FRA's Alternative list.). A. Divides properties; rendering land unusable. B. Terminates landowners' [landowners'] businesses. C. Land use purchases far exceed 80' HSR easement. D. Legal battle at every property line. E. Decreased property values within the radius of visibility and audibility.  | Alternatives  |
| 12/3/2014  | Richard Franco               | Now, the utility route versus I-45. If you see an overlay, they're almost -- you say straight. They're almost identical the overlay. For the difference are paid for access for portions of land along I-45 versus paid off and clearing and refurbishing the land between Dallas and Houston. It's not practical to say -- I mean, the tradeoff is cheaper to go I-45 and pay accordingly, just the straight and narrow. What you said was not practical. Now, also the stoplight issue. Stoplights along I-45? That's a highway. Your terminology, but as far as going along I-45 Highway elevate, there really be -- is minimal impact along any roads on the sides. If you've got an elevated -- I've been in cities that have a -- an elevated. I've been in other countries that have a high-speed line. There's no impact on the sides. So you can't consider an impact if it's going straight down I-45. If you find minimal packets along I-45, versus by land and then clearing it going from Dallas to Houston. The tradeoff is phenomenal. Have you considered the utility route?  | Alternatives  |
| 12/4/2014  | Richard J. Franco            | 1. What is the "Stop Light"/Impact problem with the I-45 route? I-45 is a highway and the bullet train would be elevated above it, away from adjacent traffic.<br>2. It costs less to buy pieces of access to "straighten" out the I-45 route vs buying and preparing ALL the land along the utility route from Dallas to Houston.   | Alternatives  |
| 1/8/2015   | Rick Graves                  | From the November 19th presentation by former Harris County Judge Bob Eckels:<br>Mr. Eckels is president and one of ten investors in the Texas Central Railway a private corporation.<br>This proposed route designated as "BNSF1" will impact Central, North and Northwest Houston as it travels through and adjacent to the both the Garden Oaks and Oak Forest neighborhoods.<br>The two trains will any given point every thirty minutes from 5:30 in the morning until 11:00 p.m. at night.<br>According to Bob Eckels statement at the November 19th meeting, the most obvious route, IH45 and the less intrusive routes were eliminated as a matter of cost/profit.   | Alternatives  |
| 12/12/2014 | Rick Pritchett               | Preference is for the line to travel through Tomball. I believe the 290 route alienates the Woodlands-Exx... communities and would avoid the already heavily congested 290 corridor. Provided the lien does,... through Tomball, I believe a station stop on the Grand Park.. US Beltway 8 is more practical, and avoids the already heavily congested Beltway 8. Thank you.   | Alternatives  |
| 1/6/2015   | Rjordan                      | Mr. Eckles seems determined to make more millions off the taxpayers of Harris and surrounding counties. If he is so determined to build this railway, which I predict will be belly up in less than 5 years, he should at least stand by his word that he will treat landowners fairly. The only fair thing to do is build his rail up I-45, thereby displacing businesses which will have the advantage of updating their buildings. Displacing home and landowners by taking the route west of Houston is doing exactly the opposite. Not only would this be taking rural land from the owners, it would be taking the rural atmosphere from those who enjoy the scenery and taking the habitat from the wild animals such as deer, rabbits, etc. Those who are so readily in favor of the project obviously have no stake in the outcome causing the destruction of homes, ranches and rural lifestyle chosen by the people who will be affected.<br>Of course you would encourage the TCR to choose the Hempstead route since it would not affect you or your neighborhood. What about those of us directly affected who have chosen to live in rural Waller County. Is it ok for them to take land that has been our family's cattle ranch for over 120 years and our home for 40 years? The suggestion that 50,000 people will ride this train is ludicrous. Show me them and I'll show you 100,000 who do not want it built   | Alternatives  |

| Date       | Contact Name    | Request/Comment   | Comment Topic |
|------------|-----------------|---|---------------|
| 1/8/2015   | Rob Griffith    | My major concern with regards to this project arises from the assumption that the trains must come into Houston's Central Business District. Houston is not like many other cities. It does not have one downtown or CBD but several (downtown area, Galleria area, Texas Medical Center, Energy Corridor, Greenway Plaza, Sugarland, the Woodlands, etc.) It seems to make more sense for this project to be a part of a more comprehensive transportation approach that would integrate or overlay with other METRO transportation systems and options already in place (or soon to be so) throughout the city. It makes more sense for HSR to terminate somewhere outside the downtown area (outside the I-610 loop). Somewhere having adequate space for terminals, parking, food, and integration with taxi, car, light rail, commuter rail and other modes of transportation to get travelers to their final destination. I do not know the exact statistics, but I've seen several sources that claim only 10% of all Houston businesses are located downtown! Most riders of this bullet train would ultimately want to go to one of the other CBD's in Houston or back to their homes....NOT downtown.<br>Either terminating the track at a transportation hub such as a Northwest Transit Center at the site of the old Northwest Mall or keeping the elevated track along existing freeway routes, such as the proposed Hardy Toll Road expansion, would cause minimal disruption to sensitive areas where families, businesses, churches, and communities are thriving. A project handled this way would be far less destructive to neighborhoods, and far less costly for the rail project as a result of this. I strongly suggest that the TCR and the FRA consider one of these alternative routes.  | Alternatives  |
| 1/9/2015   | Rob Griffith    | Along with my partner, I am owner of an historic property located in Houston's First Ward. I am also a REALTOR who has helped many people buy and sell real estate in the First Ward as well as other areas of Houston. I am also the outgoing president of the First Ward Civic Council.<br>It is important to state that, in general, I support the idea of public transportation, and I understand its importance to a city the size of Houston. Likewise, I am generally supportive of high speed rail, as I think it could potentially have a positive effect on our region and the State of Texas as a whole.<br>My major concern with regards to this project arises from the assumption that the trains must come into Houston's Central Business District. Houston is not like many other cities. It does not have one downtown or CBD but several (downtown area, Galleria area, Texas Medical Center, Energy Corridor, Greenway Plaza, Sugarland, the Woodlands, etc.) It seems to make more sense for this project to be a part of a more comprehensive transportation approach that would integrate or overlay with other METRO transportation systems and options already in place (or soon to be so) throughout the city. It makes more sense for HSR to terminate somewhere outside the downtown area (outside the I-610 loop). Somewhere having adequate space for terminals, parking, food, and integration with taxi, car, light rail, commuter rail and other modes of transportation to get travelers to their final destination. I do not know the exact statistics, but I've seen several sources that claim only 10% of all Houston businesses are located downtown! Most riders of this bullet train would ultimately want to go to one of the other CBD's in Houston or back to their homes....NOT downtown.<br>Either terminating the track at a transportation hub such as a Northwest Transit Center at the site of the old Northwest Mall or keeping the elevated track along existing freeway routes, such as the proposed Hardy Toll Road expansion, would cause minimal disruption to sensitive areas where families, businesses, churches, and communities are thriving. A project handled this way would be far less destructive to neighborhoods, and far less costly for the rail project as a result of this. I strongly suggest that the TCR and the FRA consider one of these alternative routes. | Alternatives  |
| 1/8/2015   | Robbie Morrison | I am not totally against a high-speed rail line being built, but I am VEHEMENTLY OPPOSED to it being built through long established urban, historic neighborhoods. If it is allowed, it should be run in industrial areas or high-speed corridors.  | Alternatives  |
| 1/8/2015   | Robert D. Muir  | I would request the rail project utilize already existing rail and utility easements.   | Alternatives  |
| 11/18/2014 | Robert Leilich  | Routing HSR in the I-45 corridor instead of one of two non-commuter corridors could offer a long term public benefit and cost saving alternative. There is little or no time left for action.   | Alternatives  |
| 10/28/2014 | Robert Pali     | High speed rail. My vote is to align with the I-45 corridor. The agriculture and wildlife impact alone, and numerous crossovers to farm to market roads, should be enough to stay on the main highways. I live off Hwy. 39, in Madison County. On clear, cold nights, the BNSF train sounds like it is in my living room. I am a mile and a half away. Please consider this.  | Alternatives  |
| 1/9/2015   | Robert Stabe    | I am very supportive of high speed rail. I love the rail systems in Europe. But the route through Garden Oaks is not a good idea and I am opposed to that. A line that goes up 290 through College Station seems very logical and that it would be highly successful. Being able to travel to College Station in minutes would open up the state's largest university to students who can continue to live in the Houston area.   | Alternatives  |
| 11/22/2014 | Roger Aghai     | I think this is a must way to avoid air and driving hassle. Go Robert E. I am with you in the old place in Houston across your old office. I can provide a better way for train to arrive in downtown Houston. Let me know  | Alternatives  |
| 12/2/2014  | Ron Willkens    | The last time I drove up I-45, most of the way, you've got a quarter mile on either side of the existing freeway that you can use. If y'all have to have high-speed rail, run it up 45. Don't run it through Waller County.   | Alternatives  |
| 1/9/2015   | Ronald Scott    | No to high-speed rail in NW Houston. As a resident and tax-payer not living in but near several of the northwestern communities that would be involved and possibly destroyed, I totally disagree that any such rail line be built through the residential areas along the existing BNSF rail line. There are other routes available that can use existing rail or utility right-of-ways that are adjacent to commercial and industrial properties, not residential areas, like the possible route alongside Hempstead Highway. Please seriously consider the non-residential routes if this proposed plan moves forward.   | Alternatives  |
| 1/10/2015  | Ronald Scott    | There are other routes available that can use existing rail or utility right-of-ways that are adjacent to commercial and industrial properties, not residential areas, like the possible route alongside Hempstead Highway. Please seriously consider the non-residential routes if this proposed plan moves forward.   | Alternatives  |
| 1/8/2015   | Rosa Lopez      | As requested at meeting the 5th of January, I am forwarding to you this message with my comments regarding the rail entering dense-residential communities.<br>1. I am for the high speed rail. We are decades behind in doing this thanks to politicians siding with airline and auto industries.<br>2. I am against the rail to enter past the Beltway 8 if it entails going through residential communities. I have traveled in many countries where they have the service and even though some do come close to downtown they manage to do it via areas that are commercial and not high residential area.<br>3. I am for the train ending outside the Loop whether at Northline mall or Northwest mall as long as they use the roads presently used with commercial/business entities around to reach them. The private entity that owns the project needs to set up agreement with METRO or DART and set up a station in place where people can commute the rest of area or provide parking for the persons that leave cars for trip duration. If not there are taxi service and/or rental cars persons can use the rest of the way. Also, Northline has the metro train and Northwest has the park and ride close to it.<br>4. Finally why not use the same route that Amtrak uses - I checked web page and even though they don't have daily service they still offer it.<br><a href="http://tickets.amtrak.com/itd/amtrak">http://tickets.amtrak.com/itd/amtrak</a><br>I am all for private entity progress but they need to consider how it affects communities by not coming to agreement with the proper governments/organization to achieve their goal and earnings.   | Alternatives  |



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| 1/7/2015   | RR Carrington      | <p>The concept of a park-n-ride located on the outskirts of Houston needs to be considered and not have the terminal points in town. Alternate routes that citizens are in favor of need to be considered. Such a structure completely changes the landscape of the city. Quality of life is forever changed for residents, schools, and businesses along the proposed line if approved.</p> <p>There has been little to no communication regarding the private business involved partnering with other business to plan more preferred routes around Houston. The Woodlands is in great need of this rail and would benefit by a line along the I-45 corridor, but this is not on the preferred list. NorthWest Mall at 290 &amp; 610 is not being considered as a terminal point, yet that land is for sale.</p> <p>Taking the I-10 rail further west of the city is not being considered as a preferred route. We are told that the Hardy toll-road route into Houston is off-limits and would be more impactful to Houstonians, yet that gateway into Houston is a prime route.</p> <p>Partnering with airports and public transportation in Houston has not been sufficiently done as the airport also seems an obvious termination point for more seamless transportation and better connection between each mode to server citizens. Private business involved is taking the least expensive and laziest way to get their high speed rail in place and as deep into the city as possible. There is money at risk for all involved, but Houston Metro should be on board to have a termination point further outside of the city to also reap benefits. This might also give METRO a chance to bolster its inner-city transportation systems.</p> <p>Having a high-speed rail into the heart of the city and through historic neighborhoods is not the smartest choice for me, my neighbors, or the city of Houston.</p> <p>I would not want a high-speed train in my back yard and I am sure you wouldn't want that for you or your family either.</p> <p>I also recommend a terminal point further outside the city, allowing Houston METRO to continue seamless transportation services within city. Again, have a terminal point at 290 &amp; 610 needs to be strongly considered!</p> | Alternatives  |
| 10/22/2014 | Rue and Tuck Henry | <p>station locations?</p> <p>Are any intermediate stations planned between Houston and Dallas, or only two (one in Dallas and one in Houston)?</p>   | Alternatives  |
| 12/2/2014  | Runwaysonex        | The state of Texas may need a high speed rail BUT why not use existing "right of ways", such as I-45. This project will unnecessarily steal land from rural folks who do not deserve to have their heritage taken from them and disrupt life.  | Alternatives  |
| 10/27/2014 | Russ Fores         | SH 21 is complete to North Zulch which would be better for BCS. Station in North Zulch instead of Shiro.   | Alternatives  |
| 1/8/2015   | Russell Hyde       | <p>I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. Myself, along with other family members, are the owners of multiple properties on your second-most-preferred alternate route, which would have the line run through the heart of the heavily-populated Inwood Forest, Candlelight Oaks, Mangum Manor, Oak Forest, Shepherd Forest, Garden Oaks, Independence Heights, Lindale Park and more neighborhoods. All of our properties are single family homes that serve as primary residences. Our family has lived here since the 1950s. With so many neighborhoods involved it's easy to see how many people will be impacted, just on this segment of the project.</p> <p>I am generally supportive of mass transportation and believe that this project, if done carefully and thoughtfully, could be quite beneficial to our region. However, I am deeply troubled by the lack of discussion with regard to the people most affected in Houston. I understand that a number of alternative locations for the Houston terminus are being considered. However, if a Central Business District terminus is selected, the routes currently under consideration will result in great damage and disruption to urban neighborhoods. The building boom in Houston has seen many new residences built in our urban neighborhoods both inside and near the 610 Loop.</p>  | Alternatives  |
| 1/8/2015   | Russell Hyde       | <p>There are many other options to consider. A route down interstate 45 which is the main corridor used to travel the Houston/ Dallas, is a viable option. Community leaders have put forward an alternative route that would come down the Hardy Toll Road, where the existing right-of-way is much wider. Another idea, which Texas Central executives have acknowledged as a realistic possibility, would be to run elevated rail over I-10, eliminating the need for additional right-of-way. Coordination with Metro and the City of Houston could also produce solutions involving less-intrusive light-rail connections into downtown. It would also be worthwhile to consider terminating the train outside of Houston and connecting other stops via commuter rail for which an infrastructure is already in place.</p> <p>I hope you will give these creative proposals the careful consideration they deserve. Above all, I urge you to step back and slow the process down so that approaches can be developed for achieving the project's goals without needless damage to Houston's urban neighborhoods.</p>   | Alternatives  |
| 12/8/2014  | Ryan Balazs        | There are better route choices (e.g., I-45 Alignment, I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities and should be considered over the BNFS Option 1.  | Alternatives  |
| 12/9/2014  | Ryan Balazs        | There are better route choices (e.g., I-45 Alignment, I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities and should be considered over the BNFS Option 1. I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable alternative routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods. We strongly encourage you to find a safer, less-intrusive route than the one Texas Central Railway has proposed.   | Alternatives  |
| 1/9/2015   | Ryan Grayless      | <p>The Interstate 45 route needs to be reconsidered. This rail belongs on Interstate 45, not through residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45. When someone thinks of a HSR from Houston to Dallas, they automatically think of it running along I-45 corridor.</p> <p>We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?</p> <p>The preferred route of Texas Central Railway is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Toll road, Hempstead Highway, utility easements), but they would be more expensive to build and thus reduce investor profit. Residents in Oak Forest and our neighbors in Garden Oaks are struggling with why a neighborhood would be chosen for this project when there are non-neighborhood options. This isn't just about our neighborhoods, it's about a request to build where there are no neighborhoods.</p> <p>The second proposed route, the Utility Alternative, would be a better option. This route travels through a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p>  | Alternatives  |
| 1/9/2015   | Ryan Grayless      | <p>As a homeowner of Oak Forest in Houston, Texas for 5 years, I am writing to express my concern with the proposal of the Texas Central Railway BNSF1 route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston.</p> <p>If you're unfamiliar with the neighborhood in which I live, it was founded in 1947 and is one of the neighborhoods in which the proposed route would traverse. Oak Forest is one of Houston's best-kept secrets. Nestled among towering pines and majestic oaks, this quaint and architecturally unique neighborhood comprises over 5,500 homes. Oak Forest is one of the few remaining "inner city" neighborhoods where families seek to live. Our families contribute to the Houston and Harris County businesses, rather than moving to a suburb. We are proud of our city and the quality of life we are able to have so close to downtown.</p>  | Alternatives  |
| 1/9/2015   | Ryan Grayless      | <p>Downtown is not the right place for the Houston terminal and getting the train those last few miles into downtown will be no easy task. The only reason they want to go downtown is a commitment they made to the leaders in the City of Houston. Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston does not make sense. Most businesses are no longer in the downtown area. A location like NW Mall would make for an easy commute to any of the four business districts.</p> <p>If the transit station were downtown, fewer residents would drive the 30 to 40 minute commute into downtown to catch the rail.</p>  | Alternatives  |

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| 1/8/2015   | Ryan Hunzeker          | I live in super neighborhood 22 in Houston and do not want to see the high speed rail line go through my neighborhood.<br>In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston as well as other Houston business districts.  | Alternatives  |
| 1/10/2015  | Ryan Stroud            | After finally hearing details on the proposed route that bisects the historic First Ward (utility alignment route), I have to say I am beyond angry that this is even a possibility. An elevated train through the neighborhood would completely cut off one half of the neighborhood from the other half and obstruct views for a lot of the homes being built here specifically because of the views of downtown. This is unacceptable to me as a homeowner in the area. We recently bought a home in the neighborhood specifically because of its proximity to and views of downtown and the feel of a cohesive historic neighborhood that has been undergoing a revitalization over the last few years. This project is a direct threat to all of the reasons we live there. This will surely drive home prices down in the area.<br>I would suggest rethinking the proposed location of the station and locate it in an alternative location preferably outside the loop or east of downtown which will be connected to downtown via metro light rail anyway. Areas outside downtown would intrude less on established family residential areas. Please take this into account when discussing the project. At the very least rethink the proposed route as it will have a devastating impact on a lot of the historic homes close to the existing rail. Many people will lose their homes because of the proposed right of way.<br>Please take this seriously because a lot of people have a lot at stake and will not be very happy if the "Utility Alignment" route is chosen. | Alternatives  |
| 1/9/2015   | Sally and Mark Jozwiak | We propose the following suggestions:<br>Press TCR to consider a termination point outside Houston's urban core such as the parcel of land for sale at the intersection of 290 and 610 on the near northwest corner of Houston that already offers an established Metro transit center nearby. This location also provides quick access to I-10 and the possibilities of expanding HST routes to Austin.<br>Urge TCR to consider/reconsider high-speed or industrial corridors that HST's architecture favors. This provides convenient access for more of the urban and suburban population and also offers a great marketing tool when drivers see a HST traveling alongside the highway.  | Alternatives  |
| 1/8/2015   | Sandy Sharp            | Bullet train<br>In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods.   | Alternatives  |
| 1/7/2015   | Sandy Simmons          | I am concerned about the routes proposed by Texas Central Railway for the high-speed rail between Houston and Dallas. Both of the current "preferred" routes have segments that would run through dense, long-established residential neighborhoods, one of which is the Oak Forest / Garden Oaks area where I have lived for 50 years.<br><br>A better solution would be for the routes to follow industrial or other high-speed corridors, or to stop before entering long-established urban neighborhoods. For example, the train terminal could be located near an existing park-and-ride facility, such as the one at 290 and I10. Train passengers could then take the bus into the city center.<br>I urge you to bring Houston Metro and other transportation organizations into your discussions to map out a comprehensive plan for integrating a high-speed rail into our transportation solution, if it is indeed deemed beneficial to the Houston metroplex as a whole.  | Alternatives  |
| 1/6/2015   | Sarah Hannah           | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town.  | Alternatives  |
| 1/7/2015   | Sasha M. Pejerrey      | You could easily use another route, like the Hempstead Highway route which does not go by children's schools. I know you would have to deal with eminent domain cases on that route, but that should not deter you from making the right decision.<br>Not to mention the fact that this area has worked so hard to gentrify and beautify, and now you will be taking that away.  | Alternatives  |
| 12/8/2014  | Scott Arnebold         | I am urging you to consider using the Utility Alternative route that travels closer to highway 290.  | Alternatives  |
| 12/7/2014  | Scott Reagan           | The Utility Alternative shares the same issues inside the I610 loop going to downtown (Rice Military neighborhood), but it is a good route to get to the I610 loop which would be an ideal location for the station. Placing the station near I610/290 will provide a centralized location for Houstonians and may be easily connected to downtown Houston with a direct bus route with a short commute. Extensive construction for the 610 loop has been ongoing for years so affects of construction on property value have already occurred, and the placement of the station there will provide a needed boost to the Northwest mall and the surrounding neighborhood. Additionally, I would strongly recommend an additional station near College Station for access to students and local residents. I also recommend the option to by-pass this intermediate station so the option to travel quickly directly from Dallas to Houston still exists, while providing an access point for individuals living midway between the two cities.<br>The Utility Alternative is the best route into Houston with the station placed near the I610/290 intersection. I look forward to seeing the project become a success with Texas leading the way for the future of passenger transportation in the United States.  | Alternatives  |
| 12/4/2014  | Scott Smith            | My name is [sic], and I reside at [sic] which is approximately 1 mile west from the "Utility Route" alternative. The information presented at the December 2 meeting in Waller predicted that by 2035 increased congestion on the I45 corridor and a favorable travel time comparison between airline service and rail service will make the high speed rail an economically viable option. I request that the Draft EIS examine in great detail the following elements related to a "do - nothing" alternative.   | Alternatives  |
| 1/9/2015   | Scotty Mecum           | I suggest if you want a high speed train to go to Dallas, run it along I45 or Beltway 8  | Alternatives  |
| 1/13/2015  | Shane Kurz             | There are better route choices (e.g., I-45 Alignment, J-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities and should be considered over the BNFS Option 1.  | Alternatives  |
| 1/8/2015   | Shannon Falls          | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston as well as other Houston business districts.  | Alternatives  |
| 1/9/2015   | Sharon Lout            | If you are going to put a train to Dallas, take it straight north to Dallas, not on a scenic route through these neighborhoods we have worked so hard to create and take care of. Go north on I-45 where there is plenty of available right of way. It will make the trip go faster! And keep our neighborhood quiet and safe. We have wonderful neighbors and institutions. Please move that train due north.   | Alternatives  |
| 12/29/2014 | Sheila Whitford        | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.   | Alternatives  |
| 12/29/2014 | Sheila Whitford        | The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.<br>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.  | Alternatives  |



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| 12/29/2014 | Sheila Whitford   | <p>I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.</p> <p>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.</p>  | Alternatives  |
| 1/8/2015   | Shelley Rogers    | <p>I join my fellow Garden Oaks and northwest Houston neighbors in opposing the BNSF line within Loop 610 and the "Utility Corridor" route inside Loop 610, for the reasons they have stated herein and for the reasons stated in my and my husband's letter to Mr. Johnsen of today's date. The obvious route is along I-45. Heck, I think my dog could probably figure that one out. Any bisecting of neighborhoods, communities, farms and ranches was done 50 or 60 years ago when I-45 was first built (or perhaps even earlier, when its predecessor, U.S. 75, was built) and everyone recovered from that years ago. The interstate is already ugly, so adding an ugly HSR track will not make things much worse and is certainly better than adding an ugly elevated HSR track in someone's backyard, next to a church or school or straight across a family's farm or ranch.</p>  | Alternatives  |
| 1/9/2015   | Sherry Black      | <p>I live in Oak Forrest Section 15 in Houston, Texas. My home backs up to the railroad and I will be directly impacted should the HSR be installed on the BNSF route. While I am in favor of HSR between Dallas and Houston, I am adamantly opposed to the two primary route choices which wind through long established residential neighborhoods. HSR should follow freeway routes or existing rail routes and should stop before impacting existing residential neighborhoods.</p> <p>Even if I did not own a home in one of the impacted residential neighborhoods, I would be opposed to the high speed rail going through residential neighborhoods. I believe the choice of routes through residential neighborhoods was poorly thought out and planned. It should have never been an option. I urge you to find viable alternatives that do not go through residential neighborhoods.</p>   | Alternatives  |
| 1/7/2015   | Sherry Jordan     | <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelming oppose this proposal.</p>  | Alternatives  |
| 1/7/2015   | Sherry Tseng Hill | <p>Dallas to Houston High Speed Rail. Finally, a high speed rail in Texas! It's about 20 years late.</p> <p>I recently traveled in Japan and Taiwan (Taiwan uses the Japanese high speed rails too) and loved the high speed rail system. I also traveled in Spain and loved the mass transportation system available. Well developed mass transportation infrastructures are in place in Japan and Taiwan too. We never had to rent a car or hire a taxi in any of these countries and getting around was so easy.</p> <p>I live in Houston, so I will address my concerns within the city of Houston only: The trains should run through industrial or light commercial areas and not through established neighborhoods. Please consider other alternatives.</p>   | Alternatives  |
|            | Sierra Club       | <p>2. The Sierra Club is very concerned about the HSR alternative that is depicted on the county maps as a green line. The Sierra Club's concern is that the green line alternative fragments the Warren Ranch which not only is the largest working cattle ranch in Harris County but is a key part of the Katy Prairie Conservancy's (KPC) landscape protection system. This landscape protection system has been developed to save a sustainable portion of the Katy Prairie in perpetuity. The Sierra Club urges the FRA to ensure that the Warren Ranch and other KPC properties are not impacted by this project. If the green line alternative can avoid Sam Houston National Forest in Montgomery County then it can be modified to avoid Warren Ranch in Harris County.</p> <p>The KPC conservation properties are protected via fee title and conservation easements. The Katy Prairie is internationally known for its rich migratory and resident bird life; important coastal prairie and riparian wetlands; and water quality filtering and floodwater holding capacity. There may be other conservation properties, both private and public, that may also be threatened by this project that should be avoided.</p> <p>The Sierra Club is very concerned that the network of almost 20,000 acres on the Katy Prairie (KPC conservation properties) will be threatened by fragmentation, invasion by non-native invasive plants species (NNIPS), and other environmental impacts that the project will cause. The Sierra Club is opposed to the unfriendly taking of any KPC conservation properties or properties rights on those properties by the green line alternative or any other alternative. In particular, the Sierra Club believes that the green line alternative will degrade KPC conservation values and will have to confront environmental constraints like the avoidance or mitigation for wetlands, stream mitigation, conservation easements, endangered species, and more federal and state interests and thus greater scrutiny. The Sierra Club favors either the modification of the green line alternative so that it does not cross the Warren Ranch or any other KPC property or dropping the green line alternative.</p> <p>8. All reasonable alternatives must be analyzed in the EIS. Some of the alternatives that must be analyzed include: No action alternative (a real unbiased analysis of this alternative); an alternative that avoids all KPC lands; an alternative that mitigates with additional conservation lands given to KPC and the restoration of native prairie in the ROW if KPC lands will not be avoided; and an alternative that places a conservation easement on the ROW.</p> | Alternatives  |

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| 1/8/2015   | Stephanie Prosser<br>Senior Conservation Lands Biologist<br>Bayou Land Conservancy | <p>Bayou Land Conservancy (BLC) is an accredited regional land trust that holds 56 conservation easements in the Houston Region, including one preserve that could be directly impacted by the proposed project. We are submitting our comment as an interested party in the EIS of the Dallas to Houston High Speed Rail.</p> <p>In review of the preliminary information available, we state our opposition to BNSF Option 1 due to its impacts to conservation lands and to riparian buffer zone adjacent to Lake Creek and Spring Creek. BLC holds a conservation easement on land located at the intersection of TX-105 and Old Dobbin Road approximately 1 mile east of FM1486, known as the Stewart Preserve. A location map of the conservation easement is included as Exhibit 1. The alignment provided on county maps on the project web site shows BNSF Option 1 traverses the Stewart Preserve and would be detrimental to the ecological values that BLC protects in perpetuity.</p> <p>BLC is currently working with a landowner who holds land due north of TX-105 and approximately 1 mile east of FM1486, to place a conservation easement on this property. This tract is also shown on Exhibit 1 as Planned Conservation Easement.</p> <p>BNSF Option 1 is proposed to cross and run parallel to Lake Creek for approximately 29 miles. According to TCEQ, Lake Creek remains one of the few unimpaired waterways that feed Lake Houston, the main drinking water source for the City of Houston. Lake Creek's expansive floodplain is approximately 1.5 miles wide at the first proposed BNSR Option 1 crossing, and continues in similar width throughout the Lake Creek watershed. These floodplains provide forested wetlands of high quality and size. This segment of BNSF Option 1 is also directly adjacent to the western boundary of the Sam Houston National Forest and would cause adverse effects to ecosystem and habitat quality of this protected area.</p> <p>2<br/>Conservation • Preservation • Education</p> <p>BLC is the nonprofit partner in the Spring Creek Greenway project, the largest urban forested contiguous greenway in the Country. The intersection of BNSF Option 1 and Spring Creek falls in a sensitive area on the greenway where negotiations with landowners to the east and west of SH-249 are currently underway.</p> <p>BNSF Option 1 does not co-locate the line within or adjacent to any existing facilities. This proposed route would be constructed mainly on raw land and therefore would be even more impactful than if placed adjacent to existing traffic corridors.</p> <p>It is for these reasons that Bayou Land Conservancy is opposed to the establishment of a High Speed Rail on the proposed BNSF Option 1.</p> <p>BLC recommends that the proposed line be collocated with existing facilities in order to minimize environmental impacts. In the initial review of available data, the I-45 Alignment and Utility Alignment appeared to collocate the proposed project with existing facilities, resulting in lower environmental impacts than BNSF Option 1. Due to the limited mapping of I-45 Alignment, more information is needed to better determine route placement and potential impacts to BLC lands.</p> <p>Bayou Land Conservancy appreciates the opportunity to comment and requests a public hearing for further discussion of this project</p> | Alternatives  |
| 1/9/2015   | Steve Hazzard  | <p>I support the idea of high speed rail between Dallas &amp; Houston. I disapprove of the plan to route the HSR into downtown Houston through residential neighborhoods. Why not route it down I-45/Hardy/610. Folks in The Woodlands are asking for a stop there to relieve the increasing congestion on I-45 with the pending opening of the Exxon campus. Another alternative is to route it along Hempstead Hwy to NW Mall &amp; incorporate adjacent transportation to the NW Metro Station. Or, route it down I-10 into downtown. The officers and investors at TCR can have their bullet train as long as they can find a suitable route that is not through a residential corridor.</p>   | Alternatives  |
| 1/7/2015   | Steve Rachac   | <p>If it is to help with highway problems put it where there is already where the land is already being used, I-45. Why come and destroy our country land to help others and resulting in hurting many others in our part of the country? Again I recommend if these investors want to make money put it where it they claim the problem exist, next to I-45. It sounds like the investors are only for the money and do not care what they do to people like us who will not benefit at all by this project but will destroy us. Please remove this nightmare of a project off of the UTILITY ROUTE and hopefully after this environmental impact study it will be realized that this project is too damaging to our land in the country and is too costly . At what price do you put on our country environment, our animal life, our investment in buying, preserving and enjoying life in the country? Please destroy this monster.</p>  | Alternatives  |
| 1/9/2015   | Steven Vealey  | <p>Please find alternative to routing HSR through Houston neighborhoods</p> <p>In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.</p>   | Alternatives  |
| 11/19/2014 | Susan  | <p>I am opposed to your High-Speed rail going through any rural area. Keep it along I-45 as this makes more sense.</p>   | Alternatives  |
| 12/3/2014  | Susan Statler Thornhill  | <p>I also agree with other's statements about having this system go through College Station so that college students can benefit from it. I am not even sure why we need this system as I am not a Houston to Dallas commuter and would probably never benefit from it anyway, but change happens. Not always for the good.</p>  | Alternatives  |
| 1/9/2015   | Suzanne E. Clevenger   | <p>Alternative Routes Make More Sense</p> <p>There are many alternate routes available for the area of Harris County where the BNSF line nears downtown Houston that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. Cost and resistance are not factors in the NEPA analysis, but safety, visual, noise, land use and vibrations impacts are factors to consider.</p> <p>For example, the alternative route shown on the Texas Central Railway maps, the Utility Alternative, would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located is a large plot of land and should be evaluated for its ability to accommodate parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts and would eliminate an extremely congested and residential area of the proposed BNSF route.</p> <p>In the event the rail line is extended into downtown, I believe that you should analyze the viability of locating the route into downtown along the Interstate-10 corridor. This proposed route would closely parallel the BNSF route but would be located in an existing highway corridor, not through historic residential neighborhoods. Moreover, an elevated structure along the Interstate highway corridor would not be visually distasteful and it is unlikely that the noise and vibrations impacts would be as significantly impairing as they would be to residences, schools and daycares along the BNSF route.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along Interstate 45, with a stop in the Woodlands to help alleviate the traffic congestion from that area of Houston to Downtown, while residents in my neighborhood overwhelmingly oppose this proposal.</p>   | Alternatives  |

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| 1/8/2015   | Sylvester Turner | <p>I support the construction of the high speed train. I applaud Texas Central Railway in putting forth their plan without government financial assistance. I commend Robert Eckels for taking the time to answer the public's questions, soliciting their input and considering alternatives.</p> <p>At the same time, would strongly recommend that all parties concerned and all stakeholders consider locating the route along 1-45 to downtown or 1-45 to Hardy or Hardy itself, utilizing 1- 10 which has recently been expanded, or developing the property at 290 @ 610 (Northwest Mall) as a Northwest Transit Center which could lead to further development and revitalization for that area. The development of the Northwest Transit Center could be a joint project between the City of Houston, Metro, Texas Central Railway and others. I strongly recommend all stakeholders consider the Northwest Transit Center in its decision making. The suggestions listed above would avoid the disruption of major neighborhoods and would be consistent with the area's mobility plans, reducing congestion, promoting the development of homeowners living in the inner city, and would be a "win win" between homeowners and developers.</p> <p>I fully recognize that a large scale project of this magnitude will always generate some opposition. Even with the suggestions offered above, there will still be some who oppose this project. However, I firmly believe these suggestions are far better than what is currently offered and would garner my support as well as many others.</p> <p>It is clear that the routes as currently proposed make this project totally unacceptable. I join with Super Neighborhood #22 and Super Neighborhood #12 in their opposition to the proposed routes and I incorporate their comments as well. I encourage you to consider other options and I am prepared to work with you to make this project a reality.</p>  | Alternatives  |
| 10/29/2014 | Tami Merrick     | <p>I suggest a high speed rail should be placed on the Hardy corridor expansion or an existing TxDOT corridor designated for transit properly vetted with the public. The historical train lines were located on the outside of town years ago and these area are no longer rural and an important component of Houston tax base. Good urban planning practice would locate new rail tracks in major rx dot transit corridors. This would ensure direct service and not interrupt traffic flow in city arterial streets. This would be a Houston Tomorrow to strive for.</p>   | Alternatives  |
| 1/8/2015   | Tami Merrick     | <p>I am writing comments as a follow up to the Town Hall meeting I attended on January 5, 2015 at 1130 West 34th Street in Houston Texas. SN12 organized the meeting in response to demand from neighborhoods in Houston Texas wanting more information on the impact to their communities. Primarily the proposed routes by TCR has into Houston Central Business District both dissect populated neighborhoods. HSR has published a document indicating 2 preferred routes in Houston. TCR provided a power point presentation to concerned residents in attendance. The presentation was shortened at the request of attendees to extend the Q and A and for Judge Robert Eckels to quit selling their community a train they do not want. President of SN12 had to calm the packed room. Two to Three hundred Houstonians attended the town hall meeting. Local TV stations 13 and 2 covered the event.</p> <p>I personally support the concept of High Speed Rail from Dallas to Houston but not the routes. It was clear majority of Houstonians attending the meeting did not support current proposed routes and some did not support High Speed Rail in Texas. Both on the basis of routing through Houston residential neighborhoods and lack of proof of ridership. There was massive consensus among the attendees that it's clearly unnecessary for the HSR to route directly into the Houston's central business district. If the HSR considered termination in Houston at the Northwest transit center or northwest mall site it would offer revitalize of the mall area and provide parking for HSR station. It would also avoid routing in Houston SN12 residential neighborhood. Below is a list of concerns I noted at the meeting.</p>   | Alternatives  |
| 1/8/2015   | Tami Merrick     | <p>It was noted that the collector distribution system for regional traffic was the freeways and that this was regional transportation and belonged in that corridor and not in the rail and utility corridors that wind through densely populated urban neighborhoods.</p>  | Alternatives  |
| 1/9/2015   | Tami Merrick     | <p>Because I am highly involved in transportation issues in Houston including the I-45 expansion project I have created a series of alternative routes many of which are hybrids that are designed to better integrate with Houston. I challenge the FRA to make TCR explain fully why they cannot route in TX Dot corridors or Harris County Hardy corridor with proof. The Hardy from 610 to Hardy Yards has allot of space. If all entities sat down with maps, I can't believe that they couldn't work something out. Truth is they don't want to. It is easier to pick a train corridor that makes no sense for our community so they can lay track fast! Below is series of not fully explored alternatives that have been dismissed or not really analyzed in depth with other agencies.</p> <p>Alternate routes: A) Terminate the train at Houston at NW transit station at 610/290</p> <p>Pros: Northwest mall is for sale needs revitalization and can provide parking and train station destination for HSR at low cost with great proximity to 610 dense freeway regional traffic corridors. Minimal opposition from Houstonians as that corridor is wide and in an industrial zone with highway boundary prior to that point. (Comment pertains to Houston vicinity only and doesn't take into account surrounding counties who have other concerns.)</p> <p>Cons: Freeway 610 traffic continues to slow as population increases. Travel times are faster in contra flow than coming to the center at peak hours.</p> <p>B) I45 exp project comes out for a fourth and final scoping session late winter 2015 or early spring 2016. Plans from scoping session 3 has nearly two football fields of width from 610 north loop to the beltway 8 north loop all on grade. Elevated HSR could easily be integrated in that location. Then take a slight turn into the Hardy corridor from 610 to Hardy Yards with a train station at the super fund site. At the Hardy Yards the light rail Burnett station is available to bring many from CBD and surrounding areas.</p> <p>Pros: This would aid in revitalization efforts in one of most up and coming communities and has no loss of property to home owners or small business. The area that TX Dot is expanding has from 610 to beltway is vetted.</p> <p>Woodlands wants HSR and this facilitates a prime beltway 8 location at the woodlands with the new Exxon Mobil campus which has frequent traffic to Dallas and considered the new energy corridor. It could also facilitate a short taxi to existing airport shuttles and taxis into cbd or taxi to airport rent cars</p> <p>Con: Judge Eckels isn't sure there is room to route with the Hardy corridor because Harris county is expanding the toll road and did not secure row as anticipated from UP. UP has unused right of way in this corridor and claims they are adding 4 tracks? Fra could try to facilitate a better partnership with this zone to get HSR to CBD. I have photos of the area and it is the last corridor wide open to the CBD. Maybe its time federal government, private enterprise and county government make a real effort to work together for better solutions for urban centers.</p> <p>C) Alter the current proposed red route to minimize the impact to Houston residential neighborhoods. Re route the portion through SN12 to 610 loop high speed corridor from the North West Mall to the Hardy corridor at 610 loop. (Note: while forcing two additional HSR tracks into a tight BSNF corridor is what Eckels wants. He has not provided any plans proving this the BSNF corridor actually can support existing tracks and HSR proposed ROW. Eckels told SN12 residents nobody will lose property only property value devaluations will occur. I am telling the FRA he did not have maps or data proving this.)</p> <p>Pro: This is more logical than routing in developed neighborhoods placing financial hardships on hundreds of people in this SN 12 corridor. It save TCR project cost money not to demolition existing BSNF track and replace those tracks closer to residents. It pairs high speed rail with freeway traffic patterns.</p> <p>Con: I don't see any statistical proof that the train needs to be in the CBD. So it is just added cost to the project to lay more track to get into the CBD when Metro has stated they can get people to the North west Transit center. It would also interface the exchange at I-45 and 610 that TX Dot is re designing so if they cannot work with TX Dot they could impose more traffic issues and cost to the state.</p> <p>D) Alter the current proposed yellow route to minimize the impact to Houston residential neighborhoods. Reroute the portion through SN22 and put the HSR in the I10 corridor form the NW transit station to the Hardy corridor.</p> | Alternatives  |

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| 1/9/2015   | Terry Jeanes     | <p>Alternatives to terminate outside the inner 610 loop. Due to the high density residential not only of the BNSF line inside the 610 loop , but also that of the Washington corridor line, it seems more appropriate to terminate near the 290 / 610 Hempstead area. This location especially coming from the west via the Hempstead line which runs alongside primarily high industrial usage areas as well as a “transportation corridor” of the 290 freeway will have far less impact on already existing residential areas, especially those experience additional growth and economic development. Limited impact along such a line would exist. In addition ridership to downtown, is questioned. Many of the higher employment centers for Houston are west of 610 – Galleria/Uptown, Energy Corridor, and Westchase. A transportation hub for an alternative might be located and 290/Hempstead and 610 , where a current declining regional NW Mall site is for sale. More advantageous to parking a place for buses as the Katy Road (bus transit station is just blocks south), cabs, rental car, sites, and in the future perhaps a “light” rail extension to Downtown, and other areas like Galleria, Westchase, and the energy corridor could base. After all if you bring your riders in you have to get them to where they are truly going.</p> <p>An added benefit would be the positive impact to nearby by / separated by the 610 loop / residential communities to have access to this hub. Food for thought, perhaps.</p> <p>Another thought: The Interstate 45 route needs to be reconsidered. And the hardy toll as stated by Mr. Eckels at January 5th meeting was his preference but apparently not an option. This rail seems more suited to along Interstate 45, not through residential neighborhoods or Texas agricultural land, as it is our understanding residents of The Woodlands are begging for the rail to run along I-45. When someone thinks of a HSR from Houston to Dallas, they automatically think of it running along I-45 corridor and the Intercontinental Airport transportation hub for Houston is more easily accessed from there.</p> <p>There are likely more thoughts that have not been scratched due to the short time from when the information first broke within our community mid November, the need to gather information, and our meeting just Monday January 5th with Mr. Eckels with the EIS comments due this day January 9th.</p> | Alternatives  |
| 12/5/2014  | Terry Poole      | Indication are the Hardy toll road is too expensive, but it is the only route that actually makes any since and will not destroy the life and home values of so many citizens. I urge you to please not consider the route through our area known as the 34th street, Oak Forest, Garden Oaks, Candlelight Oaks communities.   | Alternatives  |
| 1/6/2015   | Thelma Elizalde  | While I have no objection to high speed transit from Dallas to Houston, I believe a more direct line along I-45 N into downtown is more appropriate than through my Garden Oaks neighborhood. Certainly, there exists a more viable alternative route that can achieve the same goal without impacting my neighborhood and the many small businesses that surround it. A train would create a barrier through the neighborhood and would separate, rather than connect and unite us.   | Alternatives  |
| 11/19/2014 | Thomas Doven     | <p>North Houston Option - While a Downtown Houston station is most ideal for the urban development of the region, perhaps a North Houston station at I-45/Grand Parkway would make the most sense from a financial and potential ridership perspective. Consider the BNSF route option (or a hybrid of the utility and BNSF I suppose), but north of Tomball veer east along the rail road tracks that parallel Kuykendahl-Huffsmith toward Old Town Spring. A station for Houston located in the southwest quadrant of the intersection of the future Grand Parkway and I-45 will serve all potential riders--those deciding to drive would have to pass this location anyway. An open-ended station here leaves open the possibility of expansion to Downtown Houston and other points further south, including Galveston, by your organization or TxDOT in the future along the Hardy corridor. If you are only intending on building one station in the Houston region for financial reasons, a station further out makes more sense for a phase 1. Get up and running sooner rather than later. Leave on the table building a close in station Downtown with a phase 2 strategy since such an extension will require more time and money to build. Income generating trips can already be running while working on the Downtown extension if such was later desired and deemed necessary. Frankly, for sprawling Houston a far out station and a Downtown station make more sense for ridership potential--why would someone in The Woodlands or Conroe want to drive an hour into town before getting on the train?</p> <p>No matter how this line proceeds, I am happy to see it moving forward. Thank you for your efforts.</p>  | Alternatives  |
| 1/8/2015   | Tina Roberts     | I am writing to you today to express my concern with Texas Central Railway’s proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve  | Alternatives  |
| 1/8/2015   | Tinabeth Keaslin | PLEASE CONSIDER AND ANALYZE AS SPECIFIED THE FOLLOWING REASONABLE ALTERNATIVE TO THE PROPOSED PROJECT AS PART OF THE EIS PROCESS THE NO BUILD OR NO ACTION ALTERNATIVE.  | Alternatives  |
| 12/4/2014  | Todd B Marshall  | What consideration has been given to an above grade (e.g., mono rail) solution over the complete route? What consideration has been given to rapid (i.e., nearly instantaneous) hand off of traffic (e.g., preloaded cars just connected to the stream?)   | Alternatives  |
| 1/7/2015   | Tom Civitello    | <p>Another thing, if it's truly a high speed rail between Houston and Dallas then why is it going to Bryan college station, why not straight down I-H 45.</p> <p>And why is a private group going to get right of eminent domain? I and my neighbors smell a rat!</p> <p>I have lived in Oak forest a very long time and I do not want this in our neighborhood!</p>   | Alternatives  |
| 11/19/2014 | Tom Compson      | <p>Comments on Proposed High Speed Rail Project</p> <p>I strongly support this project. We need convenient, reliable, affordable travel options other than cars or planes.</p> <p>I have a few comments:</p> <p>During the scoping meeting in Houston I didn't see any depictions of the cross-section. How wide will the ROW be?</p> <p>I strongly support downtown locations for both Dallas and Houston to maximize convenience and minimize need for cars at each end. The stations need to be multi-modal, with convenient access to local transit and Amtrak, and facilities for bikes and rental cars. Room for shopping and restaurants should be provided.</p> <p>Best wishes on your continued progress on this much-needed infrastructure.</p>  | Alternatives  |
| 12/1/2014  | Tom Dubois       | We're on this side of the Civilian River. We call it DuBois. We are currently in our fifth generation of farming and ranching in Leon County and rather than take up a lot of extra time, I totally am 100 percent in compliance with these comments, the first young lady all the way through the last gentleman. I don't want this railroad, but I have some questions on your presentation. You mentioned that the I-45 corridor did not allow for any excessive turns more than 90 miles per hour. Most of us have traveled I-45 from Houston to Dallas. You don't need a 90-mile-an-hour turn. It doesn't exist between Houston and Dallas down I-45. It's not there. It's a straight shot; and if they're really interested in the most direct route to transport commerce or move people, why would you want to go through Bryan/College Station? That is certainly not the most direct route or not the flattest route. That's got to be Reveille generation. And anyone that wants to come in -- and I'm going to address this gentleman that rose up earlier, anyone that wants to come in and acquire our properties, disrupt our county and will not put their names out in front as to who they are, I don't have any use for them.   | Alternatives  |
| 1/9/2015   | Tom Oleary       | I do not believe the high speed rail system should start near downtown Houston, and travel through urban and/or residential neighborhoods. It would be better located near the Hardy Toll Road, and travel a more industrial route out of the city.  | Alternatives  |
| 10/27/2014 | Tony Boyd        | Station in North Zulch - not Shiro. Connect to DART in Dallas (LR). Connect to Metro in Houston (NR)   | Alternatives  |
| 12/4/2014  | Tracy F Olds     | Why was the I-45 option pulled from alternative for the rail project when Houston and The Woodlands want this option and the alternatives through Grimes County are not wanted?  | Alternatives  |
| 12/4/2014  | Tracy Olds       | The I-45 Option with a stop at Grand Parkway north (just south of Exxon-Mobil and The Woodlands) makes the most sense to relieve the commuter congestion between Dallas and Houston. Existing park riders can be utilized. Existing rail line right ways can be expanded and used. Folks that live north are not going to drive 20 miles south to board this train. What would be the point? 1 hr south and 2 hour train ride when we have a only a 3.5 hour drive to Dallas?? And we can be in our own car!   | Alternatives  |

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| 10/30/2014 | Travis                | As a resident of the DFW metro, I support this HSR rail line. However, a stop anywhere between the downtown's of Houston and Dallas should not be allowed in the first phase of this line. Express service between the two cities is the only way to be competitive with the airlines from my transportation consumer perspective.<br>At some point in the future, perhaps additional track can be laid for more local commuter style stops, but in the near term a stop in Bryan/College station or anywhere else in between the metros would have a negative effect on enticing drivers out of their cars, potentially mitigating the congestion relieving and emissions reducing benefits. Further more, given pricing for tickets on European style rail, around \$80 to \$100 per trip (similar to air travel) the margin of economic benefit to drivers is small. A tank of gas (assuming vehicle fuel economy is 20 mpg, that's 12 gallons for the 240 mile trip at cost \$4 per gallon) still only cost \$48 dollars. It then falls on drivers to determine is the time savings worth the \$30 to \$50. Adding an additional stop lowers the time savings and fewer drivers are likely to use the train. Additionally, extra time added to the train trip reduces your competitive edge with airlines.<br>I do hope that one day the train does stop near Bryan/College Station. However the day it opens in 2021 or 2022 should not be that day, and not on either of the two selected alternatives<br>Reducing driving between the two metros and realizing the full economic and environmental benefit (via reduced vehicle emissions) of the rail means a design that features only express and direct service between Dallas and Houston should be built. | Alternatives  |
| 12/8/2014  | Troy Kaptain          | What is the primary route being considered for this project. What is the first alternative route. I have looked through the website, but it is not clear.  | Alternatives  |
| 1/8/2015   | Vanessa Smith         | There are many alternate routes that would not adversely affect residential homes, schools and businesses. The Utility Corridor route outside of Loop 610 would be a better option for the project. The route traverses a commercial area that has ample land for a terminal station, parking and is convenient to Greenway Plaza, the Energy Corridor, Memorial City and the Galleria where many businesses are headquartered. I believe the information you are making decisions on is lacking and I ask that you go back to the drawing board with respect to selecting other routes.   | Alternatives  |
| 1/9/2015   | Vernon Fristoe        | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area and subdivision. I am opposed to this high-speed railway entering dense, residential communities.<br>The railway should follow high speed corridors or industrial corridors, or stop before entering long- established urban neighborhoods.<br>A SO-foot elevated rail line with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.  | Alternatives  |
| 10/31/2014 | Vicky Cheek           | I do not want the HSR in front of my house. Our house is on Hwy 80 North, Teague. The railroad already runs in front.  | Alternatives  |
| 10/27/2014 | W. Paul Kaspar        | I believe connection somehow to facilitate Bryan/College Station traffic is paramount. Some sort of parking or station to board is important that is convenient to drive to. Perhaps shuttle service from B/CS to Station. Clay soils of Texas will be a design challenge for smooth tracks.   | Alternatives  |
| 10/29/2014 | Walter Council        | With regards to the two most considered alignments, if there was ever consideration to swing it east towards the George Bush International Airport. I would assume the Sam Houston Tollway could serve as a right of way going east, and I-45 or Hardy Tollway could as right of way going south. I think connecting the HSR with an international airport will connect more people, and create a high caliber multimodal station for Houston. Furthermore, I would assume moving forward in Dallas terminus, the HSR will turn west towards Fort Worth. Along the way, it will likely have a stop at DFW Airport. Thus, both cities having a HSR connected to their airport would magnify the purpose of the project.   | Alternatives  |
| 12/4/2014  | Wanda Chase           | Why not continue to expand 45?   | Alternatives  |
| 1/10/2015  | Wayne and Jan Forster | My wife and I write to express our opposition to the construction promoted by Texas Central Railway (TCR) of a high speed railway (HSR) route through the neighborhoods of Garden Oaks, Oak Forest and Independence Heights, and Lindale in Houston, Texas. This route will be constructed along the BNSF Railway easement, north of and parallel to W. 34th St and runs due east/west. This is a section of the overall Dallas-Houston route that is known as BSNF Option 1. Our family has lived in our home on W34th for 27 years. We live about 500 feet south of the BNSF easement. We will be able see and hear the HSR train within our house. We ask that FRA and Texas Department of Transportation deny approval of the above described route through the neighborhoods of Garden Oaks, Oak Forest, Independence Heights and Lindale, and to please consider our objections and concerns in the creation of the Environmental Impact Statement for the Houston-Dallas HSR. More people would have easier access to the HSR if the station/terminal was placed outside of the 610 Loop, away from the inner city congestion, resulting in more HSR passengers taking advantage of the service.  | Alternatives  |
| 1/10/2015  | Wayne and Jan Forster | The most inconvenient and counter intuitive location for the proposed TCR HSR train station is downtown Houston. The large majority of Dallas-Houston business passengers on Southwest Airlines travel during morning rush hour and return during evening rush hour in the same day. No one, not even downtown workers, will want to travel through morning congestion to downtown Houston only to leave downtown for day business trip to Dallas. A more logical location would be a train station outside the 610 Loop or outside the Beltway. Access to the station would be far less likely to involve congestion.<br>Political interests want the HSR train station downtown because "it will look good" and not for reasons of logistics. TCR wants to put it in downtown in exchange for the political support of city politicians for the building of the entire 240 mile route to Dallas.   | Alternatives  |
| 12/5/2014  | Wesley Bonner         | End of concerns: Please use I-45 option if a need.   | Alternatives  |
| 1/6/2015   | William Awad          | TCR is a FOR PROFIT company and will do things the CHEAPEST WAY to appease their investors. It seems TCR is unwilling to work with Union Pacific or other already existing industrial private rail companies to update existing industrial lines because it will cost more money.<br>The best area for your proposed high-speed train is via 45 or Hardy Toll Road.  | Alternatives  |
| 1/7/2015   | William Awad          | The current routes proposed by TCR for high speed (Washington Corridor / 34th Street) are detrimental to the quality of life for the small neighborhoods along these routes. Please move to 45 or Hardy - where industrial lines exist and can be made better for centralized rail - good for all companies and citizens of Houston.   | Alternatives  |
| 1/6/2015   | William Tufo          | Questions of concern for the 34th Street and Washington proposed routes and entire construction:   | Alternatives  |
| 1/6/2015   | William Tufo          | Why build in downtown Houston where there is already limited space and areas for parking, when this could be built in or outside the city somewhere like Greenspoint or the Woodlands? and perhaps even work with metro to get the light rail out to the suburbs? (Have this private company invest in better public transportation in Houston before city to city transportation is done.) Why can't the Hardy route be used, using UPRR, there was talk of Eminent domain in the meetings use that on UPRR not homeowners! UPRR declined to allow use of their tracks; I am declining the use of my neighborhood!  | Alternatives  |
| 1/6/2015   | William Tufo          | Questions of concern for the HSR being built in the city of Houston and not out in the suburbs or not being built at all.<br>- Why build in downtown Houston where there is already limited space and areas for parking, when this could be built in or outside the city somewhere like Greenspoint or the Woodlands? And perhaps even work with metro to get the light rail out to the suburbs? (Have this private company invest in better public transportation in Houston before city to city transportation is done.)<br>-As a resident in the Garden Oaks area I am truly concerned with having the HSR run through Houston. Bring the trains, traffic and people out to the suburbs where the majority of people are to begin with. It would cause less congestion in the city of Houston and even spread out highway traffic. Plus for the Japanese investors it would be less expensive. Cutting down about 30+ miles of elevated track needed to be built.   | Alternatives  |
| 1/6/2015   | William Tufo          | As a resident in the Garden Oaks area I am truly concerned with having the HSR run through Houston. Bring the trains, traffic and people out to the suburbs where the majority of people are to begin with. It would cause less congestion in the city of Houston  | Alternatives  |
| 1/6/2015   | Yolanda Garza         | Mr. Eckels stated that the Hardy Toll route was rejected because FRA and Central Rail disapproved it. He also stated that the route on I-45 was rejected, but did not state the reason for its rejection. The route on I-45 is a straight route to Dallas. What's the problem with I-45, in essence, it's ideal!<br>I suggest that TCR, FRA and other entities in favor of the rail: to reconsider another route(s) - (corridors) possibly down Washington Blvd. up the Hempstead area and north to Dallas and "dismiss (remove) Garden Oaks, Oak Forest, Shepherd Forest and the other neighborhood areas as the possible corridor (route).   | Alternatives  |

| Date       | Contact Name   | Request/Comment   | Comment Topic |
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| 12/16/2014 | A. Smith   | As a resident of one of the long-established neighborhoods in Houston in the middle of the proposed BSNF route, I want to urge you to not put the rail alongside residences. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.<br>These communities have been in existence for over half a century (and in some cases, longer) and have seen exponential growth and improvement over the past few years. All of that history, all of what we have worked so hard to continue to build, will be erased if the BSNF route is selected. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.<br>Having to buy out for eminent domain, the property values along the BSNF route alone should dissuade you from seeing it as a financially prudent to select that route. It makes much better financial and public relations sense to instead move forward along the proposed Hempstead highway route (which is already an industrial corridor) or any other industrial and high-transit corridor (freeway) routes. I also agree that locating a station at existing transit centers (park and rides) could better serve the regional transportation network. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.  | Alternatives  |
| 10/31/2014 | Abram VanElswyk, PE  | (ii) TxDOT and the Harris County Toll Road Authority (HCTRA) have long-term plans to construct a four-lane toll road, the "Hempstead Tollway," along the north side of Hempstead Road. Preliminary engineering has called for the toll road to be elevated above all cross-streets, similar to the existing Westpark Tollway.<br>If the Utility Alignment is chosen, it would make far more sense for the Hempstead Tollway and HSR to be constructed at grade, parallel to the Union Pacific tracks. Major cross streets would cross the Union Pacific, HSR, and the toll road on a single combined overpass. This would almost certainly prove cheaper than TXC and HCTRA independently building their own parallel elevated structures.  | Alternatives  |
| 12/29/2014 | Adam Brock Director – International & New Ventures<br>Freeport-McMoRan Oil & Gas | 1. The proposed Texas HSR is a fundamentally different concept than the Japanese version as this train is proposed to go to downtown Houston.<br><b>a. Our neighborhood (Super Neighborhood 22) is in support of the High Speed Rail ending outside of the 610 loop. This seems to be the most practical solution.</b>  | Alternatives  |
| 12/20/2014 | Adrian Glave   | I'm all for a HSR between Dallas and Houston in principle. I agree with others who have suggested that it needs to terminate downtown Houston - and spur on a local network.<br>So, I would prefer if the HSR did not route through the Oak Forest (34th street BSNF) option - saving that for (hopeful) local rail expansion.  | Alternatives  |
| 10/31/2014 | Alexander B. Wathen  | Please include this email in the public comments on the HSR line proposal. As someone who studies transportation issues I am alarmed at the choice of route alternatives.<br>They are problematic for a couple of reasons:<br>1. They bypass the College Station-Bryan area - not providing convenient connections to that metro area. The line can be moved a little further to the west to accomplish this need.<br>2. They bypass Bush Intercontinental Airport - It could be along the Hardy Toll Road with a stop near IAH which can be served with a shuttle bus. In Stockholm, Sweden tunnels were bored under the airport. At Bush IAH a less expensive than Stockholm but more costly than present alternative could be a right under surface tunnel that is built by digging rather than boring. Still more cost effective would be the Hardy Toll Road alternative.<br>3. The Southern Terminus should be either Hobby Airport or Galveston. The beach tourism would increase dramatically if it went all the way to Galveston where it could connect with cruise ships as well.<br>4. The Northern Terminus should be DFW Airport via Love Field. While there are local light rail lines it makes more sense to have the high speed rail go all the way to minimize connections and make it a good alternative.<br>If all four major airports in the region are connected the rail lines will deliver seamless integration with the air transportation system and provide increased convenience for many more travelers. This way the line is more likely to have good passenger numbers than if it was just a downtown to downtown system. Most of the commercial development in both the Houston area and the DFW Metroplex occurs outside of downtown so that basis alone will not be sufficient to support the rail line. Additionally suburban stations in areas such as the Woodlands or Tomball with free parking would help boost ridership. In Dallas an Irving station and a South Dallas station would be a good alternative. It would be very unattractive to have to pay downtown parking prices just to ride on the rail line which is sure to cost as much or more than airline tickets. | Alternatives  |
| 1/6/2015   | Allyne Halstead Awad   | I am writing to you today to express my concerns with TCR's proposed route for a high-speed rail in my area. I am opposed to the current routes entering dense, residential communities. I am an active voter and taxpayer in the community, and I attended the meeting at the Lutheran High School on January 5, 2015.<br>The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks.<br>The best area for your proposed high-speed train is via 45 or Hardy Toll Road.<br>I feel TCR has already decided on the route regardless of any study ... I feel helpless. My home is my only asset. I am a hard working person who treasures her home!!!! We are not a company for profit - we are just people who live in Houston and pay taxes and vote! THIS IS TERRIBLE!!!   | Alternatives  |
| 10/28/2014 | Amanda Lampley   | I would love there to be a stop between Dallas and Houston here in the BCS area. So many people drive to either city each weekend and having a HSR would cut the travel time down as well as the traffic on the highways! I also would love a reason to visit Houston more often!<br>I'm very interested to see where this project goes!  | Alternatives  |
| 11/12/2014 | Amy Bonneau  | My name is Amy Bonneau and I just bought a BEAUTIFUL Restored Historic House located on Crockett Street in May of 2014. I have to say I am extremely disappointed to hear that one of the options for the new rail line is Winter Street. Please reconsider the Winter Street option. I was looking forward to see the rest of the 1st ward develop but not like this. Please don't destroy my neighborhood! I like the idea of the rail system it's a great idea but please look at other options. PLEASE...I really can't believe this and it makes me very sad.  | Alternatives  |



| Date       | Contact Name                 | Request/Comment  | Comment Topic |
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| 1/5/2015   | Amy Hernandez                | <p>I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.</p> <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal.</p> | Alternatives  |
| 1/8/2015   | Andrew & Kimberly Grimmer    | <p>We are writing to you today to express our concern with Texas Central Railway's proposed routes for a high-speed rail in our area. We are opposed to this project entering dense, residential communities. The rail should follow high speed corridors, like I-45 or industrial corridors, like the Hardy Toll Road or stop before entering long-established urban neighborhoods, like the North west mall. The Northwest mall is for sale and is also close to the Northwest transit center, which passengers from the train can connect with buses to their final destination, and rental car company's can set up centers for renting cars. A 50-foot elevated rail line in long-established urban neighborhoods, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve. The addition would also harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.</p> <p>If the Route was in I45 or Hardy there could be a stop in the Woodlands which would alleviate one of the major traffic issues in Houston.</p>   | Alternatives  |
| 1/9/2015   | Angelina Pruz                | High-Speed rail should go down highway 45 to Dallas.   | Alternatives  |
| 1/8/2015   | Anna Sedillo City of Houston | <p>Please see the attached letter from the City of Houston regarding additional comments for inclusion in the scoping report of the Environmental Impact Statement (EIS) for Dallas-Houston High-Speed Rail project. The City recommends that the IH-10 corridor alignment be included as an alternative for analysis in the EIS. These comments serves as an addendum to the comments previously submitted to you on September 24, 2014.</p> <p>-----</p> <p>On September 24, 2014, the City of Houston's Planning and Development and Public Works and Engineering Departments submitted comments that jointly expressed support for the preparation of an Environmental Impact Statement (EIS) for a dedicated high-speed rail (HSR) system by the Federal Railroad Administration (FRA) and the Texas Department of Transportation (TxDOT). The purpose of this letter is to offer follow up comments on the EIS for inclusion in the scoping report.</p> <p>The City would like to ensure that the EIS includes an alternative alignment that follows the IH- 10 corridor for connection into the Central Business District (CBD). As noted in the previous letter, the City, in partnership with the Gulf Coast Rail District, Houston-Galveston Area Council (the region's Metropolitan Planning Organization),TxDOT, METRO and Harris County, has been studying alignment alternatives for a passenger rail corridor to the CBD. This assessment has determined that within the urban core, an IH-10 alternative would have a lower impact on private properties and established neighborhoods in comparison to the two alternatives selected for detailed evaluation. For this reason, the City recommends that the IH-10 alternative be included for further analysis during the environmental review for HSR. The assessment conducted by the City and related materials are available for inclusion in the EIS.</p> <p>The City looks forward to working with the FRA and TxDOT on the nation's first HSR system. Thank you for your consideration.</p>  | Alternatives  |
| 1/5/2015   | Anne Agan                    | <p>The route being proposed goes through 200 miles of rural countryside, and DOES NOT go through any major population areas. In the remote possibility that HSR could be profitable without public funds or public loan guarantees, the optimal route for maximum usage would be immediately adjacent to Interstate 45. Getting enough riders will be critical to the HSR financial success and to avoid the need for public funds. Running next to Interstate 45 would allow the train to carry the most riders. TCR's current favored route only provides one stop between Houston and Dallas, and that stop is many miles from any major population area. Avoiding the populated areas significantly INCREASES the distance in which people would have to drive to access the rail stops and simultaneously DECREASES the immediate ridership available within light transportation distance.</p>   | Alternatives  |
| 1/10/2015  | Anne Fruge                   | <p>I am excited to learn about plans for a high speed rail line connecting Houston and Dallas. However, having grown up in Garden Oaks and having family and friends still living in the neighborhood, I strongly oppose the two "preferred routes" for the HSR. It makes much more sense to expand the light rail system Houston has already started or to construct a route that is more accessible for the target consumer market (NOT build a downtown hub).</p>   | Alternatives  |
| 1/6/2015   | Anne Vegsund                 | <p>My name is Anne Vegsund. I currently live in Blackhorse Ranch , located in Cypress on the 290 route. My neighborhood is one block away from the proposed tracks. Placing the train outside of 99 could work nicely, as 99 connects to the Energy Corridor or maybe place the train outside of the Woodlands. People could drive to the Woodlands and take the train.</p>  | Alternatives  |
| 10/28/2014 | Aron Kulhavy, AICP           | <p>Huntsville would be an ideal location for an intermediate station. There is a large commuter population between Huntsville and Dallas/Houston. There is an abundance of available land and despite Huntsville being the biggest population center outside of the Houston &amp; Dallas MSAs. There is also an adequate road network from all directions to the heart of Huntsville. There are minimal environmental, engineering, and financial difficulties in coming through Huntsville. The city will support the efforts of the high speed rail through a variety of means.</p>  | Alternatives  |

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| 1/9/2015   | Arthur Madrid            | <p>I am writing to express my concerns about the high speed rail project between Houston and Dallas proposed by Texas Central Railway (TCR). Although I am not opposed to a high speed rail between our two cities, I am concerned about the lack of answers that we have received to our questions.</p> <p>I live in Oak Forest, in Northwest Houston, which will be directly impacted by the BNSF route under consideration. Although the route that will divide Oak Forest is TCR's preferred route, there are better options. Alternate Routes Make More Sense - There are other routes that would not impact residences, schools or businesses. Mr. Eckels told concerned residents that the BNSF route is the preferred route due to lower costs and less resistance. You cannot safely build a project such as this if containing costs is your highest priority. They need to make a profit, but it should not be at the expense of safety or by hurting their neighbors. Please require TCR to provide detailed analysis of alternate routes and why their preferred route was chosen. Two high potential alternate routes include:</p> <p>Highway 290 Utility - This is a commercial area that was slated for demolition. Many businesses have left or are planning to leave, so they will not be adversely impacted. Also, the Northwest Mall is for sale and would be a great place for a terminal. It has ample parking and could easily be connected to the Northwest Transit Center for those requiring public transportation. Mr. Eckels said that the main reason for the rail to terminate in Downtown Houston is that it was requested by Houston city leaders. He did not elaborate, so I can only assume that this request was for political reasons. Three of Houston's four business districts - the Galleria, the Energy Corridor, the Woodlands and Downtown - could easily be reached from a terminal set at or near Northwest Mall. The mall would also be more convenient for those living in the Woodlands than a downtown terminal since they could avoid downtown traffic and parking problems.</p> <p>I-45 Route - This should be reevaluated as a viable route. This route would not go through neighborhoods or agricultural properties. The rail could terminate at either at the Woodlands, a high density area, or at Greenspoint, which gives easy access to Bush Airport. Residents of the Woodlands are asking for high speed rail along I-45, while residents impacted by the current plan are overwhelmingly opposed.</p>   | Alternatives  |
| 1/8/2015   | Barbara Russell          | <p>I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my neighborhood. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15-30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.</p> <p>I respectfully request that you seek other alternatives for this proposed project.</p>  | Alternatives  |
| 1/7/2015   | Beci Carrington          | <p>Houston High Speed Rail feedback BNSF line</p> <p>I bought a home in Garden Oaks, section one, on 34th street, a historical Houston neighborhood, for its residential charm. One of the preferred routes would be right in my back yard, and likely I would be forced to sell my home due to easement required for the high speed rail. I am in favor of high speed rail, but believe that this needs to be done with minimal obstruction to homeowners and businesses within Houston city limits. Terminal points can be located outside inner-city neighborhoods, leaving our city to flourish and exist intact for the quality of living that Houstonians desire. The concept of a park-n-ride located on the outskirts of Houston needs to be considered and not have the terminal points in town. Alternate routes that citizens are in favor of need to be considered. Such a structure completely changes the landscape of the city. Quality of life is forever changed for residents, schools, and businesses along the proposed line if approved.</p> <p>The Woodlands is in great need of this rail and would benefit by a line along the I-45 corridor, but this is not on the preferred list. NorthWest Mall at 290 &amp; 610 is not being considered as a terminal point, yet that land is for sale.</p> <p>Taking the I-10 rail further west of the city is not being considered as a preferred route. We are told that the Hardy toll-road route into Houston is off-limits and would be more impactful to Houstonians, yet that gateway into Houston is a prime route.</p> <p>Partnering with airports and public transportation in Houston has not been sufficiently done as the airport also seems an obvious termination point for more seamless transportation and better connection between each mode to server citizens. Private business involved is taking the least expensive and laziest way to get their high speed rail in place and as deep into the city as possible. There is money at risk for all involved, but Houston Metro should be on board to have a termination point further outside of the city to also reap benefits. This might also give METRO a chance to bolster its inner-city transportation systems. Having a high-speed rail into the heart of the city and through historic neighborhoods is not the smartest choice for me, my neighbors, or the city of Houston.</p> <p>I would not want a high-speed train in my back yard and I am sure you wouldn't want that for you or your family either.</p> <p>Neighborhoods along the two preferred lines have not been provided sufficient details regarding the decision for these two routes. Period!</p> <p>I strongly encourage those involved to provide all of the details behind this endeavor, allow for proper and adequate public commentary by openly communicating and doing so in a timely manner, and allowing those at risk along the preferred BNSF line to have our say. I also believe that it be mandatory to consider other alternate routes to terminate further outside of the city limits and have alternate transportation within the city to tie-in with the high-speed rail. I also recommend a terminal point further outside the city, allowing Houston METRO to continue seamless transportation services within city. Again, have a terminal point at 290 &amp; 610 needs to be strongly considered!</p> | Alternatives  |
| 10/30/2014 | Bob Pohl                 | <p>I am not in favor of the proposed Winter Street rail for the high speed train. I live at [sic]. This is a new four story townhome, 2 ½ blocks from the proposed Winter Street line. This would devalue my home greatly and "destroy" the Historical First ward.</p> <p>A compromise to the above objection, would be a hub/port at the old Northwest Mall, this is centrally located and close to Metro's Park and ride parking. This would eliminate the referenced "last mile" issue and preserve an important historical and vibrant part of Houston.</p>   | Alternatives  |
| 11/10/2014 | Bonnie Wills             | I am all for fast trains such as this one. I feel the best service would be through Bryan - College Station area with a stop there along the way.   | Alternatives  |
| 11/30/2014 | Brad and Jessica Compton | High Speed Rail - I live in the Northwest corner of Waller County - one of the proposed routes for this HSR. Our family ranch has been in our family since they came over from Germany over one hundred years ago. We do not want this HSR in our county! Take it down I-45 where all the people who already do that commute live. We live in the country for the simple reason that we like the simplicity of it.  | Alternatives  |
| 1/9/2015   | Bruce Sanderson          | <p>I am a resident of Garden Oaks and I am very concerned about the proposed route of the High Speed Rail through my neighborhood.</p> <p>And even though this system will not directly serve our community, we will be the ones who have to sacrifice so that a for-profit enterprise can make their money. Shouldn't a massive infrastructure such as this be built in along a freeway (i.e., I-45 or Hardy Tollway) or other industrial area? Why are we routing a high speed train through a neighborhood?? It makes no sense, except that it is convenient for the ones who stand to profit.</p> <p>I am all for High Speed Rail if it is implemented in a way that does not impact communities such as ours. Please register my disapproval for this project as being proposed.</p>   | Alternatives  |
| 1/8/2015   | Bryce Kotzebue           | <p>College Station stop</p> <p>I thought I had originally heard that stopping in College Station would be a consideration. Is that no longer an option?</p> <p>Seems to me that connecting the state's largest university to its two largest cities would be a great way to reduce traffic between them. Not only for students, but family and all other visitors.</p>  | Alternatives  |
| 1/5/2015   | C Melgar                 | I am a Garden Oaks resident, and I oppose the two "preferred" routes that have been chosen to date. I would like to see an alternate route along the 45/Hardy corridor.   | Alternatives  |
| 1/6/2015   | Carl Willis              | Choosing an existing traffic corridor would be less disruptive to the citizens, ranchers and landowners   | Alternatives  |
| 1/9/2015   | Carmen Kearns            | Downtown Houston is not the center of the city as it was 50 years ago. Houston has many business nodes so there is nothing sacred about a downtown station nor does Houston have to mirror Dallas' downtown terminus. TCR needs to propose other terminus points that are outside the main traffic congestion areas of Loop 610. The underutilized Northwest Mall area seems a strong candidate for the Houston terminus point. Mr. Eckels stated TCR does not (did not?) consider locating the Rail Station around IAB because of direct competition with airline travel. If the HSR travel experience is as fabulous as described then it is the airlines that should be worried and not HSR.   | Alternatives  |

| Date       | Contact Name            | Request/Comment   | Comment Topic |
|------------|-------------------------|---|---------------|
| 1/8/2015   | Carol Madrid            | <p>Alternate Routes Make More Sense - There are other routes that would not impact residences, schools or businesses. Mr. Eckels told concerned residents that the BNSF route is the preferred route due to lower costs and less resistance. You cannot safely build a project such as this if containing costs is your highest priority. They need to make a profit, but it should not be at the expense of safety or by hurting their neighbors.</p> <p>Please require TCR to provide detailed analysis of alternate routes and why their preferred route was chosen. Two high potential alternate routes include:</p> <p>Highway 290 Utility - This is a commercial area that was slated for demolition. Many businesses have left or are planning to leave, so they will not be adversely impacted. Also, the Northwest Mall is for sale and would be a great place for a terminal. It has ample parking and could easily be connected to the Northwest Transit Center for those requiring public transportation. Mr. Eckels said that the main reason for the rail to terminate in Downtown Houston is that it was requested by Houston city leaders. He did not elaborate, so I can only assume that this request was for political reasons. Three of Houston's four business districts - the Galleria, the Energy Corridor, the Woodlands and Downtown - could easily be reached from a terminal set at or near Northwest Mall. The mall would also be more convenient for those living in the Woodlands than a downtown terminal since they could avoid downtown traffic and parking problems.</p> <p>I-45 Route - This should be reevaluated as a viable route. This route would not go through neighborhoods or agricultural properties. The rail could terminate at either at the Woodlands, a high density area, or at Greenspoint, which gives easy access to Bush Airport. Residents of the Woodlands are asking for high speed rail along I-45, while residents impacted by the current plan are overwhelmingly opposed.</p>   | Alternatives  |
| 12/29/2014 | Carol Strain-Burk       | <p>.. take the private money to do a commuter rail system that will benefit all communities will take longer but will make major areas accessible positive economic impact. Do over the tracks of Dallas union station to not impede rail 7) Terminals must be as complete an intermodal as possible for other access or have created more congestion.</p>  | Alternatives  |
| 12/12/2014 | Carolyn and Saul Melger | <p>The preferred route of TCR is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Tollroad, Hempstead Highway, utility easements) but they would be more expensive to build and thus reduce investor profit. Residents in Garden Oaks and our neighbors in Oak Forest are struggling with why a neighborhood would be chosen for this project when there are non-neighborhood options. This isn't just about our neighborhoods, it's a request to build where there are no neighborhoods.</p> <p>"...we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't...but Dallas - Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time."</p> <p>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at TCR, emphasized the need to build cheap and make a profit. All so a Japanese company who has been "itching to enter the U.S. market" can sell ore trains (The Texas Tribune, August 14, 2014). I ask you...at whose cost? Homeowners?</p> <p>I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route that doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods. We strongly encourage you to find a safer, less-intrusive route than the one TCR has proposed.</p> <p>I will be directly impacted by the proposed high-speed rail if you choose the preferred route. I would ask that you please consider other options even if it means a bit more money or a bit more time. Residents of a long-term neighborhood (in fact, it was considering becoming "historic" at one point) would really appreciate it.</p> <p>It seems unfair to have to cope with this directly in our backyard when in fact it's something I didn't choose to receive or have plans to utilize it.</p> <p>there are also a lot of people thinking that the notification of this situation was not done properly, like it was "slipped in under the radar." We ask that you be upfront and transparent in all the next steps.</p> <p>I personally have traveled on China's high speed rail system. While I find significant value in such a system, even China did not build the tracks through heavily populated neighborhoods. Why? Because it does not make sense.</p> | Alternatives  |
| 1/9/2015   | Cathy Winkler           | <p>I am a home owner in the Oak Forest subdivision in Houston. I am writing you to address my concerns over the high speed rail being proposed to possibly run through my neighborhood. After attending the meeting this past Monday night and listening to Mr. Eckels, I get the feeling that this route has already been chosen. The people I went with also got this impression and we are all very upset.</p> <p>There are other routes that could be used such as following along I45 but it may cost more initially but it would be the right thing to do. It is time to take out the that will cost more and think about the safety and people. This rail line should not be run through any residential neighborhood. It is too dangerous and uncaring for people.</p>  | Alternatives  |
|            | Chad Prior              | <p>Believe this HSR would be better located along existing or near existing I-45 interstate (Why could it not be elevated 100%)</p> <p>Request that residents affected receive a free one roundtrip pass annually to ride HSR</p>   | Alternatives  |
| 1/7/2015   | Chasity West Cooper     | <p>HSR elevated structures are not compatible with my neighborhoods residential development and will negate the whole reason I moved here. This type of train belongs in a high speed freeway corridor or industrial zone, not my neighborhood! I'm for the bullet, but not in my neighborhood.</p>   | Alternatives  |
| 12/22/2014 | Christine Adams         | <p>If this route is approved, it will be the destruction of the residential neighborhoods and businesses along that route. Despite my long-standing, strong support for Texas having high speed rail, I am opposed to the Dallas-Houston high speed rail line being that close to a residential neighborhood. No one would ever propose such a route through the elite River Oaks neighborhood if there were existing train tracks so there should be no consideration of such a route through Garden Oaks, Oak Forest, and historic Independence Heights either. Certainly it makes more sense to have the hub of the high speed rail be either at Bush International Airport or Downtown and have the train run along the tracks at Hardy toll road or along I-10 or I-45 especially if it is an elevated train when in the city limits. The Paris airport is a perfect example of this type of efficient transportation system. Certainly HSR connecting with airports or downtown with light rail connectors is more prudent and more likely to be successful than blasting through an old Houston neighborhood but still not efficiently connected to any of the major transportation hubs. I do plan to be involved in actions that work toward keeping high speed rail out of my neighborhood or any residential neighborhood. Houston and Texas need high speed rail and the placement of these rail lines needs to be efficient with respect to maximizing rider-ship, connecting hubs of the various modes of transportation, connecting rural and urban areas easily, and keeping HSR within business, commercial and industrial areas of cities.</p>  | Alternatives  |

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| 1/8/2015   | Christine Adams    | <p>We were also told by Robert Eckels in the Jan. 5, 2015 public meeting (attended by about 400 residents) that the high speed rail along one of the current proposed routes would ease traffic on I-45 even though the train would travel away from I-45 and head to College Station. It is hard to see how this is true. There would be more traffic along I-45 if there were a downtown train station as people would need to travel to downtown to catch the train, increasing traffic on the highways. Few Houstonians would see a time savings in driving to a downtown train terminal. The airports would remain more convenient and less stressful. The traffic congestion along I-45 would be better addressed with light rail service between the Woodlands and Kingwood and downtown and medical center - not with a high speed rail system, especially with either of the proposed routes. It is not surprising that the Woodlands actively lobbied to have rail service between the Woodlands and downtown. It is surprising they were turned down.</p> <p>*(It is clear there is no value to residents in these neighborhoods since, unlike a commuter light rail that they could actually use from their neighborhood, the HSR simply barrels through there neighborhood going between Dallas and Houston but not between parts of Houston that would benefit residents).</p> <p>The report goes on to highlight the significant problems with high speed rail private-public partnerships. Among those problems are the following:</p> <ol style="list-style-type: none"> <li>1. In Taiwan, "the government's efforts to pursue a fully private-sector built and financed high-speed rail line fell apart – despite rising ridership – as the private company responsible for building the line faced a financial crisis." The company was bailed out by the Taiwanese government - meaning taxpayers took on the risk.</li> <li>2. In Great Britain, "an effort to privatize the operation of the nation's rail infrastructure led to a decline in the system's *safety that contributed to a deadly train accident in 2000."</li> <li>3. "Governments should acknowledge that public investment is necessary for the completion of a high-speed rail project and understand that even 'private' rail proposals are likely to impose public costs, particularly in the event of a threatened private-sector default.</li> </ol> <p>The information and recommendations out of the Frontier Group is based on valid research and presents excellent reasons why Texas taxpayers and residents of Houston and Dallas should not support this specific high speed rail project at this stage of its development even if they do not live in the targeted neighborhoods with the so called "preferred routes."</p> <p>In addition to being alarmed at the poor judgment and planning on the part of TCR, I am also a 30 year resident of Garden Oaks, one of the targeted neighborhoods. A neighborhood established in 1935. I oppose this project because of it would destroy my quality of life and financial security. For most of us, our house is our most valuable financial asset. For me, my house is my retirement fund. This project, if the preferred routes through neighborhoods are approved, will devastate the financial security and quality of life for all us living in the neighborhood - forever. There is no comparable place to where we live now with the same large lots, mature trees, close proximity to work and leisure. And the tight-knit, small town feel of our neighborhood would be gone forever.</p> <p>The Garden Oaks and the surrounding neighborhoods' Renaissance has not come about by chance and luck but from the hard work and financial investments residents made in our neighborhoods. Garden Oaks was not an especially desirable place to live when we bought our home in 1984. It was a risky move at the time. The neighborhood school was barely mediocre. Much sweat equity has been given by many to turn the neighborhood into a place people would want to come to instead of "have to" come to. For example, I was a central player in getting the original Montessori program into Garden Oaks Elementary. The program greatly enhanced the neighborhood by keeping neighborhood children attending their zoned school and bonding the community closer together with a common benefit. That program has blossomed to become a magnet for children not zoned to Garden Oaks Elementary to attend school in our neighborhood - a reverse of the brain drain that was happening prior to the program being implemented. All that will disappear with a high speed train traveling a few short blocks from the school - again, a train that runs through the neighborhood every 15 to 30 minutes from 5:00 AM to 11:00 PM seven days a week.</p> <p>Safety aside, if a high speed rail system is built through one of these densely populated neighborhoods property values will plummet despite claims to the contrary by TCR. We are all familiar with the expression of what not to do on my leg and tell me it's raining yet TCR makes the preposterous claim on their website that "We respect and value the property rights of Texas landowners. ...that impact on landowners will be minimized...[that] We are committed to finding land-use solutions that work for everyone." Clearly, all these statements are PR marketing statements that do not hold up under close examination. They want to minimize their costs and do not care about the interests of the residents in these neighborhoods or for the interests of Houstonians at large for that matter.</p> <p>We already have some data that strongly suggests a high speed rail will impact property values in a dramatically negative way. Just ask any Realtor about the differences in values and ease of selling homes adjacent to railroad lines, highways, commercial properties or unsightly electrical towers compared to the values and speed of selling of homes not near those undesirable features. I can guarantee you that a house on W. 34th in Section I of Garden Oaks that backs up to the current rail line does not command the same price as a comparable property not by the railroad nor will it sell as fast. Our property values in Section I of Garden Oaks for all the homes are suppressed because of the traffic noise from I-45 and Loop 610 make our section less desirable than properties in the other sections which do not have that issue. The train would be not just an inconvenient eyesore but grotesque. HSR elevated structures are massive (40 to 50 feet tall) and hideous in residential neighborhoods. The train and supporting structures required would be several times higher than the many, many homes it would pass by and for many homes, it would pass within feet of their backyards which should be a place of relaxation and peace - not like a tenement project next to an urban elevated commuter train.</p> <p>And with all these negatives, the residents of the targeted neighborhoods would receive no benefit from the HSR being in their neighborhood. If it were to be a light rail commuter train that had stops in the neighborhood and could transport people to work and leisure, at least there would be some benefit in exchange for negative consequences. But there are no benefits at all to residents of these neighborhoods.</p> <p>The sweat and financial equity that residents have put into these communities, especially the last 30 years, to turn these neighborhoods into tight knit communities with strong public schools and well kept properties will be for nothing. These neighborhoods are unique for Houston - nice properties with good public schools yet still within close proximity to workplaces and still affordable. They are also unique because our neighborhoods are far more diverse racially, socio-economically, ethnically, professionally and politically than other neighborhoods in urban Houston. Studies of creativity support that contact with diverse people enhances creativity and improves problem solving in groups.</p> <p>These neighborhoods successfully competed with suburbs and prevented Houston from becoming an urban area with impoverished people and very, very wealthy people with most of the working, middle and upper middle classes living in the suburbs. These neighborhoods supply the much needed affordable, high quality neighborhoods Houston needs to maintain its competitive edge and to make a better quality of life for all Houstonians possible. The property taxes collected significantly contribute to the funding of our public schools and services. This revenue will</p> | Alternatives  |
| 12/3/2014  | Christy Lambright  | <p>Please accept this as comment to the Dallas to Houston high-speed rail environmental impact of the possible proposed route in Harris County (designated as BNSF option 1) through existing neighborhoods including my own, the Oak Forest subdivision. I oppose any route that would cut through existing neighborhoods.</p> <p>I believe that the better option through Harris County is the Utility Alternative route down Hwy 290 and Hempstead Hwy, which are large transit corridors with minimum neighborhood exposure.</p>   | Alternatives  |
| 1/6/2015   | Cindy              | <p>TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization; these routes could impede the development needed to help renew these areas and dramatically impact property values. The proposed BNSF route clearly impacts several churches, schools, parks, homes and TCR has NOT been able to adequately explain how safe this rail could be once it hits these active areas. Would YOU or Mr. Echols like this running through your neighborhood??!!!</p> <p>I am OPPOSED to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established neighborhoods; property values, noise levels and vibration would DEFINITELY impact the high-quality livability that exist in these neighborhoods that homeowners have worked hard to achieve. This is a preposterous proposal, at best.</p>  | Alternatives  |
| 1/9/2015   | Clara Timmerman    | <p>Honestly, it seems like a project for politics not for the people. Why can't we use the existing I-45 corridor for the project? Why is a "straighter" path that takes family farms and ranches and destroys property values considered when that path cannot possibly be proven to be better until you start digging? There is no way to know the possible issues you may face until you start and you are risking the decimation of a family's legacy in order to find out. And for what? Some federal money, a few jobs and yet another way to travel back and forth to a location that is saturated with ways to get back and forth!</p>   | Alternatives  |
| 1/6/2015   | Cliff Wischenewsky | <p>Are there any rail stops planned between Dallas and Houston? If so in what towns and where will the stations be located in Dallas and Houston?</p>  | Alternatives  |
| 1/9/2015   | Damon Thomas       | <p>I am excited about the proposal for a high-speed rail connection between Houston and Dallas, and hopefully more cities to come, but I am also very concerned about the potential negative impact on central city neighborhoods if the best routes are not selected. My support is very enthusiastic given that routes are chosen in existing industrial and commercial areas and that existing residential neighborhoods are impacted very minimally, if at all. Thank you.</p>   | Alternatives  |
| 11/14/2014 | Dave Ruesink       | <p>To the Scoping group for HSR, I was unable to attend your public meeting in the Bryan/College Station (B/CS) area last month, but wanted to post some comments about the HSR. Between June 2006 and November 2012, I served on the College Station City Council. During that time, I participated in meetings including an annual HSR meeting conducted by then Judge Echols. It was exciting to hear about all of the possibilities for how HSR would be part of our community. We were especially excited about the T-Bone potential to allow troops from Fort Hood to be moved quickly in a time of an emergency which we always hoped would never be needed, but would be there just in case.</p> <p>A few years ago, there were discussions with both American and then Continental Airlines and both were very supportive of having a HSR between the two cities that they serve, Houston and Dallas. They said they hoped to discontinue the short routes and concentrate on longer flights within about a 500 mile radius of B/CS. That discussion appears to be alive again, although no formal meetings about this have been held that I know about. I understand the need to have the HSR where it is most economical, but of the current proposed routes, there is only one that would really serve B/CS. Any of the proposed routes east of B/CS would be used by very few of the B/CS residents and probably would not serve many Houston or Dallas riders coming to this area. It is a matter of how much time and inconvenience would be involved to drive to a station east of town compared to driving directly to the city of destination. Right now we have some residents who live in B/CS, but are employed in Houston and some who are employed in B/CS, but live in Houston. If there was a HSR possibility for transportation, especially to Houston, we would expect more of those situations, just because we are told that B/CS is attractive because of the "high quality of life" offered in the B/CS area.</p> <p>Again, we hope that the HSR plan will include the B/CS area.</p>   | Alternatives  |
| 1/6/2015   | David Markell      | <p>Rather, please follow existing rail routes if this project is to be completed at all.</p>   | Alternatives  |

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| 1/5/2015   | Debbie Strang              | <p>The second proposed route, the Utility Alternative, would be a better option. This route travels through a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited. In addition, the current location of Northwest Mall would be ideal for a centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars without having to destroy residential property. Wouldn't this save money for those in support of the High-Speed Rail?</p> <p>Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston does not make sense. Most businesses are no longer in the downtown area. A location like Northwest Mall would make for an easy commute to any of the four business districts. If the transit station was downtown, fewer residents would drive the 30 to 40 minute commute into downtown to catch the rail.</p> <p>The Interstate 45 route needs to be reconsidered. This rail belongs on Interstate 45, not through residential neighborhoods or Texas agricultural land. Residents of The Woodlands are requesting the rail to run along I-45. When someone thinks of a HSR from Houston to Dallas, they automatically think of it running along I-45 corridor. It just seems logical.</p>   | Alternatives  |
| 12/2/2014  | Deborah Arndt              | I think this stinks and it should run down 45 where it will take the least amount of land (that we will not be able to use) away from our raising cattle. This is cattle country not train country.   | Alternatives  |
| 1/7/2015   | Dennis Paul Reed           | <p>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses.</p> <p>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.</p> <p>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.</p> <p>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal.</p> | Alternatives  |
| 1/5/2015   | Donald R. Wasson           | <p>The second proposed route, the Utility Alternative, would be a better option. This route is straighter and travels mostly along electricity transmission lines. This route has fewer people living near it, per Shaun McCabe, a Texas Central Railway environmental and engineering vice president. It travels through a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have adequate room for a terminal, parking and rental cars.</p> <p>Downtown is not the right place for the Houston terminal and TCR President, Bob Eckles has agreed that getting the train those last few miles into downtown will be no easy task. The only reason they want to go downtown is a commitment made to City leaders. Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston does not make sense. Most businesses are no longer in the downtown area. A location like NW Mall would make for an easy commute to any of the four business districts. If the transit station were downtown, fewer residents would drive the 30 to 40 minute commute into downtown to catch the rail.</p>   | Alternatives  |
| 12/4/2014  | Douglas R Townsend         | General objection to Option 1   | Alternatives  |
| 12/29/2014 | Dr. Elizabeth Long         |   | Alternatives  |
| 12/8/2014  | Eddy Roberts               | <p>I am writing you to voice my concern regarding the proposed Houston/Dallas high-speed rail. I am a resident of Forest West, a neighborhood that is west of Antoine and north of Pinemont. Although the two proposed routes do not run through my neighborhood directly, both will be in close proximity to where I live. I should state clearly upfront, that I'm not opposed to the high-speed rail in concept, but I am definitely opposed to the route that runs through the Oak Forest/Candlelight Oaks/Inwood Forest area.</p> <p>The proposed route along Hempstead Highway seems an acceptable option due to the existing commercial and industrial character of the route. It will have a lower impact on residences as there are fewer densely populated areas to disturb. While I am sure the area will have some residences affected, it is an area that is not only relatively sparse in populations, but also much more business-oriented and commercial in nature.</p> <p>I strongly urge you to take into consideration the wishes of the many residents and neighborhoods north of 610 and north of 290, as the consequences and impacts to these areas are substantial. This is a serious matter of concern that I hope you will help to amplify, for the sake of my family, my neighborhood and my area friends.</p>   | Alternatives  |
| 1/8/2015   | Elaine Rachac              | <p>If it is to help with highway problems put it if where there is already where the land is already being used, I-45. Why come and destroy our country land to help others and resulting in hurting many others in our part of the country? Again I recommend if these investors want to make money put it where it they claim the problem exist, next to I-45. It sounds like the investors are only for the money and do not care what they do to people like us who will not benefit at all by this project but will destroy us. It is the Utility Route that is threatening our home and land.</p> <p>Please remove this nightmare of a project off of the UTILITY ROUTE and hopefully after this environmental impact study it will be realized that this project is too damaging to our land in the country and is too costly .</p>  | Alternatives  |
| 1/6/2015   | Emily Bugaj                | <p>This is to inform that I oppose the High Speed Train using the W 34th Street BSNF train track...</p> <p>Since there are many options for this Rail Project other than a family oriented and community based neighborhood, where the Speed Train would greatly affect our traffic and school bus routes, I suggest that the HSR terminal station be built on the property currently known as The Northwest Mall and the Speed Train use the Hempstead Highway rail for its development. This corridor would not affect neighborhoods or business like it would in Oak Forest/Garden Oaks, mainly because there is greater amount of easement for the track that is currently there, and it is mainly, an already established industrialized corridor.</p>   | Alternatives  |
| 12/25/2014 | Eugene and Delmy Karagodin | It is irrational building the Shinkansen terminal in Houston downtown area, where few people live and where traffic congestion will increase tremendously with people needing to go and park there just to take this train to Dallas. In view of the above, it would be more beneficial to erect the terminal in the present location of the deteriorating North-West Mall and the line along Hempstead Highway, which is a purely industrial area and has enough space to accommodate it without destroying established residential communities.   | Alternatives  |
| 11/14/2014 | Evan Michaelides           | <p>I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the TCR. My wife and I are owners of two historic properties in Houston's First Ward; one serves as our office and design studio, and the other, currently undergoing restoration, will soon become our home.</p> <p>I would like to start by saying that I am generally supportive of mass transportation and believe that this project, if done carefully and thoughtfully, could be quite beneficial to our region. However, I am deeply troubled by the current state of discussion with regard to the "last mile" in Houston. I understand that a number of alternative locations for the Houston terminus are being considered. However, if a Central Business District terminus is selected, the routes currently under consideration will result in great damage and disruption to urban neighborhoods.</p> <p>There are plenty of options to consider. Community leaders have put forward an alternative route that would come down the Hardy Toll Road, where the existing right-of-way is much wider. Another idea, which Texas Central executives have acknowledged as a realistic possibility, would be to run elevated rail over I-10, eliminating the need for additional right-of-way. Coordination with Metro and the City of Houston could also produce solutions involving less-intrusive light-rail connections into downtown. I hope you will give these creative proposals the careful consideration they deserve. Above all, I urge you to step back and slow the process down so that approaches can be developed for achieving the project's laudable goals without needless damage to Houston's urban neighborhoods.</p>   | Alternatives  |

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| 11/23/2014 | G Leiman                | Against BNSF1: I am against this proposed route (Option 1) for a high speed train. This will have a major impact on our neighborhood and property values. While I support this idea, as God knows Houston needs to focus on alternative ways to move the public around, this proposed route should not be considered as it will impact a Residential area. I live on W 43rd St in Oak Forest. My home is located near [sic]. Please consider other options or routes that will not impact residential areas. Thank you for your consideration in this matter.   | Alternatives  |
| 1/4/2015   | G.R. Dushan             | High speed rail needs to be on the Northside of Houston along an existing high speed corridor! High Speed Rail DOES NOT belong in residential neighborhoods. Use a route that is beneficial to all residents of Houston and people of Texas. NOT politicians & developers.  | Alternatives  |
| 12/29/2014 | Gail Kikawa McConnell   | I have been traveling for five years from Conroe to the Justice Center in Richmond, Texas and would very much like to see a route and stop in The Woodlands. A stop at the south end of The Woodlands would catch all the commuters north and in Spring for the commute that is getting more expensive and worse each day. Please use as much of the existing infrastructure as possible (existing highway and rail right of ways, park and ride lots) We still have much unoccupied land in this area, but we need not keep cutting down our precious forest! or disturb our farmlands. Thank you for this project!  | Alternatives  |
| 1/8/2015   | Geraldine Cox           | I am a rural landowner living in Leon County, Texas and am adamantly opposed to this project. It benefits only wealthy urbanites and causes only long-term harm to the rural counties that it crosses. I am particularly opposed to the "Utility Alternative," as it pays no heed to existing transportation corridors and goes cross country in a ruinous manner. My opposition is related to the following issues, which must be addressed in your EIS process:<br>At least the BN option goes parallel to an existing train track, which has existing grade-separations at major highways like Hwy. 79. The Utility Alternative follows a minor below-ground pipeline (not an above ground utility or an existing rail line like the other) and is essentially a completely new intrusion into a quiet rural area. The noise, road closings, and property divisions caused by this option would cause significant harm, which could at least be minimized by following an existing transportation corridor like the BN railroad or IH 45.<br>The Utility Alternative seems to be a way to recycle route maps recently presented by URS for the Cross Texas electric transmission line. A great-wall-of-Texas high speed rail is significantly more damaging and disruptive than an electric line, and the PUCT's criteria (I was at that meeting, also) should have no bearing on alternatives considered for a bullet train. If you have to build it, put it along an existing transportation corridor, like a rail line or the Interstate.<br>I want to be informed of all future public meetings and decisions.<br>Again, this project benefits traveling Houstonians and Dallasites. It is an unwanted and extremely negative intrusion into my rural lifestyle and that of my neighbors. Please kill the project, or at least drop the Utility Alternative and come up with realistic options using currently disturbed transportation corridors.   | Alternatives  |
| 10/29/2014 | Greg Martin             | Rail not terminating in CBD Houston is non starter, rather fly Southwest. Is dual stationing, i.e., 2 terminals, in Houston an option? In Dallas?   | Alternatives  |
| 1/6/2015   | Heather McKeown         | I am writing to express concern with the proposed route for the Dallas-Houston High Speed Rail (HSR). Why not terminate the line north of the Houston city limits – where the rail is welcomed; can be utilized by employees of the new Spring ExxonMobil campus; near a large international airport; and close to existing and well-utilized Park and Ride lots;? Do you really think the folks who make regular trips between Houston-Dallas are also willing to ride a Metro bus or the light rail once they are dropped at an inner-city train station? It seems to me that little thought has gone into thoughtful planning of the HSR in a way that will result in a successful project for investors or the communities affected!  | Alternatives  |
| 1/10/2015  | J.E. Thomas             | Alternatives<br>Describe fully all assumptions, criteria, and measures used to determine alternatives including routes, terminal locations, and potential intermediate stations that were developed during the "Identification and Screening of Alternatives" phase (Source: Scoping presentation slide entitled, "What is the NEPA Process?" and "Screening and Evaluation Process"). Provide this information for each category of criteria. Provide backup for these decisions as materials or references to the EIS, as appropriate. Describe the process, assumptions, and specific criteria used to develop and eliminate alternatives during the screening phase.<br>Describe which specific measures were "qualitative" and which were not (See slide, Screening and Evaluation Process, preliminary Alternatives, "...measures may be qualitative"). Address how these criteria and measures were converted to numeric values presented during scoping (See "Scoring" slides presented during scoping). Describe how these numeric values related and/or contributed to decision-making during the screening phase.<br>Describe fully all assumptions, criteria, and measures used to make decisions regarding the alternatives including routes, terminal locations, and potential intermediate stations that arise during scoping. Provide backup for these decisions as materials or references to the EIS, as appropriate. Describe the process, assumptions, and specific criteria used to eliminate alternatives during this phase of evaluation. Describe which measures are qualitative and quantitative and how they relate to the decision to develop or eliminate alternatives. Address how these criteria and measures are tied to the Purpose and Need.<br>Describe how and when "FRA reviewed and verified criteria used to identify the alternative alignments for detailed evaluation in the DEIS." (See scoping presentation slide, Alternatives Screening Process).<br>Describe why this verification was completed before scoping and before the scope of issues to be included in the EIS was determined. Provide backup and reference materials used as references materials when the Draft EIS is released, as appropriate. Describe any existing FRA rules that were applied.<br>Describe how the screening criteria factored into the weighting process described in the Scoring – Sensitivity Analysis. Specifically address the relationship between the "Applicant's focus is on financial ... considerations" and "Environmental Considerations." Describe the meaning of the numeric values presented in the table and how these will or will not be carried forward into the EIS. Describe how the specific values used to determine "Recommended for further evaluation" were determined. Describe the party or parties that made this recommendation. (See Scoring – Sensitivity Analysis) | Alternatives  |
| 1/8/2015   | Jan Garver              | Which leads to this. There is another option, going down I-45. The speaker said that the right of way belonged to UP and they did not want to negotiate. However, is that not negotiate from a particular price, or not wanting to come down to the price they wanted to pay? There is a distinct difference.<br>It does sound as though there is a lot of very negative reaction to this. Again, I have not heard of too many people (although I'm sure there are some) that are just totally against light rail. Most are only against either the routes selected, or the implementation.   | Alternatives  |
| 10/23/2014 | Janet and William Jones | At the 1 stop. Is there a place to leave your car, will there be a bus, taxi or rent a car?   | Alternatives  |
| 11/3/2014  | Janet Jones             | Please look at going closer to Bryan College Station area. It might look good on a map but have you drove to the area where you propose a stop?   | Alternatives  |



| Date      | Contact Name            | Request/Comment  | Comment Topic |
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| 1/5/2015  | Janet L. Davis          | <p>We're opposed to the TCR HSR project as currently proposed. A few Public Scoping comments:</p> <ul style="list-style-type: none"> <li>- My husband and I find it difficult to support an HSR system that is going to plow right through neighborhoods, whether in the city or rural areas, or that would require taking or otherwise destroying private land and farmland, etc. We live in a wooded subdivision called Saddle Creek Forest (400+ homesites with 60+ homes currently completed) that is located in Waller and Grimes Counties along the proposed "Utility Alternative." The lines would run through our subdivision, alongside (or maybe on top of) the community pool and other recreational facilities, a lake, a children's playground, a riding trail, and homesites. There would be no more quiet retirement life in the midst of nature. The local wildlife (including migratory birds) and residents' horses no doubt would be negatively affected by the noisy, vibrating, speeding trains. Forest would have to be removed. And property values would of course plummet.</li> <li>- We're concerned about reduced emergency access too.</li> <li>- Residents in our community have nothing to gain from the HSR system; we wouldn't even be able to ride the bullet trains (short of trying to hop on while the trains are moving at 205 through our land) since there will be no convenient stops for us. Instead, use of the bullet trains appears to be limited to interested individuals in or near Houston and Dallas (and, possibly later, one other place along the way).</li> <li>- We feel it's wrong, an abuse, for whatever land that's needed to simply be taken via eminent domain (not to mention by a for-profit company financed, apparently, by foreign investors). Even if something may be acceptable legally doesn't mean it's acceptable morally. And based on my understanding, historically, citizens and businesses affected by eminent domain haven't been adequately compensated.</li> <li>- We, along with local and other government officials, are doubtful this project really would be completely funded, when all is said and done, by private (foreign?) investors without any use of taxpayers' money.</li> <li>- Is this project as proposed even practical for the short and long term? Don't we need to concentrate first on better transportation in and around Houston - including connecting Houston to fast-growing The Woodlands, airports, and other places? (Wouldn't that better help traffic congestion?) Must we have bullet trains? Or could we instead work on expanding/revamping existing rail systems that would stop in more places? Or, if a bullet train system is ultimately proven to be necessary and practical, what about building it along existing corridors (as much as possible), primarily in areas that have already been industrialized? (We know, it would likely be less expensive and more convenient for TCR to build in rural counties.)</li> <li>- It seems this project hasn't been terribly well publicized or well communicated. We understand that the main reason a few more local Public Scoping meetings eventually were added had to do with a few observant, persistent private citizens with the cooperation of a local judge-elect. Much of the public obviously is quite confused by the purpose of the proposed HSR system, with many unaffected people apparently thinking this might be a nice little commuter train system conveniently taking passengers wherever they want to go.</li> <li>-Related to the above comment, various important questions by concerned Texas residents haven't yet been answered. Any answers we've heard have only been vague and general - pie in the sky.</li> <li>-The public comments section of the FRA/TxDOT HSR website hasn't been kept terribly up-to-date. For example, I commented in November and for weeks my comments weren't posted (they were always "awaiting moderation"). The day after my second email to address this, more comments suddenly appeared on the forum; however, my own never made it there. Also, no one ever answered my email either. I don't have a great deal of faith, therefore, that our comments made during this Public Scoping phase will be taken terribly seriously either.</li> </ul> | Alternatives  |
| 1/6/2015  | Jason Theriot           | I write to you as a concerned citizen to state my opposition to the Texas Central Railway's proposed route for a high-speed rail in my area.   | Alternatives  |
| 1/8/2015  | Jeff Magee              | Develop an EIS on alternative options such as I-45 UPRR Hardy Alignment. Continued growth in air travel and the inability to connect hub cities such as Houston and Dallas via IAH and DFW diminish flexibility of long term growth in commingled travel for the population. Decreased initial cost should not outweigh long-term benefit of alternatives.   | Alternatives  |
| 12/9/2014 | Jen Ledesma             | I am a long-time resident of the City of Houston, and I am writing to express my full support for the proposed high speed passenger train by Texas Central High-Speed Railway that will operate between Houston and Dallas. As a result of the expected negative consequences to my neighborhood and surrounding area, I strongly oppose the BNSF Option 1 route through Houston. I highly encourage the use of the Utility Alternative route into the Houston area with the station being placed near the intersection of I-610 and 290, providing a centralized location in Houston while avoiding booming Houston areas (Garden Oaks, Oak Forest, Rice Military). Additionally, I recommend having a station near College Station to provide an access point for the University and the local communities along the route.  | Alternatives  |
| 12/4/2014 | Jerry Wagnon            | <p>Second, if a station is built in Roans Prairie or Shiro, we must have infrastructure upgrades from TXDOT to carry the traffic surges when trains arrive, especially for such events as SEC Game Days at Texas A&amp;M. Already, this highway is heavily used during rush hour and traffic is further impeded by slow moving trucks using the new Twin Oaks landfill.</p> <p>That said, I see some major benefits from having a station in our area. It would bring new jobs and retail to the central part of the county. The intersection of Highway 30 provides access to Bryan-College Station with its booming biotech, education and conference sectors. I might add that I have ridden the shinkansen in Japan and I see how the Texas Central project makes business sense.</p> <p>I do have one question: Is the proposed Grimes County station a potential connecting point for a future spur to Austin and San Antonio that would revive the Texas T-Bone concept?</p>  | Alternatives  |
| 1/9/2015  | Jim Pauloski            | <p>I am an ardent supporter of rail travel. I have watched -- and hoped -- for decades as various rail plans have been proposed, and then disappointed as each failed to be brought to fruition. I have lived and worked in Asia, Continental Europe, and the United Kingdom. I commuted frequently and regularly by high speed rail. For nearly three years, I traveled at least once per month between London and Brussels via high speed rail, and many times per year between Brussels and Paris on high speed rail. I traveled within Japan on high speed rail. I also used local and commuter rail service whenever possible.</p> <p>The models being described by the TCR representatives just do not seem to square with my experiences regarding high speed rail into major cities. The TCR investors claim they need to be able to travel essentially station to station at 205 mph. And that they will need to construct massive elevated structures through residential and business districts to make the investment a success.</p> <p>My experience from other countries is that high speed trains travel at their peak speeds between cities, in rural areas, but do not travel at peak speeds through highly populated areas. I recall the Eurostar slowing to 'standard' train speeds, and using at-grade rails, for the last several miles into Brussels and into London.</p> <p>Do we really want, or need, a train traveling at over 200 mph within the densely populated areas of our major cities? I certainly do not. I request that you seriously consider routing that allows for high speed travel where it is safe and appropriate, and that constrains speeds appropriately elsewhere.</p> <p>We have an opportunity to change mindsets in this country, and to begin to embrace rail travel as an economically and environmentally sound mode of travel. But we must adopt the right model.</p>   | Alternatives  |
| 1/10/2015 | Joan and Jose Escamilla | <b>NO BUILD OPTION!</b>  | Alternatives  |
| 1/6/2015  | Joe Casarez             | <p>As a resident in Garden Oaks and specifically with a house located on 34th St on which a proposed route for the HSR utilizing the BNSF corridor is being considered, I am writing to voice my opposition to the HSR being routed through congested urban neighborhoods within the 610 Loop area in Houston. I have attended multiple public sessions to listen to former judge Roy Echols and investor in the TCR talk about the HSR and its impact on Houston. Mr Echols stated multiple times that the target ridership for the HSR are the business people located in the Galleria area (610/I-10), the energy corridor (I-10W to Beltway 8) on the west side of Houston to the 290/249 business areas.</p> <p>Why then is a route being proposed to terminate in downtown Houston? That makes absolutely no sense whatsoever. Houston already has a congested highway system and a terminus in downtown means that the targeted ridership must add to the existing traffic congestion to travel to downtown Houston and park in the already limited available parking facilities only to board a train that must then travel BACK through the areas in which the target ridership already resides.</p> <p>The logical location for any HSR terminus should be a location OUTSIDE the 610 Loop area. From the two proposed routes (BNSF and UPRR) the logical location for a terminus should be the 610/290 area specifically the area around Northwest Mall which provides access to both routes.</p> <p>This provides opportunities for the TCR-HSR to partner with the City of Houston (Metro) to create a multi-modal transit center which would address everyones needs and concerns. Metro could setup a Park and Ride terminal for access to the city's bus system and provide parking for HSR riders as well as the HSR terminal and associated facilities. Future plans could include a light rail segment into other parts of the city.</p> <p>Locating the terminus outside of the 610 Loop would remove the impact to local neighborhoods and infrastructure and maintain the integrity of these long established neighborhoods.</p> <p>I opposed HSR inside the 610 Loop. Please make the logical choice and terminate the line outside of the 610 Loop.</p>  | Alternatives  |

| Date       | Contact Name                 | Request/Comment  | Comment Topic |
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| 12/13/2014 | Joe Guidry                   | The I-45 and UPRR Hardy Alignment approach into the Houston area makes the most sense as existing multiple tracks located in non-residential areas.<br>Consider this as a request to reject the BNSF option 1.   | Alternatives  |
| 1/8/2015   | John and Barbara Arnett      | While high-speed rail may be a viable option as a part of planning for future transportation between Houston and Dallas, we are opposed to the proposed BNSF route on several grounds.<br><br>Another perplexing part of this proposal is the plan to take this train all the way downtown. It is hard to comprehend how this is a good idea. If the ridership estimates TCR uses to justify this project are accurate, the increased traffic in and out of downtown will place an additional burden on all Houstonians traversing the city - and then there is the problem of parking. If trains will depart and arrive every thirty minutes, where will all the cars be parked? If the thought is that taxis or other public transportation will be used, there should be studies on how this will integrate with Metro networks and freeways. Why couldn't trains come into an outlying terminus, and riders go to that location?   | Alternatives  |
| 1/9/2015   | John Everett and Kathy Huber | At the meeting we attended, there was expressed general philosophical support for such a train, but routing it through residential areas into downtown Houston made no sense to anyone. There was never an explanation for the reasoning why the end-point of the Houston leg of the route should be downtown when a perfectly logical end-point exists in the N. Loop 610/US 290 junction already exists with empty land space — and a newly reconstructed highway interchange — making for easy access. That area sits within a mile of the current Northwest Transit station of the Houston METRO and is closer to several major employment/business/shopping districts than does a downtown destination. It would also provide a natural point for a future, similar HSR to Austin.<br>Our neighborhood would be asked — forced — to accept a massive, intrusive structure with accompanying years of construction disruption and constant operational noise which would be of no benefit to the people living here, all for the benefit of a private, for-profit entity, and dubious benefit to the passengers who might use it. We oppose it and suggest this route be removed from consideration.   | Alternatives  |
| 11/1/2014  | Jonathan Coopersmith         | As someone living in Bryan-College Station, I strongly urge the green line option of a stop in our city.   | Alternatives  |
| 11/5/2014  | Joseph O'Brien               | The federal DOT has already shown that the route for the project is restricted by ridership availability, and short distance problems. That eliminates distances under 75-100 miles !!   | Alternatives  |
| 10/23/2014 | Judy Keally                  | How can the city of Teague get a stop in our town?   | Alternatives  |
| 1/9/2015   | Judy Mimeo                   | Am emailing to BEG you not to put the high speed rail through the 610 corridor, through garden oaks/oak forest area. There are so many negatives to it going through such a peaceful quiet part of the city, not to mention the schools that are right on the tracks! Myself and probably 90 percent of St Rose of Lima Catholic School parents are greatly opposed to it on that route. I would say if anywhere the Washington track would work better - inner city cool! Bullet train may fit right in! Thank you for your time and praying!   | Alternatives  |
| 1/9/2015   | Julie Villaescusa            | Agreements that limit the train to terminating in the CBD<br>Mr. Eckles indicated that they had contracts that require them to build the train station in the Central Business District. These agreements should not enter into any decisions about the best route. Mr. Eckles himself could be the person that added that clause the contract. Our neighborhoods should not be sacrificed so that 9 or ten investors can make a lot of money. If the train can't be built if the Houston station is outside the 610 Loop, then it can't be built. Keep this train out of First Ward, Houston!   | Alternatives  |
| 11/25/2014 | Kay Bruce                    | Hi speed rail. The suggested route along San Felipe is very alarming.  | Alternatives  |
| 1/10/2015  | Kay Zepeda                   | I live in one of the neighborhoods that will be negatively impacted by the above-mentioned rail project and hereby state my objection to the railway being built in the location as proposed. While certainly noise is a major concern, so is the negative effect the railway will have on property values for the neighborhoods.<br>Why put a railway near established neighborhoods??? The railway would be better suited to run along the major freeways already in place or in other locations away from residential neighborhoods.  | Alternatives  |
| 1/8/2015   | Kelly Gaines                 | Hello - I'd like to express my opposition to the proposed high speed rail. I realize you have seen the following topics, but my main concern is that the destination into Downtown Houston is not necessary. No one wants to fight the traffic to go downtown to board the train and no one wants to go downtown to pick up someone coming in on the train. Airports are not located near downtown and for good reasons like I stated above. It makes more sense to have the train along the Hempstead Hwy and terminate at the Northwest Mall where there is more than enough room for taxis and rental cars.<br>Alternative Routes Make More Sense- There are many alternate routes available that would not impact residential homes, school and businesses. Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.<br>The alternative route shown on the Texas Central Railway maps, the Utility Alternative would be a better option. This route traverses a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited or are existing industrial businesses that would not be significantly impacted. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal.<br>Texas Central Railway has offered no compelling reason as to why the high speed rail must continue into Downtown Houston, other than a seemingly political reason. Houston has four business districts- Downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston is not required to meet the purpose and need of the project – to provide transportation for business travelers between Houston and Dallas. Many businesses are no longer in the downtown area. A location like NW Mall would provide access to any of the four business districts.<br>I also believe the Interstate 45 route needs to be evaluated as a viable alternative route. . The Interstate 45 Alternative would be preferable because it does not traverse residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45, while residents in my neighborhood overwhelmingly oppose this proposal. | Alternatives  |
| 1/5/2015   | Kirk D Carver                | My wife and I own property at 753 Sue Barnett Drive, Houston, TX 77018, which backs up to BNSF tracks along the 34th Street corridor. We are in the process of designing a new home to be built on the site.<br>However, with the uncertainty of the impact on our property due to HSR, we have had to put those plans on hold.<br>I would like a response to each of my questions by Feb 1, 2015 so that I can determine my next course of action.  | Alternatives  |
| 1/7/2015   | Kyle Lutz                    | I understand the concept of developing a modern transportation system between Houston and Dallas. As a business man, I recognize the opportunities that this rail system would create. However, I do not see the necessity of taking the train all the way downtown and ruining neighborhoods, parks, and businesses. I would propose that the train stop at Northwest Transit Center. This option would provide travelers greater opportunities to reach the many major business centers in the city of Houston. Downtown is not the only major financial center in this city. From the Northwest Transit Center travelers would have easy access not only to downtown but also the energy corridor, medical center, Galleria, and the Woodlands. It is my opinion, that offering travelers such easy access via freeways and existing public transportation to five major business centers would not only increase revenues for investors in the rail, but also make the rail system more attractive to commuters.   | Alternatives  |

| Date       | Contact Name                        | Request/Comment   | Comment Topic |
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| 1/9/2015   | Laruie Hazzard                      | I support the idea of high speed rail between Dallas & Houston. I disapprove of the plan to route the HSR into downtown Houston through residential neighborhoods. Why not route it down I-45/Hardy/610. Folks in The Woodlands are asking for a stop there to relieve the increasing congestion on I-45 with the pending opening of the Exxon campus. Another alternative is to route it along Hempstead Hwy to NW Mall and incorporate adjacent transportation to the NW Metro Station. Or, route it down I-10 into downtown. The officers and investors at TCR can have their bullet train as long as they can find a suitable route that is not through a residential corridor.   | Alternatives  |
| 1/13/2015  | Laura Rahman                        | I believe the commission needs to take further consideration of the impact on the people who live and work along the BNSF tracks, as well as to give deeper consideration to alternate routes, such as existing highways and interstates. Similarly, I believe further consideration should be given to ending the line outside the city, such as at terminals in locations where light rail lines are already in place or scheduled to be built. An elevated line outside my window is simply unacceptable, and I believe further study needs to be completed prior to any decisions being made.   | Alternatives  |
| 1/13/2015  | Linda Kelly                         | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNFS Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community. I was born in Europe where trains are a common form of transportation. However, those train lines were built through undeveloped lands and the towns eventually established themselves alongside. No civilized society would put a train line through an established residential community when (a) there are no benefits to that community and (b) other route choices are available that would have less of an impact.  | Alternatives  |
| 12/31/2014 | Lisa Collins                        | Alternatives- There are many alternate routes available that would not destroy resident's peace of mind and negatively impact neighborhoods. The BSSF1 route has a great impact on the environment and property owners.<br>The second proposed route, the Utility Alternative, would be a better option. This route travels through a commercial area that until recently was scheduled for demolition for the Highway 290 expansion. Many of the businesses have already exited. In addition, the current location of Northwest Mall would make a great centrally located terminal. The mall is for sale and it is adjacent to the Union Pacific rail line and Utility Alternative. The land where the mall is located would have available land for parking and rental cars.<br>Downtown is not the right place for the Houston terminal and getting the train those last few miles into downtown will be no easy task. The only reason they want to go downtown is a commitment they made to the leaders in the City of Houston. Houston has four business districts- downtown, the Galleria, the Energy Corridor, and The Woodlands. Taking the train into downtown Houston does not make sense. Most businesses are no longer in the downtown area. A location like NW Mall would make for an easy commute to any of the four business districts.<br>If the transit station were downtown, fewer residents would drive the 30 to 40 minute commute into downtown to catch the rail.<br>The Interstate 45 route needs to be reconsidered. This rail belongs on Interstate 45, not through residential neighborhoods or Texas agricultural land. Residents of The Woodlands are begging for the rail to run along I-45. When someone thinks of a HSR from Houston to Dallas, they automatically think of it running along I-45 corridor.<br>My husband and I, we both commute. I work south of D/FW; he works in Dallas. The reason I live where I live today is because of the property, the family, and the farm, and if anyone can benefit from a rail, it would be me. Put it on Highway 45. Put it on other rails, but the high-speed rail is not an option with the locations, the two that are being proposed. Thank you. | Alternatives  |
| 1/9/2015   | Lyndon Tiu                          | I live in Houston. If the high speed train terminal is located in downtown, how are people supposed to get on the train? We'd have to drive downtown and park our cars there before we can get on the train. Parking in downtown is sparse and expensive. Also, driving to downtown is normally a laborious process, traffic is usually heavy during the weekday rush hours. It does not make sense for me to catch a fast 90 minute train when I have to spend more extra minutes stuck in traffic trying to get to the terminal in downtown. Taking METRO may or may not be convenient or available depending on where we are coming from and what time of day/day of the week we are travelling. Also, METRO is slow, that adds more minutes to my travel time. What is supposedly a short and fast 90 minute high speed train ride will be more that that in total. Perhaps it be best to locate the terminal in a less congested, more accessible part of Houston.   | Alternatives  |
| 1/9/2015   | Mariette Garcia                     | There are other viable routes which could be utilized to minimize the hardship on citizens and businesses.  | Alternatives  |
| 1/8/2015   | Marisa Thomas                       | I am not opposed to High Speed Rail. I am opposed to it being in the Northwest Corridor, impacting schools and neighbors. This is much easier and cheaper to do it along where will live, work and play and some finance person is looking at the bottom line and how it is easier to use eminent domain on family's and schools rather than work a little harder to do the RIGHT thing and work along the Hardy Toll Road area. YMCA Member - NOTE: My kid plays soccer on part of the land that is sectioned to be used? Are you going to elevate the soccer field too?   | Alternatives  |
| 1/7/2015   | Melvin Guider                       | According to information provided by one of the major supporters and contributors to this project, other logical alternatives for routing, such as the Interstate 45 or Hardy Tollway corridors are being ignored. If a high speed train is to travel from Houston to Dallas on a 15 to 30 minute cycle, it is more logical that the route be along an existing highway route between the two cities. No high speed train will be capable of going at high speed as it twists and turns through the proposed routes being considered through the Oak Forest and Candlelight Oaks communities and other communities within the city limits. I, along with many other residents object to the proposed high speed rail project through any residential community and urge you to seek other alternatives which do not impact the standard of living for residents of Candlelight Oaks and other residential communities.  | Alternatives  |
| 1/9/2015   | Mike Cutaia                         | I am very concerned about high speed rail near candlelight Estates. We have a tight knit community close into amenities. We attend St. Rose of Lima Church. I do not understand the need for high speed rail from Dallas. Why not pick places in Ewest Texas? The naural route would be down I-45. I understand that it is not the cheapest route. That does not mean it is the most viable. I don't understand the need to bring the rial downtown. Norhtwest mall could be an end point. We need more information about the project.  | Alternatives  |
| 1/13/2015  | Nicholas J. Menage<br>Ashley Menage | There are better route choices (e.g., I-45 Alignment, I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities. Please consider these alternatives over the BNFS Option 1.  | Alternatives  |
| 1/6/2015   | Peri Mashburn                       | It seems to me the most logical choice would be along Hardy Toll Road.  | Alternatives  |
| 1/6/2015   | Pete Vonder Haar                    | I am opposed to the proposed Dallas-to-Houston high speed rail project for the following reasons:<br>No adequate explanation has been given as to why this route is being favored over proposed routes in freeway or industrial corridors.<br>Route options were culled from nine to two without any review by affected neighborhoods or civic associations, and only one public scoping meeting was held for these. And this was at a location on the other side of downtown.<br>Needless to say, I am also concerned about eminent domain and the amount of private property condemnation required to initiate a for-profit rail project.   | Alternatives  |
| 10/29/2014 | Phil Whitley                        | Going 205 mph and then stopping near Bryan-Huntsville is time opposite of the goal of 90 minutes. All projects to increase travel will generate jobs. i.e., new or added highway construction or/and high speed rail projects. This will be a better way to travel. Going around Bryan/College Station is not the way to save time. 90 minutes again.   | Alternatives  |

| Date     | Contact Name     | Request/Comment   | Comment Topic |
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| 1/9/2015 | Raajen Patel     | <p>CONCERNS WITH THE PROCESS AND JUSTIFICATION</p> <p>Based on the nine initial proposed routes, TCR presumes that it is best to start and end in both cities' downtown areas. However the main business hubs of Houston are not just in downtown, but include the energy corridor, the Galleria area, and so forth. Both proposed routes avoid these areas. To reduce concerns about barreling through neighborhoods, the lines could stop somewhere outside of the 610 loop (Northwest mall, for example), and a deal could be made with local public transit to provide the last leg of the journey, into any of the large business districts of Houston. Please explore the feasibility of these ideas.</p> <p>CONCERNS WITH BNSF OPTION 1</p> <p>BNSF option 1 follows a Union Pacific line through Oak Forest/Garden Oaks/Independence Heights. The track would need to be significantly expanded, running next to schools, parks, churches, and homes. As proper safety barriers would necessarily need to be erected, the proposed route would bisect currently walkable, livable neighborhoods. The current Union Pacific line does not divide the neighborhood so starkly. What is the proposed design for the high-speed train line, what will the barriers look like, and what will the dimensions of the finished track be? Pictures found online of these trains in Japan are very worrying, as the tracks look very large, tall or deep, wide, and covered in power lines. They are located either in rural areas, or in very high-density cities (like downtown Tokyo). Not in neighborhoods with houses and shops and schools.</p> <p>It is unlikely the train will be traveling at 200 mph through the neighborhood, but exactly how fast will it be traveling</p>  | Alternatives  |
| 1/8/2015 | Rackelle Goebel  | <p>This project potentially impacts me and concerns me greatly as a private land owner and tax payer. I would like to provide this letter as my comment for inclusion in the Scoping Report.</p> <p>First, I am concerned about the environmental impact on the BNSF Option 1 proposed route. I have 30 acres near this route and have worked hard to ensure the environmental prestige of this land. My husband and I have in fact converted the agriculture use of this land to a wildlife purpose and take an active role in supporting the local wildlife population. As part of this plan, we have a detailed management report of our land and submit annual reports on our activities.</p> <p>The BNSF Option 1 will have an adverse impact on maintaining our current wildlife activities. Construction the lines will change the migratory habits of some of the species we monitor. Further, noise from the trains will drive off certain species that appreciate the tranquility of the current habitat. Finally, I am quite concerned that high speed trains will kill native and migratory species that are adapted to this type of environment.</p> <p>My second area of concern is with the financial feasibility of this type of project as a tax payer. I have extensive travels worldwide and have used high speed trains on multiple continents. The fundamental difference is that the cities that connect by train also have strong transit systems in place at both ends of the tracks. Neither Dallas nor Houston has this type of infrastructure, so the benefit for doing this project does not justify the cost of my tax dollars.</p> <p>I strongly urge the Federal Railroad Administration to cancel this project. If the project is deemed to go forward, then I am opposed to BNSF Option 1.</p> | Alternatives  |
| 1/6/2015 | Reid Juul        | The proposed high-speed rail system that is planned to travel from Houston to Dallas, should follow the high speed highway corridors already established.   | Alternatives  |
| 1/7/2015 | Renee Shaver     | <p>A much better location for a hub point would be out on Beltway 8 @ Hwy 290 or Beltway 8 @ IH10 or Beltway 8 @ IH45. Locations such as these would eliminate meandering thru quiet little neighborhoods, pissing residents off and causing horrible visual blight. It would also be cheaper to build. Houston has enough concrete and ugliness as it is. These neighborhoods like Garden Oaks, Shepherd Park Plaza, Timbergrove and others are some of the nicest looking neighborhoods in the central Houston area. A rail system 50-60 feet in the air would immediately destroy the visual impact these communities have in Houston.</p> <p>Another idea would be to purchase the Northwest Mall area which has been for sale for years. It is centrally located, accessible from the Hempstead highway with minimal impact to neighborhoods and sits right beside the Metro parking lot. The Metro angle would provide residents with a way to get to the high speed rail via Metro bus, so they don't have to drive their cars.</p>  | Alternatives  |
| 1/9/2015 | Richard Anderson | I think the idea of building a HSR system is a good one and would be a great asset for the future of our cities and good for the state especially with the rate that we are growing. I would like to see Austin and San Antonio also connected. As you are probably aware Texas is the only state with three cities in the top ten in population and enjoys a robust economy however, I think building the route through residential areas is a terrible idea that has not been well thought out. My wife and I attended the meeting in Houston on Monday January 12th and public opinion seems to agree with us that the HSR would better serve our citizens by building in a reduced populated area. The proposal has been narrowed to two choices one the residential route and the alternative along the old Hempstead highway which makes much more sense. I was born and raised here and traveled to my fathers business along the old highway all my life, over 50 years, I have seen this road when it was a main artery into town to now while still used it has mainly been replaced by our 290 freeway. This route indicates to me the much better choice as their are hardly any residences to disrupt their quality of life. Thank you for your consideration.   | Alternatives  |
| 1/8/2015 | Richard Hatcher  | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve. Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.  | Alternatives  |
| 1/9/2015 | Seth Wilson      | <p>This letter addresses the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad ("TCR"). I own two properties in Houston, one located near each of the two proposed routes. Either option will be directly impact me; however I only oppose the route through Oak Forest on the BNSF rail line</p> <p>Several proposed routes were considered by TCR; however, the routes now being reviewed by the FRA and the Texas Department of Transportation, appear to severely impact not only the surrounding neighborhoods and business, but will also harm the environment in a manner that is avoidable. Specifically, the effect appears to be lessened by other routes and other proffered suggestions. Such as routing the HSR along a more industrial path, such as an elevated track over the I-45 corridor or along the Washington Avenue Corridor. It is in the best interest of all parties if serious consideration is given to these alternative routes and suggestions.</p>   | Alternatives  |
| 1/9/2015 | Sid Cruz         | <p>Why does this high speed rail have to go into downtown urban Houston? Why can't the main station be in the out laying areas of Houston or Harris County where the negative impact on family living can be minimized?</p> <p>I am sure High Speed Rail can be a great benefit to the public but please look out for the social values of a community and thanks for taking the time to read our E-Mail.</p>   | Alternatives  |
| 1/8/2015 | Suzanne Debien   | <p>I am writing to you today to express my concern with and objection to Texas Central Railway's proposed routes for a high-speed rail in my area. I live on 34th street that the BSNF rail tracks run along. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods...</p> <p>At the two meetings I attended Texas Central Railway President, Robert Eckles told us that there are other routes that follow high speed corridors or industrial corridors, and they can stop before entering long-established urban neighborhoods however they were more costly for them. I beg you to have them submit these routes for your panel to consider at the same time as the two routes that they have before you that I am opposed to.</p>   | Alternatives  |

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| 1/7/2015   | Tami Earl                   | <p>The high speed rail system is a high speed corridor system, so it belongs more on freeway corridors or in rural areas.</p> <p>It is not clear who the audience for this rail system is, as the proposed hub in downtown Houston implies it will be primarily used for downtown business people who need to travel to Dallas. No one that I know will drive to downtown Houston from Katy, Sugarland, the Woodlands or even outlying Houston neighborhoods to catch a train to Dallas. A downtown hub would mean people who live in these areas I mention would have to drive in the opposite direction from Dallas and fight traffic to get downtown and find a parking place.</p> <p>A much better location for a hub point would be out on Beltway 8 @ Hwy 290 or Beltway 8 @ IH10 or Beltway 8 @ IH45. Locations such as these would eliminate meandering thru quiet little neighborhoods, pissing residents off and causing horrible visual blight. It would also be cheaper to build. Houston has enough concrete and ugliness as it is. These neighborhoods like Garden Oaks, Shepherd Park Plaza, Timbergrove and others are some of the nicest looking neighborhoods in the central Houston area. A rail system 50-60 feet in the air would immediately destroy the visual impact these communities have in Houston.</p> <p>Another idea would be to purchase the Northwest Mall area which has been for sale for years. It is centrally located, accessible from the Hempstead highway with minimal impact to neighborhoods and sits right beside the Metro parking lot. The Metro angle would provide residents with a way to get to the high speed rail via Metro bus, so they don't have to drive their cars.</p>  | Alternatives     |
| 1/9/2015   | Tania Rivas                 | <p>While I have no objection to high speed transit from Dallas to Houston, I believe a more direct line along Hardy Toll Road, or I-45 N into downtown is more appropriate than through my Garden Oaks neighborhood. Certainly, there exists a more viable alternative route that can achieve the same goal without impacting my neighborhood and the many small businesses that surround it.</p> <p>Obviously, the existing RR which divides the Hardy is the most direct route to Dallas and the land is already dedicated to rail. In addition, a stop could be put in at the Woodlands for them to enjoy.</p>   | Alternatives     |
| 10/27/2014 | Terry Lancaster             | <p>Project should not just serve Dallas and Houston. The rural population should be included with at least two quick stops between major destinations. You can afford to do that with speeds at or near 200 mph. You are not fully serving Texas if you do not include the rural population.</p>  | Alternatives     |
| 1/7/2015   | Tom Dornbusch               | <p>TCR's current plan to route the system to terminate in Houston's Central Business District (CBD) is a cause of significant concern for residents of our urban neighborhoods.</p> <p>The CBD is but one of many major activity and commercial centers that would be likely destinations for users of HSR service. Without the option of frequent, efficient, high quality transit service, HSR users will be forced to rely on personal or hired vehicles to reach final destinations outside the CBD. This will further increase congestion on freeways as well as urban thoroughfares, and compound our area's current air quality problems.</p> <p>How and where a HSR system is routed must not be dictated solely by construction cost efficiency and user convenience.</p> <p>Attention to input from the community members that will be affected by the routing choices must be considered and respected. The preferable routing solution for our urban neighborhoods would be HSR that terminates at a transit center outside the urban core where enhanced multi-modal connectivity to the CBD as well as all other major activity centers could be provided, and future routes might extend to additional regional municipalities. Establishing such a transit center hub would offer great opportunity for economic development, provide space needed for HSR maintenance facilities, and incentivize local employment.</p> <p>SN22 considers the massive structural elements required for HSR inappropriate for an established residential and business environment. Such grade-separated elevated structures would best be incorporated into existing high-volume, high-speed transportation corridors. Should termination in the CBD ultimately be deemed essential, our neighborhoods request that the currently "preferred" urban route options be abandoned and that the IH45/610/Hardy route be reconsidered, or that HSR be sited within TxDOT's IH10 or 610 North Loop rights-of-way.</p> | Alternatives     |
| 1/8/2015   | Trina Caudill               | <p>Wrong Model: High speed rail trying to deliver passengers to a station in the heart of the city is following the wrong model with several different business districts scattered around the city: the Galleria, the Energy Corridor, the Medical Center, the Woodlands, and the new Exxon campus and Greenspoint area.</p> <p>High speed rail will compete with airlines for passengers and should follow the same model that airports do, not located in the heart of a city. Passengers can then use local travel options to reach their destinations. High speed rail belongs on the outskirts of the city.</p> <p>In closing, we are in favor of a high speed rail line from Dallas to Houston, but the proposed route running through neighborhoods toward downtown is the wrong route.</p>   | Alternatives     |
| 12/5/2014  | Virginia Townsend           | <p>General objection to Option 1. Own land that would be impacted negatively. Wildlife habitat would suffer. Noise pollution added to existing would be a definite negative impact on my health, my family and my animals.</p>  | Alternatives     |
| 1/6/2015   | Will Zugheri                | <p>We have lived and worked in Garden Oaks for over 20 years. Based on the information we have received, we think there are routes better suited, outside neighborhoods.</p> <p>we feel the starting point can be near I-45 and not through neighborhoods. people using the train will travel outside the neighborhood to hop the train. looks great but keep it out of residential areas</p>   | Alternatives     |
| 12/1/2014  | Brandt Mannchen/Sierra Club | <p>The climate change air pollutant emissions and the effects this project will have on climate change and that climate change will have on the project must be analyzed in the EIS. These cumulative, secondary, connected, and associated environmental impacts must be assessed, analyzed, and evaluated in an EIS so the full environmental, economic, and social benefits/costs are revealed. Some questions that need to be answered include: What amount of what types of air pollutants will be generated? What health, welfare, and environment effects will this air pollution have? The public needs to know the tons/year of different air pollutants like particulates, CO, CO2, NOx, diesel exhaust, and certain air toxic compounds, including carcinogens, that are generated by the project and associated facilities and alternatives. The public and the decision-makers must know the air pollution burden generated by the project and associated facilities and alternatives.</p>   | Climate Change   |
| 12/16/2014 | A. Smith                    | <p>Not only are our homes in close proximity to these rail lines, but our children attend schools very near these tracks. In one case there is a church, St. Rose of Lima, that also has a highly regarded school that is less than 20' from these tracks. Also not far from these tracks is a YMCA, and a Lutheran school. All of these establishments serve a multitude of small children. High speed rail so close to small children is a recipe for disaster.</p>   | Community Impact |
| 1/9/2015   | ACF                         | <p>Please consider the detrimental effect either "preferred route" would have on the quality of life of the residents living in neighborhoods along these routes. Garden Oaks and Oak Forest, for example, are densely populated, residential communities. The train would cross streets at street level, impeding traffic by residents--and congestion is getting worse every week due to the ongoing construction frenzy.</p> <p>Please consider how you would respond (truly respond) if the proposal was to put the HSR through YOUR backyard. How would a train barreling behind your house affect your kids' ability to play? Would your summer BBQ with friends still be any fun if conversation was punctuated with the boom of a train every 15 minutes? How could you possibly spend a quiet evening at home relaxing?</p> <p>In short, it does not make sense to build the HSR along either "preferred route". Current plans will prevent safe, affordable, and centrally-located neighborhoods in the heart of historic Houston from flourishing. In fact, they may possibly destroy the kind of closely-knit communities we should be encouraging to grow. Remember the golden rule, which strengthens the social and economic fabric of our city today and ensures a brighter tomorrow: Treat our homes as you would like yours to be treated.</p>  | Community Impact |
| 1/13/2015  | Adam Burns and Karla Olvera | <p>A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. Furthermore, the elevated tracks will tower over most if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.</p>   | Community Impact |
| 12/22/2014 | Alben Kwiatkowski           | <p>We have neighborhood parks here that the proposed rail system would run through, Graham Park, TC Jester Park, and American Legion Park. Because of the family makeup within these neighborhoods, these parks are frequented by children of all ages. A train system of this magnitude would be no less than tragic and highly dangerous in this area.</p> <p>There are also several public facilities which run the stretch of rail track being proposed for this High Speed Train System. Lutheran North High School, Waltrip High School, YMCA Family Center, and St. Rose Catholic Church/Elementary School all have properties which back up to the proposed rail track. Others which are very close in proximity to this rail track are Booker T. Washington High School, Garden Oaks Baptist Church/Early Learning Center, and St. Ambrose Catholic Church/Elementary School. All of these properties are centers for children and families which serve our community and are in no way a location to place a High Speed Train System.</p> <p>I, as well as my neighbors hope this stretch of rail track will not be seriously considered when proposing the High Speed Rail System connecting Houston and Dallas.</p>   | Community Impact |

| Date       | Contact Name         | Request/Comment   | Comment Topic    |
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| 1/9/2015   | Alfred Luaces        | I am writing today to express my concern with Texas Central Railway's proposed routes for a high speed rail in my neighborhood. I am OPPOSED to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where a 50-foot elevated rail line, with trains running every 15-30 minutes 18 hours per day, will lower property values, increase noise and vibration, and severely harm the high quality livability that these neighborhoods have worked hard to achieve. Images of elevated high speed rail clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods. Elevated concrete high speed rail structures simply are not compatible with residential developments in American culture.<br>I live 3 blocks from one of the proposed routes and will continue to fight this if it progresses further.  | Community Impact |
| 1/6/2015   | Alisa Anderson       | Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly service. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.<br>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.  | Community Impact |
| 12/3/2014  | Allison Matney       | As a homeowner of Garden Oaks in Houston, Texas, I am writing to express my concern with the proposal of the Texas Central Railway BNSF route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston.<br>If you're unfamiliar with the neighborhood in which I live, it was founded in 1937 and is one of the neighborhoods in which the proposed route would traverse. Garden Oaks is one of Houston's best-kept secrets. Nestled among towering pines and grand magnolias, this quaint and architecturally unique neighborhood comprises approximately 1,400 homes. Garden Oaks is one of the few remaining "inner city" neighborhoods where families seek to live. Our families contribute to the Houston and Harris County businesses, rather than moving to a suburb. We are proud of our city and the quality of life we are able to have so close to downtown.<br>While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system the combined noise and vibration of this elevated train running approximately 171h hours a day, any home adjacent the track would be negatively affected.<br>We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, American Legion Park, Lutheran High North School, Harriet and Joe Foster Family YMCA fields, Waltrip High School, Booker T. Washington High School, Garden Oaks Montessori Magnet EC-8 public school, St. Rose of Lima Catholic School, multiple baseball/ softball fields and thousands of homes.<br>If this railway is built adjacent to our neighborhood, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even wealthier. Should this route be approved, this would be a prime example of the consequences of forsaking the public good in favor of private greed. Why are their needs superior to the needs of those who live in and around the proposed rail site? Superior to the needs and well-being of the children who are educated so close to the site? We are being sacrificed for a project that sounds good on the surface to the media and those who are uninformed. However, the details will destroy several neighborhoods, and create an impoverished inner city neighborhood that Houston can't afford to have. | Community Impact |
| 12/3/2014  | Allison Matney       | As a homeowner of Garden Oaks in Houston, Texas, I am writing to express my concern with the proposal of the TCR BNSF1 route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston.<br>If you're unfamiliar with the neighborhood in which I live, it was founded in 1937 and is one of the neighborhoods in which the proposed route would traverse. Garden Oaks is one of Houston's best kept secrets. Nestled among towering pine and grand magnolias, this quaint and architecturally unique neighborhood comprises approximately 1,400 homes. Garden Oaks is one of the few remaining "inner city" neighborhoods where families seek to live. Our families contribute to the Houston and Harris County businesses, rather than moving to a suburb. We are proud of our city and the quality of life we are able to have so close to downtown.<br>ask you...would you want an elevated train running behind your home, property, school and playgrounds?   | Community Impact |
| 1/6/2015   | Allyne Halstead Awad | The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks. The Garden Oaks area was listed as the "best zip code to buy in" last year. With the approval of high-speed ELEVATED rail – the neighborhood will now be the worst to buy in and live. You have to be blind not to see the negative impact your current plans will have on the neighborhoods you have targeted.<br>I live on 34th Street and with the freight train going only 3 mph - my house shakes! I don't even live on the rail side of the street!   | Community Impact |
| 1/9/2015   | Amelia Strickling    | Although the report says no houses will be condemned if using this rail line, how many will be so impacted that the quiet use and enjoyment of the property is no longer an option? Who will reimburse the home owner that can no longer sit out in the backyard and enjoy time outside?  | Community Impact |
| 1/8/2015   | Amy Ackley           | My name is Amy (Bass) Ackley and my husband, John, and I would like for you to include/consider our views as landowners in the proposed path of the High-Speed Railway. We live in Leon County off FM 39 south of Hwy. 7 about 1 mile along the BNSF railway. We are 100% against this railway. This will have no benefit to us or Leon County residents. This will only benefit people in Dallas and Houston, NO ONE IN BETWEEN!! For once y'all need to consider us and our wishes and stop this ridiculous project. We don't need more foreigners doing things in our country we don't want. Let them do it in their own. Where are our Freedoms in this Land of the Free??  | Community Impact |
| 1/9/2015   | Andrea Thomas        | The current proposed route for the HSR would be a disservice to our community. There were other possible routes. We don't want it in our community. HSR would not benefit us personally but we would have to suffer the consequences of the freight traffic and fear that people will lose their home through ... domain and we don't want that. Our neighboring communities are in the midst of revitalization. HSR is not in those plans.   | Community Impact |
| 1/9/2015   | Andrew Brown         | I am writing to voice my concern and disapproval of the proposed high speed rail route through the Washington Avenue corridor. My residence is only a few footsteps away from the existing freight line that crosses Interstate 10 and parallels Washington Avenue. I am certain that my family will be significantly impacted by high speed rail construction, noise, and other inconveniences associated with the proposed route through our neighborhood. Nobody wants to live within arm's reach to a major infrastructure project like this. I believe the high speed rail project will be a valuable addition to Houston, just don't put it by my house and my family.  | Community Impact |
| 12/15/2014 | Andrew Fuhrmann      | Garden Oaks/Oak Forest route<br>It was recently brought to my attention that our neighborhood is under consideration as a route for the HSR between Houston and Dallas. I am very supportive of mass transportation projects. I live a few blocks away from the intended route and I would like to voice my vehement opposition of this location as part of the route. We live in a quiet neighborhood where people walk their dogs and families ride their bikes on calm streets. I can't imagine what a 200mph train every 30 min will do to our wonderful neighborhood. My wife and I have invested heavily in our home and are hoping to start a family and remain here for many years. In addition to the sound and sight pollution, this train will no doubt cost us a fortune in a reduction in our home value. I am begging you to consider other non residential locations.  | Community Impact |



| Date       | Contact Name                      | Request/Comment  | Comment Topic    |
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| 1/7/2015   | Andrew Fuhrmann                   | I live several blocks from the proposed Texas High-speed Rail line (922-A Fisher Street). My wife and I have been residents there since 2011. We both attended the most recent meeting at the Lutheran high school on 34th street this week. There were many well thought out questions asked by very concerned residents. Many of these were unable to be answered by the Texas Central Railway representative. A common answer was "We don't currently know because it is too early in the process". Some of the concerns that many residents have are: length of construction time, expected noise levels, level of vibration and effect on foundations, additional land necessary, and anticipated negative effect of home values. I share all of these concerns. These are all questions that we would like to have answered prior to a route being chosen. How can a decision be made on a route without addressing the significant impact it will have on the community. My wife and I have worked very hard and made many difficult decisions along the way to get where we are. We moved to Garden Oaks in 2011 with the purchase of our first home. We chose the neighborhood because we fell in love with the quiet, tree lined streets. It is wonderful to see people out walking in the evening while we are out walking our dog. We love how close our community is to all the excitement of downtown while maintaining the quiet nature of a subdivision. I've told you so much about myself because I think it is important to remember that the effected residents of our community are people and not just numbers in a spreadsheet. We are very concerned about the effect the high speed rail will have on all the aspects of our community that we have fallen in love with. Also, my wife and I have worked so hard and made so many sacrifices to purchase our home. It is by far our largest and most important investment. I am scared that a lot of our had work will have been wasted if the construction of this rail destroys the appeal of our community and along with it our home value. | Community Impact |
| 12/12/2014 | Ann Brock                         | I am a small business owner of a flower shop located at 2126 W 34th Street in the Garden Oaks/ Oak Forest neighborhood. It is my understanding that the FRA is planning to place a bullet train just one block behind my shop. I am near the corner of Oakforest Blvd and having a system of this nature and magnitude would be detrimental to the survival of my business. I have been in this location for three and a half years. The building I occupy is over fifty years old and is a part of our neighborhood's history. Currently, we have quaint neighborhood with a lot of history and charm. We are also on the brink of a complete demographic change bringing in more upper to middle class young families who want to invest in our neighborhood and strengthen it. I beg of you to please change the direction of this train! I do believe it is a great idea, but it is not a great idea to place it going through a economically thriving neighborhood and thriving small businesses. Please take this into consideration..PLEASE!  | Community Impact |
| 1/10/2015  | Anne Fruge                        | Wouldn't it be better for Houston to have a light rail system that residents across the area could use to ease congestion, conserve energy, and preserve the some of the most charming neighborhoods in our city? Wouldn't that attract more outside investment, encourage Houston's future growth, and benefit our communities more broadly?<br>Please consider how you would respond (truly respond) if the proposal was to put the HSR through YOUR backyard. How would a train barreling behind your house affect your kids' ability to play? Would your summer BBQ with friends still be any fun if conversation was punctuated with the boom of a train every 15 minutes? How could you possibly spend a quiet evening at home relaxing?<br>In short, it does not make sense to build the HSR along either "preferred route". Current plans will prevent safe, affordable, and centrally-located neighborhoods in the heart of historic Houston from flourishing. In fact, they may possibly destroy the kind of closely-knit communities we should be encouraging to grow. Remember the golden rule, which strengthens the social and economic fabric of our city today and ensures a brighter tomorrow: Treat our homes as you would like yours to be treated.<br>Thank you in advance for your consideration of my letter.  | Community Impact |
| 1/10/2015  | Anne Fruge                        | Please consider the detrimental effect either "preferred route" would have on the quality of life of the residents living in neighborhoods along these routes. Garden Oaks and Oak Forest, for example, are densely populated, residential communities. The train would go through our neighborhoods every 15 minutes from 5:00 AM to 11:00 PM, which would destroy property values and our quality of life because of the incredible amount of noise. The structure to power the train will be 50 feet tall and about 100 feet wide, making the train is taller than two story homes. Again, property values and quality of life (and the right to live somewhere free of eyesores) are likely to plummet. The train would cross streets at street level, impeding traffic by residents--and congestion is getting worse every week due to the ongoing construction frenzy.   | Community Impact |
| 1/6/2015   | Anne Vegsund                      | *I am opposed to the high speed train running through Cypress every 15 to 30 minutes from 5:00 am to 11:00 at night. We have families – young and old who would greatly be affected. This train will affect small and large businesses. It will limit the growth of small businesses and it will limit the growth of suburban life in the Cypress area, resulting in loss of jobs, homes, and causing the devaluation of homes and businesses.<br>*We also have day cares , and 3 high schools ( CyFalls , Cy Woods, and CyFair) that would be hearing this train run every 15 minutes. This would affect all student's learning abilities.<br>• When we moved out here 12 years ago, we looked at the 20 year plan. This was not on the books.<br>• There will be no direct benefit to the Cypress area as this train will only serve those going to Dallas. If anyone in the Cypress area wants to use the train they will have to drive into town. Why not place the train outside of all suburban areas so no homes and no businesses are affected. After all, doesn't everyone commute to the airports? Anyone outside of town that wants to go to Dallas by train will have to drive into town to take it. Placing the train outside of 99 could work nicely, as 99 connects to the Energy Corridor or maybe place the train outside of the Woodlands. People could drive to the Woodlands and take the train.   | Community Impact |
| 1/9/2015   | Annet van Schie                   | A High Speed Rail elevated structure is not appropriate. It is said that the construction, maintenance and operation will all be privately funded. I am sure that other people have communicated about the impact of decrease of property value, risk of losing businesses such s restaurants, dog care facilities, churches etc.  | Community Impact |
| 1/6/2015   | Annette Spychalski                | I am extremely concerned about the proposal for running HSR above the BNSF tracks. This is immediately adjacent to highly populated residential areas, parks, schools, etc. Elevated concrete HSR structures simply are not compatible with residential developments in Houston. They are incredibly disruptive and will undermine the land and property tax value in residential communities which the system will not directly serve. Further, TCR has not provided adequate evidence of addressing safety concerns. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.<br>I urge you to pursue a more appropriate location for the HSR project. Thank you for your time and attention.  | Community Impact |
| 1/9/2015   | Anthony J. Romano                 | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. Specifically regarding the Environmental Impact Statement. Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers. Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.   | Community Impact |
| 1/8/2015   | Barbara Russell                   | This project will impact three members of my family who were born and and raised in the neighborhood. Our homes are located in the 700 block of Sue Barnett in Garden Oaks. One residence backs up to the existing BNSF rail line, the other residence is across the street from this home which means that we will be looking at this intrusive system 24/7. The remaining property is located in Garden Oaks on 24th Street between North Shepherd and Yale Street, two blocks from the proposed system.<br>* This system impacts our entire neighborhood, churches, schools, parks, restaurants and many many local businesses. As we go about our daily lives and visit these places we will be in constant contact with this intrusion on our neighborhoods (Garden Oaks, Oak Forest, Independence Heights, Shepherd Park Plaza to name a few).<br>No neighborhood, regardless of income, should be required to have their homes and neighborhoods destroyed by this proposed system. Mr. Johnson would you want to live across the street from this system and see your home investment and quality of life be impacted so drastically?  | Community Impact |
| 1/6/2015   | Barbara Walker                    | It would be detrimental to our way of life in terms of helping to destroy the natural quiet beauty found here that has been home for in families for centuries such as myself and has become home those seeking refuge from the hustle and bustle of city living.  | Community Impact |
| 10/16/2014 | Barbara Walker - Elected Official | Hi I'm a Grimes County Commissioner and I'm interested in what if any impact this will make on our county and region?  | Community Impact |

| Date       | Contact Name    | Request/Comment   | Comment Topic    |
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| 12/22/2014 | BARTON          | If this route is approved, it will be the destruction of the residential neighborhoods and businesses along that route. Despite my long-standing, strong support for Texas having high speed rail, I am opposed to the Dallas-Houston high speed rail line being that close to a residential neighborhood. The noise from the train and the close proximity of the train to houses, parks, schools, local businesses will destroy the neighborhood. It's bad enough that we are bombarded by noise and cut through traffic from I-45 & 610. No one would ever propose such a route through the elite River Oaks neighborhood if there were existing train tracks so there should be no consideration of such a route through Garden Oaks and Oak Forest either.<br>I do plan to be involved in actions that work toward keeping high speed rail out of my neighborhood or any residential neighborhood. Houston and Texas need high speed rail and the placement of these rail lines needs to be efficient with respect to maximizing rider-ship, connecting hubs of the various modes of transportation, connecting rural and urban areas easily, and keeping HSR within business, commercial and industrial areas of cities.  | Community Impact |
| 1/7/2015   | Beci Carrington | Houston High Speed Rail feedback BNSF line<br>I bought a home in Garden Oaks, section one, on 34th street, a historical Houston neighborhood, for its residential charm. One of the preferred routes would be right in my back yard, and likely I would be forced to sell my home due to easement required for the high speed rail. I am in favor of high speed rail, but believe that this needs to be done with minimal obstruction to homeowners and businesses within Houston city limits. Such a structure completely changes the landscape of the city. Quality of life is forever changed for residents, schools, and businesses along the proposed line if approved.<br>I am at risk of losing my quality of life, being forced to leave my home, and move from the neighborhood I love. My neighbors and their children will be directly impacted as well. We have worked hard to live where we live and have the quality of life we have. What appears to be an imminent decision by private business and the FRA is unacceptable to those along the proposed BNSF line.<br>I would not want a high-speed train in my back yard and I am sure you wouldn't want that for you or your family either.<br>Neighborhoods along the two preferred lines have not been provided sufficient details regarding the decision for these two routes. Period!   | Community Impact |
| 1/6/2015   | Betty Willis    | I chose to live near high voltage lines (not ideal), but did not choose to spend my life savings to live near a rail line   | Community Impact |
| 12/30/2014 | Beverly Laubach | Now it sounds as if the train would absolutely be in our back yard. This is absolutely unbelievable to us and we are deeply concerned about the lack of communication about your project as well as the devastating effect it will have on this developing neighborhood and on our family.<br>If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them.   | Community Impact |
| 12/2/2014  | Bob Arndt       | Also the existing tracks are not that far from some of the schools facilities.  | Community Impact |
| 10/30/2014 | Bob Pohl        | The Winter line runs through the middle of the First ward. Your line would wipe out the Winter street art studios, historical homes, new homes and businesses. The First ward is going through a rebirth with numerous new townhomes, new businesses and a thriving arts district. I believe the rebirth of the First ward is contributing to urban renewal of Washington Avenue, the 6th ward and the downtown area. Also, by placing the rail station (rail hub, rail port) near or in downtown, you will interfere with the City of Houston's fire department maintenance facility, the numerous graves, both marked and unmarked and the historical Elder Street Lofts.<br>A compromise to the above objection, would be a hub/port at the old Northwest Mall, this is centrally located and close to Metro's Park and ride parking. This would eliminate the referenced "last mile" issue and preserve an important historical and vibrant part of Houston.  | Community Impact |
| 1/9/2015   | Bobbie Koen     | Dear TCR, I am furious about the lack of public notificaiton regarding the proposed high speed rail process and routes. The maps that have been provided online appear to be especially small, lacking adequate detail to communicate the actual impact it will have on me and my neighbors. Further, the nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management district located in the potential impact zones. Now there have been two meetings squeezed into less than a week (Jan. 5 and 8), neither of which I could attend due to previous commitments. This is completely unfair and underscores that lack of consideration TCR is giving us. My house backs up to the BNSF railway. We have found them to be tolerable neighbors. While the Texas Central Railway (TCR) states their proposed project will locate in existing corridors, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require freight rail relocation in order to fit within existing right of way. So where does my house and backyard figure into all this? We have no assurance TCR will actually be able to execute relocation of track agreements or maintain existing corridor widths. I vehemently oppose the acquisition of private homes and businesses via eminent domain to complete a private transportation project. <b><u>Please consider the routes available and locate this project where it will not disrupt so many established homes and neighborhoods.</u></b> Thank you.  | Community Impact |
| 1/7/2015   | Bodenlm         | A high quality of life for most of us depends on the pleasant nature of our surroundings. The majority of people living in neighborhoods inside the loop will not be using the rail. .  | Community Impact |
| 1/3/2015   | Brandy Graham   | My family have been residents of Saddle Creek Forest sub-division in Waller-Grimes Counties since 2008. Saddle Creek Forest was established in 2006 and is a rural, gated, acreage sub-division located in both Grimes and Waller Counties on Riley Road and is part of your constituency. Saddle Creek Forrest has over 400 home sites with 60 residences built so far.<br>Texas Central Railway, a private for profit company, is planning to build a high speed rail system between Houston and Dallas. One of the proposed routes would follow a utility high line right of way that goes through our sub-division. This location would cut our community into two sections.  | Community Impact |
| 1/8/2015   | Brenda          | The proposed route through Montgomery County is not acceptable. It will not provide any benefit to this county in either enhancing our lifestyle, or making our transportation between Houston and Dallas easier.   | Community Impact |
| 1/9/2015   | Brenda Hilton   | I am 67 years old and just bought a very expensive town home in the First Ward. I cannot afford FINANCIALLY the impact this project would have on my property and I am too old to make up the loss. I live about 2 blocks south of the proposed BNSF right-of-way. This light rail project will destroy our neighborhood which is a very up and coming area and a part of the art district in Houston. It will significantly negatively impact the value of our property, and provide absolutely no value to those home owners, business owners, and residents that will be impacted.<br>"NO, NO, NO" to this project, we do not want this in our neighborhood, and we will fight this as long as it takes to be defeated.<br>The marketing information provided to the public does not adequately address public concerns. The material shows nice sleek train but does not address my concerns as a land owner such as impacts to my property values, noise pollution, light pollution, construction impacts (storm water, mud, etc.), impacts to surrounding roadways etc. The proposed rail structure is a massive above ground steel and concrete eyesore.<br>The proposed HSR provides absolutely no benefit to my community. This is not an urban transportation project such as a subway or light rail line that reduces traffic congestion within the Houston metro area. The purpose is to transport people from Dallas/Fort Worth and a select number of points in between to Houston thereby having the potential to increase our already congested roadway system in Houston and Harris County. This hurts Houston residents rather than helping Houston residents.<br>These are only a few comments regarding the proposed HSR project. Our feedback is limited due to the lack of information made available to the public and the short time frame to provide comments. | Community Impact |

| Date       | Contact Name      | Request/Comment   | Comment Topic    |
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| 1/8/2015   | Brooke Fernandez  | As a teacher of social studies for 25 years and holder of a Rice University degree in history, I am dismayed by several aspects of the HSR proposal, especially in terms of government supporting this kind of for-profit private undertaking and the potential to disregard the rights of citizens as well as the public good in general.<br>My home backs up directly to the railway on the proposed route through Garden Oaks. Over the past few years, our neighbors in this area have developed stronger ties to one another --- Hurricane Ike seems to have been a catalyst, but organizations since have reached out with events to foster friendly feelings and getting to know one another. I am a proud fifth-generation Texan, and I love the city of Houston with its crazy mix of traditional and cosmopolitan features. While not close to being perfectly harmonious, I do think as a younger city we have managed to capitalize on diversity as a strength worthy of celebration and in our schools and communities race relations seem to be at least gentler than those found in other large urban cities. Our neighborhoods are a place where those tendencies are nurtured - respect for neighbors and community, a sense of responsibility and stewardship of the common good and the value that diversity- in culture, economics, age and orientation- is an opportunity for learning about different ideas. Over the past several years, Houston has actively built up the green areas, maintained our public places such as libraries, and increased the celebrations of various holidays from around the world and celebrations in which everyone can come together.<br>Personally, I feel that the proximity of the HSR would destroy and reverse many of the positive trends occurring in these Houston neighborhoods such as Garden Oaks which is my home. As much as I hate for this to occur in my neighborhood, I feel that I need to make the argument just as strenuously for any residential areas here. I cannot imagine that ANY person reading these comments or involved in creating the HSR would welcome a super rail just outside his backyard or even near his neighborhood. If you would not tolerate living near such a large, intrusive transportation service, I wonder how you can impose it on others in any good conscience.<br>It is naive to imagine that these arguments of such intangibles which cannot be valued in dollars would hold much sway in the decision-making process, but these arguments matter to me and for them I will bring as much pressure to bear in every way I can imagine to fight the construction of the HSR along these routes. | Community Impact |
| 1/9/2015   | Bruce Sanderson   | I cannot believe that this super structure will potentially be built in our community at the cost of our home values, quality of life, and safety of our children. Would you want this in your neighborhood? Would you want to be forced to see and hear this every 15 minutes? Would you want this looming over the parks and green spaces where your children play? I doubt it.   | Community Impact |
| 1/9/2015   | Bruce Sanderson   | And even though this system will not directly serve our community, we will be the ones who have to sacrifice so that a for-profit enterprise can make their money.  | Community Impact |
| 1/5/2015   | C Melgar          | I do not believe urban/freeway infrastructure should be in these residential communities. We don't need increased urbanization in these areas.  | Community Impact |
| 1/8/2015   | Carl Bruce        | I've read the presentation material, and I appreciate the efforts put into the Dallas-Houston High Speed Rail planning so far.<br>I am resident of the Oak Forest neighborhood in Houston (Section 15, near Mangum), and I'm very concerned about the long-term impacts of this utility. I believe there is a very strong possibility of quality of life impact to not only the historic Oak Forest neighborhood and TC Jester Park, but to the other affected residential areas as well.   | Community Impact |
| 1/8/2015   | Carl Bruce        | I've read the presentation material, and I appreciate the efforts put into the Dallas-Houston High Speed Rail planning so far.<br>I am resident of the Oak Forest neighborhood in Houston (Section 15, near Mangum), and I'm very concerned about the long-term impacts of this utility. I believe there is a very strong possibility of quality of life impact to not only the historic Oak Forest neighborhood and TC Jester Park, but to the other affected residential areas as well. As a Houston resident and Harris County taxpayer, I would strongly urge all of the principal agencies to plan an alternate route, possibly Hempstead, I-45 or Hardy.  | Community Impact |
| 1/6/2015   | Carl Willis       | Choosing a quiet high voltage easement to run a high speed rail is an affront to county living, wildlife, ranchers and livestockHSR line will split our subdivision in two since the power easement passes through our subdivision and that easement is being considered as one of 2 options for the rail line  | Community Impact |
| 11/13/2014 | Carla McEachern   | NO TEXAS HIGH SPEED RAIL - "LEON COUNTY, TEXAS" This email is to stress my opposition to the high speed rail passing through Leon County, Tx. It will be of NO benefit to this county and will only have negative impacts on the land and residents within the county.  | Community Impact |
| 1/7/2015   | Carlo Dechiro     | OPPOSITION to Texas Central Railway's Proposed Route through urban neighborhoods. I am writing to you today to express my extreme concern and opposition with Texas Central Railway's proposed routes for a high speed rail through Houston neighborhoods including Garden Oaks, Oak Forest and Independence Heights. My family has lived in these neighborhoods for over 50 years. I am opposed to this project entering dense residential communities such as my neighborhood of Garden Oaks. This rail should not be allowed to enter long-established, densely populated neighborhoods. This elevated rail line with trains running every 15 to 30 minutes 18 hours a day at extreme speeds would be an unbelievable and constant disruption to the numerous schools, churches, homes and businesses that are mere feet off the proposed route and make these neighborhoods and city so wonderful. It would devastate our property values, deter growth and rejuvenation in these communities. It would further increase noise and vibration and severely harm the high quality livability of these neighborhoods that make up this wonderful city. We need your assistance. Please listen to these communities and assist us with alternate routes for this proposed project and make sure this project does not destroy our beloved schools, churches, homes--neighborhoods. There are other routes which would not destroy our neighborhoods, schools and churches. We vehemently oppose this project!   | Community Impact |
| 12/4/2014  | Carol Garnett     | Destruction of our way of life, property values and environment. Go to I-45 if you must but they don't want it either. I agree with every comment made at the Navasota meeting. The bo build alternative is what citizens of Grimes County want.  | Community Impact |
| 1/8/2015   | Carol Madrid      | I am writing to express my concerns about the high speed rail project between Houston and Dallas proposed by Texas Central Railway (TCR).<br>Although I am not opposed to a high speed rail between our two cities, I am concerned about the lack of answers that we have received to our questions. I live in Oak Forest, in Northwest Houston, which will be directly impacted by the BNSF route under consideration. Although the route that will divide Oak Forest is TCR's preferred route, there are better options.<br>I attended two of the informational meetings in which Mr. Robert Eckels discussed the planned rail and answered questions. There were many questions where he responded that he did not know the answer or that studies had not yet been done. I believe that these questions must be answered before this project is approved. Questions that need answers include:  | Community Impact |
| 12/29/2014 | Carol Strain-Burk | ... split counties in half between Dallas & Ft Worth without any benefit to them.   | Community Impact |

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| 12/12/2014 | Carolyn and Saul Melger | <p>According to the Federal Register notice on June 25, 2014, "The primary environmental resources located within the study area that may be affected are: agricultural, residential commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands." Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise along would certainly put them in danger. Why would you choose to put yourselves responsible for such as a potential tragedy?</p> <p>On the TCR website itself, there is a claim: "...desire to avoid densely populated areas will require occasional deviations from current rail and road alignments." So if there is a desire to do so, why is the current favored route right through densely populated areas, such as Garden Oaks and Oak Forest?</p> <p>If this railway is built adjacent to our neighborhood, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even wealthier. Should this route be approved, this would be a prime example of the consequences of forsaking the public good in favor of private greed. Why are their needs superior to the needs of those who live in and around the proposed rail site? Superior to the needs and well-being of the children who are educated so close to the site? We are being sacrificed for a project that sounds good on the surface to the media and those who are uninformed. However, the details will destroy several neighborhoods, and create an impoverished inner city neighborhood that Houston can't afford to have. As a homeowner of Garden Oaks in Houston, Texas, I am writing to express my concern with the proposal of the TCR BNSF1 route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston.</p> <p>If you're unfamiliar with the neighborhood in which I live, it was founded in 1937 and is one of the neighborhoods in which the proposed route would traverse. Garden Oaks is one of Houston's best kept secrets. Nestled among towering pine and grand magnolias, this quaint and architecturally unique neighborhood comprises approximately 1,400 homes. Garden Oaks is one of the few remaining "inner city" neighborhoods where families seek to live. Our families contribute to the Houston and Harris County businesses, rather than moving to a suburb. We are proud of our city and the quality of life we are able to have so close to downtown.</p> <p>While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system, the combined noise and vibration of this elevated train running approximately 17.5 hours a day, any home adjacent to the track would be negatively affected. We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, American Legion Park, Lutheran High North School, Harriet and Joe Foster Family YMCA fields, Waltrip High School, Booker T. Washington High School, Garden Oaks Montessori Magnet EC-8 public school, St. Rose of Lima Catholic School, multiple baseball/softball fields and thousands of homes.</p> | Community Impact |
| 1/9/2015   | Casey Hendrix           | <p>I oppose this High Speed Rail project from Dallas to Houston. The whole project will violate the property owners in every county from Dallas to Houston. I attended the public scoping meeting on Monday December 1st, 2014 in Waxahachie Texas. The meeting turned out to be very uninformative as the representatives of this chose not to answer any of the questions asked by many concerned citizens who fear having their land and livelihoods taken away for the gain and profit of the ones ??? who are behind this project. I see it as a nuisance to our towns, cities, country areas, and current transportation system. It will hinder our daily lives and make our homes and land a place of High Speed Traffic instead of a comfortable place to raise our children.</p>   | Community Impact |
| 1/9/2015   | Catherine Winkler       | <p>I am a home owner in the Oak Forest subdivision in Houston. I am writing you to address my concerns over the high speed rail being proposed to possibly run through my neighborhood.</p> <p>I am living in the house I grew up in and it is all I have. Luckily our neighborhood is going through a rebirth and many young families and professional adults are moving in. Homes are being remodeled or new massive homes are taking their place. Our schools and parks are full of life again and not gangs. You now want to send this huge high speed train through our wonderful reviving community. This should not be about how much money is going to be made but above all about the safety and value of people's homes and lifestyle. Please do not run this train through our neighborhood. There are better alternatives that may cost more initially but would be the right thing to do.</p> <p>It is time to take out the that will cost more and think about the safety and people. This rail line should not be run through any residential neighborhood. It is too dangerous and uncaring for people.</p>   | Community Impact |
| 1/8/2015   | Cathy Stephen           | <p>Please know that progressive efforts to connect Dallas and Houston are very exciting to Houstonians who have business each week between the cities.</p> <p>However, the proposal for the rail line to come all the way INTO Houston is very disruptive to the neighborhood.</p> <p>The sound and visual impact would be a detriment to the growth of our school as we are "on the tracks".</p> <p>Parent concerns for safety are high, and there are no answers yet.</p> <p>Property values in Garden Oaks and Oak Forest have finally gone up with a huge effort to reclaim the neighborhood and reduce crime.</p> <p>I fear that urbanizing this area is a mistake.</p> <p>Could your committee please consider a north side terminal much like an airport?</p> <p>People would drive, park and ride.</p> <p>It would be better for us!</p> <p>Thanks for your consideration.</p>  | Community Impact |
| 1/9/2015   | Cathy Winkler           | <p>I am living in the house I grew up in and it is all I have. Luckily our neighborhood is going through a rebirth and many young families and professional adults are moving in. Homes are being remodeled or new massive homes are taking their place. Our schools and parks are full of life again and not gangs. You now want to send this huge high speed train through our wonderful reviving community. We all know that things happen especially in this time of terrorism. You cannot tell me or anyone else that you are sure there will not ever be an accident from this train.</p>   | Community Impact |
| 12/4/2014  | Cheryl Fugarty          | <p>Number 2, quality of life for the affected residents and businesses;</p>   | Community Impact |
| 1/9/2015   | Chris Collins           | <p>I am writing in regards to the proposed HSR between Dallas and Houston. While I am supportive of rail transit, the proposed HSR route inside of I-610 will have a significant negative impact on Houston communities, while providing minimal additional benefit. Because of the noise impact, vibration concerns, and elevated railway, extending the HSR route inside of I-610 should not be approved. One of the proposed routes would cut directly through our neighborhood of Oak Forest.</p>   | Community Impact |
| 11/20/2014 | Christie Stanford       | <p>I am a land owner in Leon county. I just wanted to express my extreme disfavor in having a train dissecting our land. Leon County residents depend on agriculture as a means of survival, and do not wish for your rail to come into our county.</p>   | Community Impact |
| 1/6/2015   | Christina Windham       | <p>My husband and I oppose the rail that will cut through Brazos and Grimes County. It will negatively impact the way of life we have chosen, our immediate environment, area wildlife and property values for the residents along the rail line.</p> <p>The lifestyle which rural residents choose will be severely impacted by the rail, the noise, the vibration, loss of air quality and corralling.</p>  | Community Impact |

| Date      | Contact Name       | Request/Comment  | Comment Topic    |
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| 1/8/2015  | Christine Adams    | <p>I am fiercely opposed to the Texas Central Railway's two proposed routes for the Dallas to Houston high speed rail project each of which would go through long corridors of Houston residential communities destroying them completely. There has been no transparency to speak of, no genuine effort to consider the needs of Houston or the targeted residential neighborhoods or to consider the comprehensive transportation needs of Houston and Texas. Besides destroying the property values and quality of life for the thousands of families that live and work in these neighborhoods, this project does not address the transportation needs of or serve the best interests of Houston as a whole.</p> <p>An honest or credible person would agree that either of these two routes which run through densely populated residential areas would destroy the quality of life and render property worthless by having a high speed train cutting through these neighborhoods every 15 to 30 minutes from 5:00 AM to 11:00 PM every day of the week. Inside Loop 610 the only type of train that makes any sense at all would be a light commuter rail that would be small, quiet and provide direct benefit to residents impacted by the light rail presence in the neighborhood. Residents in the proposed routes will have no benefit and only a devastatingly negative impact from a high speed train traveling through their neighborhoods.</p> <p>In addition to being alarmed at the poor judgment and planning on the part of TCR, I am also a 30 year resident of Garden Oaks, one of the targeted neighborhoods. A neighborhood established in 1935. I oppose this project because of it would destroy my quality of life and financial security. For most of us, our house is our most valuable financial asset. For me, my house is my retirement fund. This project, if the preferred routes through neighborhoods are approved, will devastate the financial security and quality of life for all us living in the neighborhood - forever. There is no comparable place to where we live now with the same large lots, mature trees, close proximity to work and leisure. And the tight-knit, small town feel of our neighborhood would be gone forever.</p> <p>The Garden Oaks and the surrounding neighborhoods' Renaissance has not come about by chance and luck but from the hard work and financial investments residents made in our neighborhoods. Garden Oaks was not an especially desirable place to live when we bought our home in 1984. It was a risky move at the time. The neighborhood school was barely mediocre. Much sweat equity has been given by many to turn the neighborhood into a place people would want to come to instead of "have to" come to. For example, I was a central player in getting the original Montessori program into Garden Oaks Elementary. The program greatly enhanced the neighborhood by keeping neighborhood children attending their zoned school and bonding the community closer together with a common benefit. That program has blossomed to become a magnet for children not zoned to Garden Oaks Elementary to attend school in our neighborhood - a reverse of the brain drain that was happening prior to the program being implemented. All that will disappear with a high speed train traveling a few short blocks from the school - again, a train that runs through the neighborhood every 15 to 30 minutes from 5:00 AM to 11:00 PM seven days a week. And with all these negatives, the residents of the targeted neighborhoods would receive no benefit from the HSR being in their neighborhood. If it were to be a light rail commuter train that had stops in the neighborhood and could transport people to work and leisure, at least there would be some benefit in exchange for negative consequences. But there are no benefits at all to residents of these neighborhoods. The sweat and financial equity that residents have put into these communities, especially the last 30 years, to turn these neighborhoods into tight knit communities with strong public schools and well kept properties will be for nothing. These neighborhoods are unique for Houston - nice properties with good public schools yet still within close proximity to workplaces and still affordable. They are also unique because our neighborhoods are far more diverse racially, socio-economically, ethnically, professionally and politically than other neighborhoods in urban Houston. Studies of creativity support that contact with diverse people enhances creativity and improves problem solving in groups.</p> <p>These neighborhoods successfully competed with suburbs and prevented Houston from becoming an urban area with impoverished people and very, very wealthy people with most of the working, middle and upper middle classes living in the suburbs. These neighborhoods supply the much needed affordable, high quality neighborhoods Houston needs to maintain it's competitive edge and to make a better quality of life for all Houstonians possible. The property taxes collected significantly contribute to the funding of our public schools and city services. This revenue will disappear forever if a high speed rail is built in these neighborhoods.</p> | Community Impact |
| 1/9/2015  | Christine Adams    | <p>I would love rapid rail. I come from a railroad family and rode the rails as a child. I love the fast rail system in Europe. Sadly, this project as proposed will be a dismal failure.</p> <p>The more I think about this project, the more incredulous I am that anyone would actually think it is reasonable to put these rapid rail routes through densely populated residential neighborhoods. I also become more convinced that important issues have not been adequately considered or addressed meaning that the whole project needs brakes put on it. We need to slow down and form a comprehensive plan that serves the interests of Houston and Texas and not just a few self-interested. untrustworthy investors who will never experience a negative consequence if this project fails.</p> <p>The following are more reasons for my objection to either of the two routes for the Houston end of the train. Even though I am a resident in the targeted neighborhoods, I think that all Houstonians and Texans should be very alarmed at this project having any chance of being approved in its current form. It is certain to be a financial and logistical without significant changes. It also sets a dangerous precedent of the few well connected having the power to destroy the lives of the many not well connected. The often repeated slogan in the novel "Cloud Atlas" was "the weak are meat, the strong do eat." Let's not let that happen in Texas. We are better than that.</p> <p>Here are my additional comments on this project.</p>  | Community Impact |
| 1/9/2015  | Christine Adams    | <p>Second, when the 610 Loop West was built, the homes it negatively impacted were not valuable, revitalized properties or in "one of kind" neighborhoods such as the ones that would be destroyed under the current proposed routes. At that time, the residents of Bellaire who lost homes could have found comparable neighborhoods in Houston where they could have relocated to. For example, they could have relocated to Garden Oaks or Oak Forest that had similarly sized and priced homes. The residents in the neighborhoods of the current proposed routes would not find any comparable neighborhoods. These are unique neighborhoods that are not replicated anywhere. And with the explosion of higher end homes sprouting up in Bellaire, they would never get approval for a highway to cut through Bellaire today. Never.</p>  | Community Impact |
| 1/6/2015  | Christine Crotwell | <p>Opposition Comment to High Speed Rail Through Garden Oaks Residential. I am a resident of Garden Oaks, Section 1 and am writing you in opposition to the proposed high speed rail line with a potential route through my residential subdivision. Texas Central Railway and the other associated private sector parties have ill-informed our community and have basically taken the arrogant stance that their wants are more important than those of the community. I am strongly against this project in my specific living area but also anywhere throughout my community. Garden Oaks is one of the only remaining residential developments within such close proximity to the City's downtown business district that has been able to maintain large lots, beautiful mature trees and peaceful, safe streets for families to grow and develop on. Because of this, our homes and the surrounding neighborhoods have been able to flourish through the years. A project such as the rail line proposed would be a stark and disrespectful contrast to the ideals we hold very dear in our community and, specifically would lower our property values and increase noise and vibration (in great abundance compared to what we already experience with current railroad on 34th). Trains running for an 18 hour period per day, at 15-30 minute intervals is not neighbor we in Garden Oaks wants to welcome. The success of such a project would severely harm the high-quality livability that ours and surrounding neighborhoods have worked so hard to achieve.</p>  | Community Impact |
| 1/6/2015  | Christine Lukin    | <p>Opposition Comment to High Speed Rail Through Garden Oaks Residential. I am a resident of Garden Oaks, Section 1 and am writing you in opposition to the proposed high speed rail line with a potential route through my residential subdivision. Texas Central Railway and the other associated private sector parties have ill-informed our community and have basically taken the arrogant stance that their wants are more important than those of the community. I am strongly against this project in my specific living area but also anywhere throughout my community. Garden Oaks is one of the only remaining residential developments within such close proximity to the City's downtown business district that has been able to maintain large lots, beautiful mature trees and peaceful, safe streets for families to grow and develop on. Because of this, our homes and the surrounding neighborhoods have been able to flourish through the years. The success of such a project would severely harm the high-quality livability that ours and surrounding neighborhoods have worked so hard to achieve.</p>  | Community Impact |
| 12/3/2014 | Christy Lambright  | <p>I oppose any route that would cut through existing neighborhoods. We already deal with noisy freight traffic that shakes our homes. The rail easement is very narrow with homes backing up to the railway.</p>  | Community Impact |
| 1/8/2015  | Cindy Bartos       | <p>I favor the concept of a high speed rail train between Dallas and Houston, but oppose one of the proposed routes that would follow the BSNF rail line - specifically the section that follows W 34th in Houston that borders and bisects the neighborhood of Garden Oaks. A rail line would have a negative impact on the quality of life as it affects the many homeowners, schools, churches and parks that are close to the rail line. I see other options that could allow the high speed rail to exist in a way that would minimize the affects on small communities such as ours.</p>   | Community Impact |

| Date       | Contact Name  | Request/Comment   | Comment Topic    |
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| 1/6/2015   | Cindy Falschlehner  | Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.  | Community Impact |
| 1/6/2015   | Cindy Falschlehner  | We strongly oppose the placement of the Dallas to Houston High-Speed Rail Project running through Garden Oaks. As a resident of Garden Oaks Section One, we have the following comments:<br>Our neighborhoods – specifically Garden Oaks and Oak Forest - are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers. Very specifically my children cross the proposed line on bikes today. I can no longer allow this with high speed rail in place. They will no longer be able to with the proposed route, which makes it very hard to play with neighborhood kids.  | Community Impact |
| 1/7/2015   | Cindy Falschlehner  | Opposition to Texas Central Railway's proposed route through Garden Oaks neighborhood. I am a long time resident of Garden Oaks, a vibrant, tree lined neighborhood in inner-city Houston that we have worked hard to maintain over the years. I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities.   | Community Impact |
| 12/3/2014  | City of Houston Super Neighborhood 22 and Super Neighborhood 12 | Super Neighborhood 22 and Super Neighborhood 12 have reviewed the details and the proposed routes listed below and together issue the following statements:<br>Houston neighborhoods are supportive of High Speed Rail (HSR) which provides sustainable alternative transportation options for Texas.<br>Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>Adding rail traffic every 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.  | Community Impact |
| 1/7/2015   | Clara Timmerman   | Concerns about the utility route:<br>We have beautiful land in the country that has wonderful animal life as well as plant life. First this project will destroy the land where it will be constructed and will threaten to destroy the normal habitat for the animal life. We have many species of birds, deer, fox, bobcats, etc. that will have their ecosystem threatened. The noise level is also a major concern to our environment in this area. Because of our location in the country we have a recreation business that relies on the country environment that city people want to come and relax, get away from the noise and stress of the city atmosphere. We have been always told how beautiful our land is so we developed a retreat for city people to escape their stressful city environment. Now our country environment is being threatened by this HSR project. We feel this is God's country and it is our responsibility to be the custodian to take care of it and give people the opportunity to enjoy Mother Nature at her best. This retreat is priced where middle income people can afford to come and enjoy it and our business is just in infancy stage with great hopes of success and now we have this project as a major threat to our new business. What we are marketing with the new business will be destroyed by HSR. We also raise cattle and know that the noise will definitely be a negative factor in our breeding program along with other negative impacts to our livestock which offers our major income. I have many more concerns about the possible negative factors of this project to our environment.<br>We have lived here and have had made many sacrifices to pay for our land and then to keep our land. Our land offers our income to live here with the cattle industry and recreation industry. We know too that this project will lower the land value greatly; therefore, there are not any benefits to us for this project to invade our part of the country that we love and planned to live here for the rest of our lives and to pass the land down to our children for them to take care of preserving the country life and environment.<br>I know that we are not important for the investors know one thing, money, and it is hard for little people like us to make a difference but I pray that you do not let money be the major factor. I feel that this project will cost so much and taxpayers will end up picking up the debt, tax money is already involved.<br>If you are considering our country environment I do not see how you will allow this monster to come and destroy our land either by being built on or near us. I feel that if the investors are truly interested in congestion on 1-45, and then have them build it on that route. The right away is already in place, of course means more money, well they have it so build it there and do not come and destroy our piece of Heaven in the country. This HSR will not help us at all, there will not be any benefits for us at all but only people in Houston, A&M etc. well put it on 1-45 since that is their excuse to build it. I also feel that the I was in such a hurry that my husband and I forgot to mention that our place is being impacted by the possible Utility Route and I sent earlier comments but forgot to mention that our place is split by Spring Creek and we have much Wetland as certified by NRCS on our place. We have about 15 acre pond that is very important for ducks and any other water animals. Ducks Unlimited has worked with us since we have the perfect habitat for ducks. We know that this project will be a threat to the animal life and so please also consider the possible negative impact to our environment on our place.<br>Again the Utility Route is threatening our land in the country. | Community Impact |
| 12/3/2014  | Coty Meibeyer   | I'm writing to express concern with the proposed High-Speed Railway route that would go through the Houston neighborhood of Oak Forest.<br>I support public transportation, and we have family who live in Dallas who might use the HSR. However, the proposed route through the Oak Forest neighborhood of Houston would be disastrous. Oak Forest is a residential neighborhood. Those of us that live in Oak Forest chose to live here because of the residential character. Unlike many parts of Houston inside the loop, the buildings in Oak Forest are not high. Many houses with currently private backyards would lose their privacy.<br>Please, come visit Oak Forest. Take a walk through the long, peaceful streets (that I walk every day with my dog) and visit our parks, some of which would fall under the shadow of the HSR. This project would devastate the placid, residential nature of our neighborhood.   | Community Impact |
| 1/10/201   | Coty Meibeyer   | I'm writing to express concern with the proposed High-Speed Railway route that would go through the Houston neighborhood of Oak Forest. I support public transportation, and we have family who live in Dallas who might use the HSR. However, the proposed route through the Oak Forest neighborhood of Houston would be disastrous. Oak Forest is a residential neighborhood. Those of us that live in Oak Forest chose to live here because of the residential character. Unlike many parts of Houston inside the loop, the buildings in Oak Forest are not high. Many houses with currently private backyards would lose their privacy.<br>Please, come visit Oak Forest. Take a walk through the long, peaceful streets and visit our parks, some of which would fall under the shadow of the HSR. This project would devastate the placid, residential nature of our neighborhood.  | Community Impact |
| 10/19/2014 | Craig and Vicki Killingsworth                                   | How will this affect the property owners in the direct line? Thanks   | Community Impact |
| 12/11/2014 | Craig Copeland  | The two proposed routes cut through homes and ranches of Texans building a living in rural America. Farmers and ranchers working hard on properties that were intentionally purchased in the country away from bigger cities to life a simpler lifestyle and to have something they can put their heart into. People bought away from big roads and big business.<br>Now a high-speed train is looking to lay a track in my driveway and cut my property in half. I have a ranch where I hunt and where I raise cattle. Your BNSF route would destroy everything I have worked for so long to build. I have put a lot of money and effort and time into building it into something for my family for generations to come. A place so far off the main roads that only the coyotes find me. Now some 36 trains a day would roll through me.<br><br>Can you provide any information on the routes and the accuracy of the pathways? I have spent \$750,000.00 on my ranch and am currently fencing the ranch and putting in game fence to house my animals and building structures. Over the next 2 years I will have more than 2 million in the property.<br>Currently the BNSF Option runs appears to run through the middle of my ranch in its current track in Navarro County down County Road 2230.<br>I do not want to build my home and move my family only to have it destroyed. I purchased land in the middle of nothing, now only to find that a train may run through it.   | Community Impact |



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| 1/8/2015  | Cynthia Schumacher                  | The noise, unsightliness and vibrations alone make it totally unacceptable to me and my neighbors, not to mention the negative impact on our community as a whole. Schools, homes, parks, churches, and businesses will be severely compromised – your project directly threatens our quality of life, in a very dramatic, unhealthy and unkind way, and you take very little responsibility for your actions. PLEASE do not build the HSR in our neighborhoods. Instead look to another route that will not destroy old and thriving neighborhoods. I urge you to do what is right, not what is profitable.   | Community Impact |
| PLEASE do not build the HSR in our neighborhoods. Instead look to another route that will not destroy old and thriving neighborhoods. I urge you to do what is right, not what is profitable. | D Wayne Forster and Janet F Forster | My wife and I write to express our opposition to the construction promoted by Texas Central Railway (TCR) of a high speed railway (HSR) route through the neighborhoods of Garden Oaks, Oak Forest and Independence Heights, and Lindale in Houston, Texas. This route will be constructed along the BNSF Railway easement, north of and parallel to W. 34th St and runs due east/west. This is a section of the overall Dallas-Houston route that is known as BSNF Option 1.<br>Our family has lived in our home on W34th for 27 years. We live about 500 ft south of the BNSF easement. We will be able see and hear the HSR train within our house.<br>We ask that FRA and Texas Department of Transportation deny approval of the above described route through the neighborhoods of Garden Oaks, Oak Forest, Independence Heights and Lindale, and to please consider our objections and concerns in the creation of the Environmental Impact Statement for the Houston-Dallas HSR.<br>We oppose the construction of this segment of the railroad through the above neighborhoods for the following reasons.<br>The TCR HSR train (whether elevated or not) will pass through the above neighborhoods 72 times a day. It will run between the hours of 5am and 11pm, every 30 minutes each way, resulting in a train passing through each neighborhood on average every 15 minutes for 18 hrs of the day.<br>TCR proposes a probable elevated freeway overpass-like railway running above the existing BNSF railway easement. This would result in a massive concrete structure built on top of the existing 5 foot high BNSF railway bed. Total height would be 40 to 50 ft. high including supporting electrical transmission lines for the train. A structure of this nature is more suitable for freeway/industrial corridors, not in neighborhoods. It will loom over the houses and backyards of residents of the neighborhoods.<br><br>For the above reasons, the TCR HSR will make adjacent properties if not uninhabitable, at the very least, result in a profound decrease in the value of homes, the most significant investment of a large majority of the families along the route.<br>Houston, a city which has no zoning, does not need another element which will aid in the destruction of old historic neighborhoods. Houston is legendary for the destruction of these neighborhoods. | Community Impact |
| 1/9/2015  | Damian O'Grady                      | Lack of preparation by the city of Houston to include HSR down existing transportation corridors should not mean that quiet, middle class neighborhoods should bare the cost and make the sacrifice. There are no specific benefits to these neighborhoods and only detrimental effects. It may be pointed out that there is already an existing rail line though our neighborhood. Yes, that is true. It carries a few lumbering freight trains per day with an occasional horn blast. And the traffic on the rail is light. Better yet, we all knew that the train was there when we purchased homes and took the risk. I hope my elected officials agree and push to have any proposed line along existing highways and not through neighborhoods.<br>I am a resident that will be affected by the potential placement of an elevated rail through my neighborhood. The BSNF rail line that runs north of 34th street in Houston has been suggested at the preferred route of the high-speed rail line. I oppose the utilization of this route on the basis of reduced property values in our quiet residential neighborhood, with little/no benefit to the neighborhood itself and no plan for adequate consideration for the compensation to homeowners. With other routes along highways as obvious alternatives, it should not be expected that a quiet middle-class neighborhood bare the sacrifice of additional noise pollution and a massive eyesore.   | Community Impact |
| 1/7/2015  | Dan DuPriest                        | While I believe the high speed rail could possibly ease travel between Dallas and Houston and positively impact commerce, it would negatively impact the residential neighborhoods within the proposed route. The neighborhoods in question are currently trying to revitalize and increase property value along with attracting business opportunities within the community. It would impact families and businesses with noise and emission pollution, not to mention the towering overpasses not to far from homes are imposing. Construction would cause major congestion and again, major noise pollution. I could not imagine a train passing by my home every 15 min! Is the idea of building along an already existing trans route such as at I45 or the Beltway an option?  | Community Impact |
| 1/5/2015  | Dana Gerard                         | It is my hope the High Speed Rail does not follow the BSN rail line for many reasons. First it would most likely drop the value of my home and the surrounding neighborhood at a time when the neighborhood has begun to spring back to life. Having sunk most of my life savings into keeping my home and its value in the neighborhood up to standard only to have an elevated 40 foot high rail line running right down the street will bring down that home value. If it were decided to run the rail on the ground through the Tidwell corridor near Antoine it would make an already congested intersection a nightmare. Running every 30 minutes my neighbor's backyard life will be destroyed as well as their property values.<br>I also coach at Lutheran High North on 34th street. I have no doubt this move will impact the playing fields of the school in a way that will destroy the school's draw to the community in terms of small school education where a child can play all sports. These fields are critical to the life of the school; particularly a school that has impacted thousands of lives up to now and will hopefully continue to do the same for many decades to come.<br>It is my belief that while many will profit off of this rail line, there will be many neighborhoods that will lose years of invested money in home values. It is my hope that the Commission finds a different route that would impact fewer people economically.<br>Economic Reasons- HSR does not create much new development; it merely redirects development from one area to another.   | Community Impact |
| 12/4/2014   | Darrell Bushman                     | General: In case my intent is not clear below, I am NOT IN FAVOR of this project. My property at Roans Prairie would be severely impacted as the rail line would pass over and along the east property boundary, and it is also one of the likely locations for the intermediate station. My family runs cattle on the property, we fish in the four ponds there, and we also deer hunt there in season. We also go out several times a year to view the various meteor showers. This life for us, and for others along the rail line, would come to an end if this railway project is built.  | Community Impact |
| 1/6/2015  | David and Linda Cato                | Many homes would not be able to be enjoyed due to noise, access and traffic issues. The quality of life for thousands of people throughout the state of Texas would be severely impacted. Just one example would be a neighborhood that we have bought property to build a home, Saddle Creek Forest in Grimes County. It is a quiet gated community which would be divided by the railway going through it. The railway would run along side of the main gated entrance and next to a park over the lake. It would also be located in the back yards of a number of property owners and within a few hundred feet of the community pool. This railway would destroy the personality of the community, the property values, and the property rights of quiet enjoyment with absolutely no benefits to the owners.  | Community Impact |
| 12/4/2014   | David J Machac                      | The last person killed by indians in Grimes County was in sight of the hill my dwelling is built upon.<br>If the train indeed routes over/through my dwelling, me and my family will be the endangered species displaced.  | Community Impact |
| 1/6/2015  | David Markell                       | We recently purchased property and are currently building a home in Waller County. I have been informed that there are now plans to put the high speed rail lines right through the middle of our subdivision, Saddle Creek Forest. I would respectfully request that these lines not be run in this area.<br>This home is to be our final home in what is now a quiet, rural gated community. Please don't disrupt this serene neighborhood with HSR traffic.   | Community Impact |
| 12/4/2014   | David Tullos                        | It's going to destroy our ... way of life...   | Community Impact |
| 1/9/2015  | Debbie Nelson                       | Do NOT place this HSR in Cypress. The idea that you are even considering this without holding meetings here in Cypress to hear our views is appalling. We choose to live out here for the quieter environment, away from the noise and pollution of downtown. Do NOT bring something as disruptive as HSR to this community! We will fight this every way that we can, now that some of us have finally found out about it. We will be rapidly spreading the word.   | Community Impact |

| Date       | Contact Name           | Request/Comment  | Comment Topic    |
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| 1/5/2015   | Debbie Strang          | I am sending this letter as a plea to consider the alternative routes for the High-Speed Rail from Houston to Dallas. I am in opposition of the High-Speed Rail that has been proposed by Texas Central Railway along the BNSFI route.<br>I have lived in Candlelight Oaks Village since 2002, in Houston, Texas; a small quiet neighborhood that borders the BNSF 1 route. The construction of TCR along the BNSF 1 rail line would have a disastrous impact on private property values, increase noise pollution, decrease the quality of life, and general property rights.<br>There are numerous schools, churches and shopping centers that border BNSF 1, these important public buildings will also be affected by the bullet train. A loss of these institutions would be devastating to the community. A recent phone poll of 5,000 households, taken by Concerned Citizens of Oak Forest, shows that only 10% support the idea of HSR in the neighborhood, while 62% oppose.<br>Subdivisions in Northwest Houston have seen an explosion in property values and are in high demand. HSR running through or along these subdivisions will cause the values to decline, leading to a decrease in tax revenue. Residents do not know what this will do to nearby properties? Will homes be demolished? Will parts of residents' lots be taken for the right-away?<br>People work hard to buy a home, pay for it, and hope to retire. If this railway is built in neighborhoods, the value, livability, and accumulated wealth will be worthless. This does not only affect the homes bordering the rail line, but those of the entire neighborhood. When one cannot sell their home or it is destroyed, then the property values will decrease throughout the community.<br>The HSR will be elevated 18 feet above the existing track, plus the cars, would dwarf any home close to it. In my opinion, aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed. Such infrastructure will undermine the land and property tax value in the residential communities. There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes, schools, churches and businesses near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. | Community Impact |
| 1/9/2015   | Deborah Morris         | Your proposal is woefully inappropriate for Houston residential neighborhoods. Houston neighborhoods will fight back against this intrusion until plans are developed to reroute or terminate this line in a more appropriate right of way.  | Community Impact |
| 1/7/2015   | Dennis Paul Reed       | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.  | Community Impact |
| 1/7/2015   | Dian Austin            | There is so much wrong with this nonsensical proposal to place a high speed rail route through densely populated residential areas within feet of homes, schools, churches, recreational areas, and small businesses serving the neighborhood, it is hard to know where to start. No honest or credible person would say either of these two routes which run through densely populated residential areas would not destroy the quality of life and render property worthless by having a high speed train barreling through our neighborhood every 15 to 30 minutes from 5:00 AM to 11:00 PM every day of the week. I myself would never buy a home in a neighborhood with a high speed rail system.  | Community Impact |
| 1/8/2015   | Diana Endris           | In addition, we have all invested a lot of our hard earned money into creating this quiet environment for both owners and our beloved horses. A high speed rail will affect our property values, create noise pollution, and be displeasing to the natural surroundings. Please reconsider the proposed route that will affect so many home, property owners, and communities. Please keep us posted   | Community Impact |
| 1/7/2015   | Diane and Fred Simmons | I attended Monday night's (January 5th) meeting in Houston to hear Robert Eckels' presentation on HSR.<br>My husband and I are definitely opposed to this rail project coming through our neighborhood areas. Our property values would decrease while noise and this massive infrastructure in our area would NOT benefit any residents or small business owners who would be affected. Eminent domain is an ugly consequence of a project this size and scope. No one will know or can confirm at this time how much of a problem this HSR could present. Too many questions at Monday night's meeting were unanswered.<br>Robert Eckels dodged a lot of residents' questions and deferred them by saying "the engineers are working on those issues." No engineers with Texas Central Railway were present at the meeting. Who in their right mind can say that this monstrosity is compatible with residential developments?<br>Robert Eckels and his associates are ONLY interested in making a big profit off the backs of others. At the meeting the other night, one resident "heckled" him by asking him why it wasn't going through his Houston neighborhood. Of course, Robert Eckels ignored that question.<br>We will stand with our community neighbors and fight this HSR in our area.  | Community Impact |
| 1/8/2015   | Diane Kemnitz          | Please do not route this train in this area (34th and Ella). Thank you for your time and consideration.  | Community Impact |
| 1/7/2015   | Donna Henson           | I attended the meeting in Garden Oaks on 1/6/15 and have many concerns for property owners and area residents where the 34th route is proposed. The new home construction in Garden Oaks and Oak Forest has already increased traffic in the area and running a bullet train down or near 34th is going to create a further disruption of traffic flow for residents trying to get to the freeway.   | Community Impact |
| 11/10/2014 | Dorothy Parungao       | I spent my entire life savings buying this beautiful piece of property. This property is very peaceful and quiet, perfect for our retirement place. We are currently under construction and building a nice place for me and my husband to retire to. Now we get news that this bullet train is coming through our backyard. What a disappointment since we are heavily invested in this property. The serene tranquility that we fell in love with when we first visited this property will soon be poisoned by the roar of the train every 30 minutes. We as landowners in that area do not benefit from this rail system at all and have to "accept" all of the negative impacts of this high speed railway. This railway will disrupt our quiet and peaceful way of rural life. We have chosen this way of life to escape from city life that, frankly, we are tired of. Because I live in the area right next to the utility easement and I am considered a high impact landowner, can I take legal action for diminished value of my property through inverse condemnation? The property will certainly be worth less as no one will want to buy a piece of property that is next to a raised high speed rail line. Would YOU buy a piece of property located next to a bullet train that runs past every 30 minutes? Probably NO!<br>I know this is a "not in my backyard" view, but when you spend your ENTIRE life savings on something you really don't want it in your back yard, PERIOD!   | Community Impact |
| 12/3/2014  | Douglas Miller         | Most people in Grimes County either grew up in the country and stayed or moved here for the peace and quiet. Property values throughout the county will be lowered, not just on the properties that carry the trains. High speed rail will not benefit anyone other than the few in Dallas, Fort Worth, Houston, and the company that runs it, although we're not sure who that company is going to be. It certainly will not benefit Grimes County. It will only have a negative impact. With a power line, landowners can still use the easement. With rail, landowners are blocked out and often surface is rendered unusable with no egress or ingress for people or animals alike. High speed rail cannot afford to elevate the trains and the entire distance of Grimes County, residents will have access problems on every piece of property.  | Community Impact |
| 1/4/2015   | Dr. Shanan Roth        | There is no benefit, financially or otherwise, for the citizen's of Ellis County, who are directly, and adversely impacted by this proposed HSR. This project serves only to adversely impact the citizen's of Ellis County, and is unnecessary given easy, affordable, and regular daily flights and adequate highway access to and from Dallas and Houston.  | Community Impact |
| 1/7/2015   | Dustin Kerr            | No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood. In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood. No information has been provided regarding clean energy sources that can and/or will be used for the HSR.  | Community Impact |

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| 1/6/2015   | Ed and Sue Walmsley Amash                                     | As a resident of Garden Oaks and living one block away from where the proposed railway would come past our home, I am totally against this project coming through our quiet and long established neighborhood. Of particular concern is the disruption this would cause both immediately with construction and for the long term. The idea of a 40-50 foot structure supporting a high speed rail going right through our neighborhood every 15-30 minutes would totally destroy the character of one of Houston's older neighborhoods. The sound and vibration disturbance would greatly affect the quality of life here. This proposal does not directly serve our neighborhood in any way while it diminishes our property value. This in turn would erode the neighborhood over time, when the goal should be to continue to improve it. By lowering the values, you will lower the quality of life, tax revenues, and drive out concerned citizens who uphold the community. The limited width of the easement here cannot even support this in my opinion. For the homes that back up to the easement, they would literally be underneath this huge, high structure. It is unclear about how the easement area would be widened. What effect will this have on the tall pine and oak trees we have in our neighborhood and the ecosystem it supports directly adjacent to the proposed route? Taking public land for a private venture also concerns me greatly as there would be little incentive to minimize the impact. This proposal is a bad idea and needs to be scrapped. This rail system needs to be constructed along routes that do not disturb existing neighborhoods. There are existing ways to do this, even it if means commuters might have to do a bit of travelling to get to the endpoint. | Community Impact |
| 1/7/2015   | Eddie Battenfield   | I am a resident in Garden Oaks along the path of the proposed railway. I am firmly against this route coming through our neighborhood, I am a long time resident and have seen the surrounding area come full circle. My family has and will continue to grow up at the park right next to the route, we go to church at St rose on the route as well and play sports at the YMCA on the route that backs up to the route. I hope that you will consider a more industrial route and not the path through the long list of neighborhoods churches and schools that will be affected. I would think if you were living a few blocks from this proposed route as my family and I do you would be opposed to this as well. I hope that the team will vote for the industrial route to downtown Houston, I do believe in the project but not this route disrupting our quality of life and the barrier that this will it will create in our section of our neighborhood.   | Community Impact |
| 1/7/2015   | Eddie Battenfield   | I am a resident in Garden Oaks along the path of the proposed railway. I am firmly against this route coming through our neighborhood. I am a long time resident and have seen the surrounding area come full circle. My family has and will continue to grow up at the park right next to the route, we go to church at St rose on the route as well and play sports at the YMCA on the route that backs up to the route. I would think if you were living a few blocks from this proposed route as my family and I do you would be opposed to this as well. I hope that the team will vote for the industrial route to downtown Houston, I do believe in the project but not this route disrupting our quality of life and the barrier that this will it will create in our section of our neighborhood.   | Community Impact |
| 12/8/2014  | Eddy Roberts  | It seems that if there are two viable options, it should be an easy choice to avoid building in highly populated neighborhoods as it will certainly diminish the quality of life for residents in the area and will impact real-estate values and desirability for the area. I am proud of my neighborhood and I know many people in these surrounding areas. There is great concern from the people I've spoken with and I agree that building through the neighborhood is a terrible idea.   | Community Impact |
| 1/8/2015   | Elaine Rachac   | At what price do you put on our county environment, our animal life, our investment in buying, preserving and enjoying life in the country? Please destroy this monster.   | Community Impact |
| 1/6/2015   | Elected Official - Ellen R. Cohen, Houston City Councilmember | As the Houston City Council Member representing District C, I write today to express my concerns regarding the currently proposed routes for Texas Central Railway's proposed high-speed rail line connecting Houston to Dallas. Portions of both proposed routes are located within District C and stand <u>to directly impact the quality of life of my constituents.</u> Per the map of the project for Harris County, provided by the U.S. Department of Transportation and Federal Railroad Administration, "BNSF Option 1" is adjacent to the neighborhoods of Oak Forest, Mangum Manor, Shepherd Forest, and Garden Oaks within District C. The "Utility Alternative" is similarly adjacent to the District C neighborhoods of Coltage Grove, Woodcrest, Weslwood Grove, West End, and First Ward.  | Community Impact |
| 1/6/2015   | Elisa Cuellar   | I am a resident of Garden Oaks Section one, having lived here for twenty five years. One of the biggest benefits of this community is the large treed lots and sense of living in the country. That will be taken away with them introduction of a high speed train that is elevated and will be clearly visible and heard from every house in Section One. People in this neighborhood have been consistently putting increasing money into their homes. That investment will be lost because our homes will loose tremendous equity value. This is a wonderfully mixed community with young parents living next to singles and the elderly. We all walk in the neighborhood and exercise and play tennis in the park that would be immediately adjacent to the proposed train route. Were this train to go through our community it would split the neighborhood in half and be immediately next to the two parks in which our children play. This train would cause irreparable financial and community damage. I strongly urge that you route this train so that rather than going to downtown it stops at the Northwest Mall. It's route would be through an industrial area rather than a thriving urban community, revitalize an area of town that has been in decline and take advantage of much cheaper land.   | Community Impact |
| 1/6/2015   | Elisa Cuellar   | This is a wonderfully mixed community with young parents living next to singles and the elderly. We all walk in the neighborhood and exercise and play tennis in the park that would be immediately adjacent to the proposed train route. Were this train to go through our community it would split the neighborhood in half and be immediately next to the two parks in which our children play. This train would cause irreparable financial and community damage.  | Community Impact |
| 1/9/2015   | Elizabeth and Ben Fairchild                                   | We do not support building the HSR through the inner city of Houston, through our diverse, growing, historical neighborhoods. We suport SN22's comments.   | Community Impact |
| 12/8/2014  | Elizabeth Carver  | I received your contact information through my Super Neighborhood website. My husband and I live next to the BNSF line that is one of two alternatives for the high speed rail line from Dallas to Houston. Currently, a freight train uses the line just a few times a day. If the HSR were to run along the BNSF line on 34th street, it would pass through much more frequently and significantly change the prevailing quiet nature of our neighborhood. For this reason, we do not support running this rail service. If the project proceeds, the Utility Corridor option appears to have scored much better on environmental considerations and be equivalent in financial considerations so should be the lead case. Please help to ensure that the implementation of this project has the lowest impact possible on the people and neighborhoods along its final route.   | Community Impact |
| 12/29/2014 | Elizabeth Long  | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD. I urge serious consideration of following freeway corridors with this infrastructure, as freeways have already carved out a large footprint in the city, and it seems foolish not to take advantage of that existing presence.   | Community Impact |
| 1/6/2015   | Elizabeth Newton Hayes  | I live in Houston near [sic]. I can see the current east-west train tracks running north of highway 610 from our kitchen window. Currently, we can feel and hear when trains pass by! Therefore, I'm very curious to know what the plans are for laying new HSR lines, the impact to our neighborhood, the noise expected from the trains, and other effects (such as changes to our home value) if the HSR does come through this neighborhood (which by the public meeting slides, seems very likely).   | Community Impact |
| 12/4/2014  | Elizabeth Robinson  | My husband and I looked and looked for the perfect place to raise our family. We searched for a peaceful place where we could enjoy the peaceful, country life. We built our forever home after a lot of dreaming and planning. Since moving in, we have spent more time, money, and effort making things just right. There is no amount of money, no "fair" market value for our HOME. A high speed train barreling through every 30 minutes is a nightmare. A heartbreaking, devastating nightmare.  | Community Impact |
| 1/8/2015   | Elizabeth Vargo   | One of the primary proposed routes cuts directly through my neighborhood. I have lived in Oak Forest for the past nine years and I love it. Oak Forest is presently being revitalized through remodeling and building of new homes. The proposal to put HSR on grade would dramatically impede traffic/biking/walking through the neighborhood and cause disruption and loss of income for many small businesses which are vital to a vibrant community.   | Community Impact |
| 1/8/2015   | Elizabeth Vergo   | One of the primary proposed routes cuts directly through my neighborhood. I have lived in Oak Forest for the past nine years and I love it. Oak Forest is presently being revitalized through remodeling and building of new homes. The proposal to put HSR on grade would dramatically impede traffic/biking/walking through the neighborhood   | Community Impact |

| Date       | Contact Name               | Request/Comment  | Comment Topic    |
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| 1/9/2015   | Erin Borstmayer            | When I first heard about the Dallas-Houston High-Speed Rail Project, I thought it was a great idea. We have friends that live in Dallas and it would make their lives much easier if they could just hop on a train instead of having to drive to Houston. Plus, as an NHL fan, it would make it much easier for me to travel to Dallas for the weekend to catch a game. However, I was deeply disturbed when I learned that one of the routes under consideration is through my neighborhood in the First Ward. We only moved to the First Ward 5 months ago, but in that short time, have really come to love the sense of community, history, and culture found here. It is depressing to think that this could all be destroyed by this rail line. In addition, one of the reasons that we bought our house was for the view of the downtown skyline from our roof terrace. If the proposed rail line through the First Ward is built, it would completely destroy our view, instead giving us a view of an elevated rail line. It breaks my heart to think that this could happen. I am a first-time home owner, and we sought long and hard before finally deciding on this location and building our dream home. This rail line will destroy our home value and the beauty of the neighborhood. Running the line down the Union Pacific rail track that runs through the Washington Avenue corridor, which I understand is your preferred option, will be highly problematic. The available information indicates that an 80-foot right-of-way is required. The existing right-of-way is much narrower than that. In the First Ward, where it runs right down the middle of Winter Street, it's approximately 24 feet. But acquisition of additional right of way would decimate the properties on either side of Winter Street. I am deeply concerned about the negative impact that the rail line would have on the following features of our neighborhood: | Community Impact |
| 1/6/2015   | Erin Palkot                | I am writing in complete opposition to the proposed elevated high speed rail being build on the current freight lines / BNSF lines through Super Neighborhood 12. I live halfway down a block that is near the proposed train tracks, and I am deeply worried about the impact of this HSR in our highly residential area. I do not oppose mass transportation but am dismayed that the one of the two options being currently presented goes through an existing neighborhood while the second, down Hempstead Highway, goes through a very industrial area and should be the most preferred route.<br><br>Questions about the electrical grid, impact on slab foundations, clear data around population growth in Dallas with actual citations, speed through the neighborhood, safety standards and records, and safety structures are all unclear and were not answered last night. Without clear answers as to what it will do to property value, traffic, noise, impact on home foundations, etc, making this decision and moving forward in this area is unconscionable. I can't believe that a billion dollar project that has moved this far doesn't have the answers we seek either last month, this month, or before the decision is made.  | Community Impact |
| 12/25/2014 | Eugene and Delmy Karagodin | Our Oak Forest community is prepared to sue to block the construction of the proposed Dallas - Houston High Speed Rail thru our area for the following reasons.<br>(1) Erecting highway architecture thru a well-established residential community will cause irreparable damage to the community.   | Community Impact |
| 11/14/2014 | Evan Michaelides           | Running the line down the Union Pacific rail track that runs through the Washington Avenue corridor, which I understand is your preferred option, will be highly problematic. The available information indicates that an 80-foot right-of-way is required. The existing right-of-way is much narrower than that; in the First Ward, where it runs right down the middle of Winter Street, it's approximately 24 feet. But acquisition of additional right of way would decimate the properties on either side of Winter Street. I am deeply concerned about the negative impact that the rail line would have on the following features of our neighborhood:<br>The High First Ward Historic District. The edge of the district lies half a block from where the proposed line would run.<br>Winter Street Studios. This large building, a repurposed former commercial structure, holds dozens of artists' studios and frequently serves as a venue for community events. Its location on Winter Street places it directly in the path of the proposed project.<br>The Washington Avenue Arts District, which includes the First and Sixth Wards and through which the proposed line would run, is recognized by the State of Texas as a cultural district. It boasts some 250 creative studios located within a half-mile radius, a concentration believed to be the highest in the state.<br>The building boom in Houston has seen many new residences built in the First Ward. Some structures back up to Winter Street; others rely on it for access.<br>Looking beyond First Ward, all the neighborhoods along the proposed east-west route inside the 610 Loop, which essentially follows the Washington Avenue corridor, are likewise highly dense and have seen considerable new building and investment in recent years.  | Community Impact |
| 1/8/2015   | Frances Rose               | Please not through my neighborhood. I am an 85 year old woman who has lived in my home next to the railroad tracks (Independence Heights) for over 50 years. The building of this railway with the congestion and additional noise will make it unbearable. I live here. Please let me do it in peace.   | Community Impact |
| 12/2/2014  | Frank Comly                | I'm also a resident of Saddle Creek Forest. And, once again, it is an equestrian community. We moved out there so we could have horses, so we could have acreage. And now we have this coming up. The utility option cuts through north and south right through Saddle Creek Forest. And, as Terry mentioned, it's adjacent to a couple of our recreational areas and parks and across a lake. The equestrian trail also goes around the perimeter of Saddle Creek Forest. That will be cut off, and we'll no longer have use of that.   | Community Impact |
| 10/27/2014 | Fred Davis                 | This project is very harmful to rural landowners and probably small towns.   | Community Impact |
| 11/23/2014 | G Leiman                   | This will have a major impact on our neighborhood and property values. While I support this idea, as God knows Houston needs to focus on alternative ways to move the public around, this proposed route should not be considered as it will impact a Residential area. I live on W 43rd St in Oak Forest. My home is located near [sic]. Please consider other options or routes that will not impact residential areas. Thank you for your consideration in this matter.   | Community Impact |
| 1/4/2015   | G.R. Dushan                | First Ward is a developing, growing area of residents, small shops and businesses. People here do not want this running through their neighborhood!!   | Community Impact |
| 1/8/2015   | Gary Gray                  | Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers. Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subject to an exponential growth in freight traffic along those lines during the past decade. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Community Impact |
| 11/19/2014 | George Chen                | I am not opposed to progress. I do understand that population in Texas is growing rapidly especially in the major cities. However, I live right on the utility alignment where the HSR is going to run right through and devastate our neighborhood Durango Ranch. I understand that this route was chosen on the basis of cost to build and least impact to private land owners, etc. I also understand that this is just the beginning and other proposed HSR lines can be built in the future connecting other major cities in Texas.   | Community Impact |
| 12/4/2014  | George Chen                | It will devastate our neighborhood, effect our quality of rural life, and we stand to gain nothing from having the HSR line. Land with no access, problems with emergency services, school bus routes, and the like. This is bad for us, and I implore you, if you must build this HSR, build it on I-45 corridor. It makes the most logical sense!  | Community Impact |
| 1/9/2015   | George Craig               | As a Native Houstonian that grew up in the Bellaire area, I see the Oak Forest Area as Bellaire once was in the early and mid 1990's. The majority of Bellaire has transitioned to a higher income neighborhood with multi-million dollar homes. The same thing is occurring here in Oak Forest and again I cannot believe that anybody would risk damaging this growth. Most families in this neighborhood will be forced to move outside of Houston, out of the County, and everyone knows what will go with that. You must consider other routes!   | Community Impact |

| Date       | Contact Name    | Request/Comment   | Comment Topic    |
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| 1/8/2015   | Geraldine Cox   | <p>Your recent presentation in Jewett was intentionally vague and/or misleading regarding the county roads and FM roads that would have to be permanently closed for either alternative. At least the BN option goes parallel to an existing train track, which has existing grade-separations at major highways like Hwy. 79. The Utility Alternative follows a minor below-ground pipeline (not an above ground utility or an existing rail line like the other) and is essentially a completely new intrusion into a quiet rural area. The noise, road closings, and property divisions caused by this option would cause significant harm, which could at least be minimized by following an existing transportation corridor like the BN railroad or IH 45.</p> <p>Have you done a study on the economic impacts of having hundreds of rural farms and ranches partitioned by a deer/hog/cow-proof rail embankment and fence? Will the mostly elderly and low-income property owners be compensated for land that they and their livestock can no longer access? Does environmental justice matter? Following an existing transportation corridor would at least reduce these impacts, since the damage there was done years ago.</p> <p>Your "Utility Alternative" crosses a large area of reclaimed lignite mine, with 100 – 200 feet of constantly settling mine overburden to deal with. Is this still-unstable subgrade really where you want to put a 100 mph bullet train?</p> <p>If you'll do some digging, you'll find that the mine was configured as it is in order to avoid some populations of Navasota ladies-tresses and other rare species that your greenfield/utility alternative would likely hit.</p> <p>Will you compensate landowners for ongoing lost income from grazing/cows? If my 200 acres is crossed by the line and you don't build a livestock underpass (which you said you won't do except at major roads), then the severed 100 acres has been subject to taking by the government, and my cow-calf operation is suddenly decimated. Will you pay yearly payments to folks who depend on income from agriculture and no longer have access to their lands, or have to sell part or all of their herd? Taking land and reducing or eliminating cattle carrying capacity is just like buying out a business—you can't just treat it like a one-time commodity payment. How do you intend to address impacts to rural businesses in your EIS?</p> <p>I want to be informed of all future public meetings and decisions.</p> <p>Again, this project benefits traveling Houstonians and Dallasites. It is an unwanted and extremely negative intrusion into my rural lifestyle and that of my neighbors. Please kill the project, or at least drop the Utility Alternative and come up with realistic options using currently disturbed transportation corridors.</p> | Community Impact |
| 12/28/2014 | Gerard Johnson  | <p>I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.</p> <p>I believe that the current focus on having the line terminate in Houston's Central Business District (CBD) is misguided. The CBD is only one of several commercial centers in Houston, and relatively few Houstonians live there; instead, it's a fair guess that most of the target ridership is concentrated west and/or northwest of town. Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.</p> <p>The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.</p>   | Community Impact |
| 12/2/2014  | Gillian Cawte   | <p>I am a homeowner in the Saddle Creek Forest community. And one of your plans locates the path of your HSR train going directly through our gated community, effectively cutting it into two sections. There are detailed and well-researched studies from Japan, Germany, and Australia, which is thinking of building one of these railroads also, which report on the social, structural, and health problems caused to communities along their route by the regular and inescapable noise and vibrations with the passing of each high-speed train. My neighborhood, Frank, has given you figures on that, on how many trains will pass in a day. These Japanese trains being researched are comparable to those proposed for Texas. A Japanese study notes that, subsequent to becoming operational, these high-speed trains are causing, to quote the Japanese study, serious social problems in communities and dwellings along their route. These problems are so serious that a number of technical studies have been commissioned which were originally intended to make recommendations about what could be done to alleviate the problems. However, the studies are demonstrating that the cause is inherent in the basic way high-speed rail functions. And the resulting structural and health issues can neither be stopped from happening nor treated. It should be inconceivable that high-speed rail would be proposed to run through Texas communities when the health and other associated problems for communities being along such a long in Japan are so well researched and documented. In Japan, they already regret introducing high-speed rail because of the awful socioeconomic problems beginning to manifest themselves. Why would Texans want to build problems for ourselves when the warnings from other countries enable us to avoid building a rail line which would only benefit a few people in a couple of cities and destroy the lives -- and destroy the lives of communities through the state.</p>   | Community Impact |
| 12/1/2014  | Gina Greenslate | <p>Opposed to Texas Central Railway BNSF1 proposed route. As a homeowner of Garden Oaks in Houston, I am writing to express my concern with the proposal of the Texas Central Railway BNSF1 route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston. If you're unfamiliar with the neighborhood in which I live, it was founded in 1937 and is one of the neighborhoods in which the proposed route would traverse. Garden Oaks is one of Houston's best-kept secrets. Nestled among towering pines and grand magnolias, this quaint and architecturally unique neighborhood comprises approximately 1,400 homes. I ask you...would you want an elevated train running behind your home and property? Constructing a rail line through this area would disturb the community and undermine our quality of life.</p> <p>I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, taking of private property to expand the existing railroad tracks, safety and financial issues. We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, Lutheran High North School, Harriet and Joe Foster Family YMCA sports fields, Waltrip High School, multiple baseball fields and thousands of homes. We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?</p> <p>I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable alternative routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods.</p>  | Community Impact |
| 12/3/2014  | Gina Greenslate | <p>I'm one of those homeowners in Houston, who believe it or not, unlike you may be led to believe support this project, we do not. I, like I like, Donald live along the BNSF line near 34th Street, and your 18-foot elevated train would abut our neighbors' backyards and undermine our quality of life. So let me start by first asking you, would you like to have an elevated 18-foot train behind your property? So we're participating. I urge you to listen to our reasonable concerns. We don't understand the need for this project. Honestly, we can understand the need the reduce to reduce vehicular traffic, but that's not going to happen in Houston or Dallas. People will still have to get into a car to move to their final destination. You know, obviously, you're talking about destroying our peace of mind, our families, our houses that we worked so hard to pay for and that we pay taxes on. We believe they're viable routes, commercial districts. Such as Hempstead Highway, Hardy Toll Road, and 45 North. That should be on the table and they are not and you've already made the decision by saying you're only looking at these two routes. I know the BSNF has hazardous liquid pipeline that parallels us in our neighborhood. I want to know what provisions are being made to build this 18-foot elevated track over that existing pipeline. No one's talked security, safeguarding these tracks. I know the airports, they have the Department of Homeland Security and TSA. We pay fees for those. I haven't heard one mention of security. It just doesn't seem to jive with what you website says. It says you have a desire to avoid densely-populated areas. Going through the middle of Houston isn't going to allow you to do that. Thank you.</p>  | Community Impact |

| Date       | Contact Name                          | Request/Comment   | Comment Topic    |
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| 1/9/2015   | Greg Lukin                            | I am writing to express my concern and opposition to the proposed construction of any (elevated or non-elevated) high speed rail system (HSR) along the BNSF rail line ("BNSF with Option 1" route) by Texas Central Railway (TCR). We ask that our opposition, comments and concerns be made part of the official record, considered in connection with the environmental impact study and considered for all other relevant purposes. We specifically request that the FRA and The Texas Department of Transportation not approve the "BNSF with Option 1" route due to the impact on the community and environment of a well-established and few remaining residential neighborhoods in close proximity to downtown.<br>My wife and I purchased our first home, originally built in 1938, in the Garden Oaks subdivision, as it was one of the few truly residential neighborhoods within a short drive to downtown. Our home is a one block from the proposed HSR "BNSF with Option 1" route. Constructing and running this HSR inside Loop 610 would have a devastating effect on our community and other communities for a number of reasons. TCR has not adequately addressed many of the major concerns this proposed HSR would have on our neighborhoods and other neighborhoods through which the proposed routes run, including the residential homes, schools and surrounding businesses. This option would destroy an important neighborhood for Houston's urban residential growth and the local business that we all support.  | Community Impact |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG) | The Proposed High Speed Rail Would Have Huge Negative Impacts on Grimes County and Other Counties Along the Proposed Routes<br>Contrasted to the hypothetical benefit of providing urban business travelers another travel option, the detriments to the remaining citizens are enormous, both in and out of Grimes County, TX. The railway as proposed will destroy the homes, farms, ranches and businesses of tens of thousands of people in nine or 10 counties, depending upon the route. It will destroy wildlife habitat and spoil vast reaches of rural landscape. It will upset local travel in neighboring communities, and impede the provision of emergency services. In the case of Grimes County, it will literally divide the county into two sections, with restricted access between the two halves.<br>The FRA tries to minimize the impact on local citizens by telling us that they only need an 80 ft corridor to build the railroad. TR even offers as a benefit that it will only need "surface access" so lucky condemnees will actually get to keep their land. But according to FRA, the railroad ROW will be a completely closed system isolated by a security fencing. So the landowner will be prohibited from entering upon his land or making any use of it whatsoever. The land will effectively belong to the railroad; the landowner will retain the obligation of paying property taxes on land that he or she cannot use or sell.<br>The adverse impacts of the project are far more reaching than the direct impact upon condemned landowners. The people of Grimes County and other rural counties along the proposed routes live in these areas because they chose a different lifestyle than the hustle and bustle of Dallas or Houston. They choose serenity over convenience, nature over concrete and steel, neighbors over strangers. The FRA says this land is ideal for constructing a railroad because it is "flat and undeveloped." This flat and undeveloped land is our home. It is simply unreasonable to condemn us to having our peace and quiet destroyed, our travel disrupted, and our homes, farms and businesses destroyed, solely to offer one more travel option to a small group of business travelers in Dallas and Houston. They can fly over us unnoticed in modern airliners, airliners constantly improving in terms of both noise and energy efficiency. | Community Impact |
| 1/5/2015   | Hallie Ray Moore                      | I own Oak Forest Veterinary Clinic in Houston, about 2 blocks from the train tracks. I want to voice my extreme concern about a high speed rail from Houston to Dallas through our neighborhood.<br>I have several elderly clients from the neighborhood which walk to the clinic. As well as the non elderly. Also, I hope you are aware that Oak Forest Drive is a common cut through street, especially for Waltrip high school students, which lack the common sense most high school students lack. There has even been talk about making the crossing at Oak Forest a "quiet zone" which seems completely opposite having a high speed train through the intersection every 30 minutes.<br>Please note my objections. I hope you reconsider without getting the courts of law involved.   | Community Impact |
| 1/6/2015   | Heather McKeown                       | I am writing to express concern with the proposed route for the Dallas-Houston High Speed Rail (HSR). My family purchased our Garden Oaks home in 2001 because of the location, sense of community, green-spaces, and charming homes. There are several solutions to the HSR, assuming that it is even deemed a viable project, that will not affect the largely residential <5miles stretch along 34th Street. Why should the livelihood of an entire community be jeopardized for the profit of a few wealthy investors?  | Community Impact |
| 12/23/2014 | Howard Robinson                       | On a purely personal note, this proposed project will have a devastating effect on the neighborhood in which I live. Saddle Creek Forest is a gated community in which young people have purchased property to provide a safe and rural setting to raise their families. The more elderly residents purchased here as a quiet and peaceful retirement home in which to spend the remainder of their days. Neighborhood amenities will become virtually impossible to use and enjoy as some are situated within yards of the proposed route. These include the community swimming pool, children's play ground, an area used by residents for quite outdoor prayer and meditation and one of the communities lakes. This loss of use will also greatly effect the property values in the neighborhood and the ability to re sell property if required.<br>The Utility Option will pass through this rural neighborhood resulting the community being divided and the loss of the tranquil environment which prompted the purchase of properties in the first instance.   | Community Impact |
| 1/10/2015  | Ian Denning                           | I want to ride my bike in my neighborhood! I am 14 years old, and live in Garden Oaks in Houston. I attend St. Rose of Lima Catholic School. Sometimes I ride my bicycle to school, and sometimes I ride to visit my friends in Oak Forest. My parents have taught me about safety while riding, and especially to look out for all the cars. The Texas Central Railway project in our neighborhood will make it impossible for me to ride my bike in our neighborhood, because of a great increase in the number of cars and construction everywhere. Please do not let this happen.   | Community Impact |
| 1/8/2015   | Ian Penfold                           | High Speed Rail running on an elevated track through Garden Oaks and Oak Forest will have a huge negative impact on these neighborhoods for the following reasons:<br>These are densely populated residential areas where thousands of people live in close proximity to the proposed route. Increased noise and vibration are inevitable. In addition the frequency of trains is expected to be every 15 minutes, far greater than the existing freight line. It should be noted that the freight line will continue to operate.   | Community Impact |
| 1/9/2015   | ibrother7                             | *Why is this proposed to run through neighborhoods, negatively impacting the urban neighborhoods who would be the largest customer base for the project?  | Community Impact |
| 1/9/2015   | Isabel Nart                           | I oppose the proposed Dallas Houston high-speed rail route that would run through Oak Forest, Garden Oaks, Independent Heights, etc. This route will hurt the residential nature of these old historic neighborhoods, lower property values and hurt a number of public properties, including a post office, city parks, & at least 2 schools, costing taxpayers.   | Community Impact |



| Date       | Contact Name           | Request/Comment   | Comment Topic    |
|------------|------------------------|---|------------------|
| 1/8/2015   | Jack van Zeelst        | <p>...truly devastate neighborhoods whose residents will receive no direct benefit from a high-speed rail system that is solely intended to serve remote passenger throughput</p> <p>And please know that this is not a case of "not in my backyard" like it may appear at first glance. We are committed to the lifestyle we have eked out in this part of the city, a part of the city with lots of greenery, trees and lush yards.</p> <p>It's really about a group of private investors looking for the cheapest route to maximize their profit for someone's pet project. They have not been transparent. They have published little to no supporting data..</p> <p>They conveniently forget to invite their engineers to "informational" meetings so they can't answer questions.</p> <p>Please question these private investors. Please ask Texas Central Railway to choose a route that won't infringe on any Houston resident's quality of life. An HSR has no business being routed through residential areas. It is a well known fact that railways that are routed through residential areas, worldwide, severely impact the quality of living in the vicinity and attract an undesirable element of poverty, slum mentality, homeless people, trash and many other undesirable factors. The sheer size of the pillars/columns that the HSR tracks would be build on would dwarf the houses along the track. This is disastrous for those living immediately next to the track and not much better for those living in the near vicinity.</p> <p>Can you imagine standing in your back yard, and looking up at a towering monstrosity with trains whizzing past every 15/30 minutes? Would you want that to happen? I bet you don't.</p> <p>I have worked for years to buy a property in Garden Oaks, sometimes referred to as Houston's hidden jewel because of its mature trees, large lots and quaint appearance. This hidden jewel will become nothing more than a tract of houses between 610 and the HSR tracks, and will be on a downhill slope going forward, evaporating my hard earned money and as I was planning for my house to be a significant part of my retirement plan/funds, this HSR plan has the potential to seriously damage my financial security going forward.</p> <p>Please help us in maintaining Garden Oaks and to re-route the HSR to a route that does not impact residential areas such as Garden Oaks.</p> <p>I am extremely worried and concerned about Texas Central Railway favoring 2 proposed routes from downtown Houston to Dallas for a high-speed dual BULLET train elevated rail line that towers 50 feet above existing, heavily used freight train rails. This plan will absolutely devastate areas that have been undergoing tremendous urban rejuvenation that Mayor's Parker's Office and the media have regularly showcased; historic Independence Heights, Garden Oaks, Oak Forest, the Washington Corridor and several other areas that are densely packed with families, schools, churches, parks, and small businesses.</p> | Community Impact |
| 11/13/2014 | James Robert McEachern | <p>NO TEXAS HIGH SPEED RAIL - "LEON COUNTY, TEXAS"</p> <p>Please be informed that I OPPOSE the high speed rail coming through or crossing Leon County, Texas.</p> <p>I have worked day and night to acquire my small acreage and modest home, only to find out that my property is within the proposed route of the high speed rail in Leon County, Texas. It disgust me to know that a private entity may build a high speed rail adjacent, on, or above my property, which will certainly devalue my land and possibly displace my family. I ask that you consider another route besides Leon County, Texas.</p>  | Community Impact |
| 1/6/2015   | Jamie Emory Trevino    | <p>There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?</p> <ol style="list-style-type: none"> <li>1. Neighborhood will be split in two thus preventing community involvement and participation</li> <li>2. Construction of the line will cause disruption and unbearable annoyance</li> <li>3. Younger residents purchased property to provide a safe and quite location to raise their family.</li> <li>4. Older residents purchased property to provide a peaceful and tranquil setting for their final years of retirement</li> <li>5. Disruption of prayer and meditation area</li> <li>6. Rail company states trains will be quite and vibration free. How do they know this before line is built and trains are running? More data required.</li> </ol>   | Community Impact |
| 1/8/2015   | Jan Garver             | <p>There are at least 6 old, established neighborhoods that are going to be affected by this. If the truly best route is through them, that is one thing. But I can't help but think that it is only money standing between that route and one that wouldn't affect so many residents.</p> <p>Thank you for your consideration.</p>   | Community Impact |
| 1/9/2015   | Jane Martin            | <p>I am opposed to the current routes that have been proposed for the high speed rail. The routes would create a barrier in the neighborhoods that they go through. It would also increase noise level, increase traffic congestion (which is already a problem), and the structure itself would be an eyesore. For all these reasons, it would also negatively affect property values.</p> <p>Since the existing railroad right of way is not wide enough for the HSR, property would have to be taken by eminent domain. I do not believe property should ever be taken by eminent domain to benefit a for profit company.</p> <p>Also, there has been nothing presented that shows that this service is needed or would be used. I feel this is a very poorly thought out project and I do not think it should go forward in a neighborhood area.</p> <p>Thank you for your attention.</p>   | Community Impact |
| 11/23/2014 | Janet Davis            | <p>I would like to hear answers to Eric's questions too. There's another side to the proposed Dallas-Houston HSR project. It might be easy to say "bring it on" if you live in Dallas or Houston and are totally removed from or unfamiliar with life in the rural areas where the HSR lines are slated to be built. We recently learned that one of the two proposed routes is supposed to run through our quiet gated rural acreage subdivision northwest of Houston.</p> <p>The rail lines would divide the community, running right by or very close to parks w/children's play areas, a pool, and lakes, not to mention homes. Residents, their horses, and local wildlife would be negatively affected. Most of the current residents are of retirement or near-retirement age; we chose to settle in this rural area for specific reasons. Running a high-speed rail line through our neighborhood would be devastating for all of us for multiple reasons.</p>  | Community Impact |
| 11/3/2014  | Janet Jones            | <p>If you go thru the town of Flynn. Will our Fire Department have to be moved, Church, Business, and homes that are next to the train tracks now? See you at Centerville meeting. Dec.1st.</p>   | Community Impact |
| 1/5/2015   | Janet L. Davis         | <p>We're opposed to the TCR HSR project as currently proposed. A few Public Scoping comments:</p> <p>- My husband and I find it difficult to support an HSR system that is going to plow right through neighborhoods, whether in the city or rural areas, or that would require taking or otherwise destroying private land and farmland, etc. We live in a wooded subdivision called Saddle Creek Forest (400+ homesites with 60+ homes currently completed) that is located in Waller and Grimes Counties along the proposed "Utility Alternative." The lines would run through our subdivision, alongside (or maybe on top of) the community pool and other recreational facilities, a lake, a children's playground, a riding trail, and homesites. There would be no more quiet retirement life in the midst of nature. And property values would of course plummet.</p> <p>Residents in our community have nothing to gain from the HSR system; we wouldn't even be able to ride the bullet trains (short of trying to hop on while the trains are moving at 205 through our land) since there will be no convenient stops for us. Instead, use of the bullet trains appears to be limited to interested individuals in or near Houston and Dallas (and, possibly later, one other place along the way).</p>  | Community Impact |
| 1/8/2015   | Janet Simoneaux        | <p>The proposed rail system is simply not compatible with residential communities. A train passing by every 30 minutes or less is not what one should expect at, or near their residence. That time frame would essentially be an <b>almost constant</b> train through long established residential areas. It will severely impact quality of life and quiet enjoyment of property ownership. It will destroy the privacy, calm, and tranquility that one is entitled to at their home. I am a bookkeeper, and I work from home all day.</p>  | Community Impact |
| 1/9/2015   | Jason Charles Dubose   | <p>Regardless of property values, routing a HSR through residential neighborhoods would significantly undermine our quality of life. This type of infrastructure is simply not compatible with our residential developments.</p>  | Community Impact |

| Date       | Contact Name        | Request/Comment   | Comment Topic    |
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| 1/6/2015   | Jason Funderburk    | Why is the proposed route going directly through a developing neighborhood that is family based on it's unique quite small feel? This is a family neighborhood with a large number of young families that is growing. Why is a route that goes through business developments and not through family neighborhoods the number one priority when selecting a route, money?<br>If this does go through, how fast will the trains zoom by my house which is blocks away? How much noise and ground vibration will the trains create?<br>Once my neighborhood is ruined, and the home that I built in 2008 loses its value, who will compensate me for this large loss? Many families here have built and but a large investments in their homes.  | Community Impact |
| 1/9/2015   | Jason Tan           | I believe that with new technology the trains can be made to be unobtrusive and quiet. I look forward to riding this train to Dallas.   | Community Impact |
| 1/6/2015   | Jason Theriot       | I write to you as a concerned citizen to state my opposition to the Texas Central Railway's proposed route for a high-speed rail in my area. As a property owner in Garden Oaks for twelve years with a family of four, and members of the St. Rose of Lima parish and school community, we believe that such a rail project would devastate, if not completely alter, the very fabric that makes this area such an attractive and highly valuable place to live and raise families. The urban neighborhoods around Houston are not like that of other major cities where mass transit systems have been integrated into residential areas. The historic neighborhoods of Garden Oaks, Oak Forest, and the Heights—where the bullet-train route is being proposed—are some of the most historically important neighborhoods that have for decades attracted middle class families to Houston. These communities have been undergoing revitalization, and the people who have made investments to build new homes and businesses and raise families here want to keep the integrity of area in tack. The small businesses, schools, churches, trees, parks, bike trails, and the quiet and protected neighborhood streets would all be subjected to negative impacts associated with such a proposed high-speed rail project.<br>This proposed rail project would not in any way benefit the citizens of these flourishing communities. Instead, the 50-foot elevated rail lines, constant noise pollution, construction and regular maintenance, and accidents would lower property values and harm the viability and livability that these neighborhoods have worked so hard to achieve.<br>The potential devastating impacts to these communities and the thousands of families who live here far outweighs the additional costs to locate the project elsewhere. The financial considerations of private businesses and their political backers should not be a justification for dissecting and wrecking this close knit community. | Community Impact |
| 1/9/2015   | Jaunda Payne        | I am writing you today to express my concerns with the Texas Central Railways proposed routes for a high-speed rail in my area and next to my subdivision Candlelight Oaks, in fact the railway is .335 miles – walking distance from my home.<br>I am opposed to this project entering residential communities. From a quality of living standpoint, it would make sense to follow high speed corridors or industrial corridors or as many have suggested, stopping prior to entering the any urban neighborhoods.<br>At our recent community meeting held on 1/5/15, I inquired to Judge Eckels about three topics. Unfortunately he did not have any data on any of these three topics.<br>If homeowners lose the value of their homes/property as a result of the new HSR - how will this be corrected? It is likely that we will be able to see the 40'-50' high structures of the HSR from our home and definitely in our subdivision of Candlelight Oaks - the visual impact of the constantly running train and the potential sound of the train will absolutely deem our homes unsellable and equally as important uninhabitable. This will surely affect multiple communities along the trains pathway.<br>HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Community Impact |
| 1/7/2015   | Jay                 | It is nice to see so many different concerns. Which is not only enlightens my understanding on the complexity of this project but also deserve serious discussion. But everybody here has to remember – we need this fast train. Dot. There is no second thought on that. Also, we have to remember, when the trains travel in the city vicinity, it will not run at 200 MPH, it will come down to a much slower speed. Besides, it would be absolutely impossible to satisfy everybody's every concern – day care center could be moved, Playground could be rebuild in a new location, which has to be supported by this project. Once they complete the Environment Impact Assessment – the project should focus how to minimize the impact on lot of people. But, just take it granted, there will be impacts. You simply cannot build and run a railway in a densely populated city without impacting many.  | Community Impact |
| 1/9/2015   | Jean Howard Denman  | Our beautiful peaceful countryside will be destroyed. Instead of hearing the beautiful sounds of bluebirds, owls, coyotes, and all other wildlife all we can hear will be the “Swish Swish” of your expensive PROJECT that we taxpayers will have to pay for when it fails. Nothing but a disastrous PROJECT by foreigners. How can someone let this happen? If Bryan-College Station want this so badly take it there! Why isn't the Amtrak still running there? If that wasn't successful how can something as outrageous as this PROJECT succeed? WE DO NOT WANT THIS TRAIN! STOP THIS PROJECT NOW! My property is on FM 39 – right in your path.  | Community Impact |
| 1/9/2015   | Jeffrey C Fye       | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>Property Values - Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.<br>Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Community Impact |
| 1/9/2015   | Jennifer Anderson   | I just moved to Houston with my new husband, whom I work with, to work for a company building hundreds of new homes in the Independence Heights area. We moved here from Lubbock, Texas in June to begin this new project and to build our new lives as a married couple. If the train comes through the Independence Heights area, this could end our project, as most of the property we would be/or are currently building on is within three blocks of where the train would be running. We also live on 34th between Yale and Courtlandt, which is three blocks from the proposed train route. <b><u>A high speed train running every thirty minutes from 4:30am to 11:30pm at night is not anything we are looking forward to living next to.</u></b>   | Community Impact |
| 1/6/2015   | Jennifer Funderburk | I am opposed to the current preferred routes as set forth by Texas Central High-Speed Rail, running between Houston and Dallas. These two routes run through neighborhoods in Houston undergoing massive revitalization efforts and these routes would undermine these efforts as well as have a negative impact on property values in these areas.<br>Running these lines through peaceful neighborhoods will greatly impact our quality of life. The constant vibration and noise pollution would be much different and more constant than the current rail system, which many people enjoy and find add charm to the neighborhoods. A massive High Speed Rail would completely change the face of our neighborhoods, for the worse.<br>We, as homeowners, receive no direct benefit from the HSR, but you are asking us to pay the costs by way of decreases in quality of life, safety, property values.<br>Please re-evaluate these proposed lines. The face of Houston and some of it's most beloved neighborhoods are at stake.  | Community Impact |
| 12/17/2014 | Jennifer Garcia     | I am writing with respect to the proposed HSR project that is intended to be built along the BNSF rail lines in Houston and which will transect a number of established Houston neighborhoods. As a resident of Garden Oaks since 2003, I can tell you that the peace and tranquility of this neighborhood are an integral part of its charm and the reason it has become such a highly desired place to live and raise a family. Creating what will essentially be a freeway through the middle of these neighborhoods will not only decrease property values but will have a significant impact on the quality of life of its residents and future growth potential. It would seem to make far more sense to use industrial and high-transit corridors for this project. This would also facilitate placement of an end-station in locations which would better serve large employment centers such as Uptown, Memorial City and the Energy Corridor.<br>We urge you to reconsider the impact and viability of this proposal and look forward to your feedback.   | Community Impact |

| Date       | Contact Name            | Request/Comment  | Comment Topic    |
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| 1/5/2015   | Jennifer Hayes          | Opposition to High-Speed Rail route BNSF Option 1. I am writing to you as a Houston Texas Oak Forest homeowner to inform you of my opposition for the BNSF Option 1 elevated High-Speed Rail route under consideration of Federal Railroad Administration and Texas Department of Transportation. While I am not opposed to the implementation of HSR between Houston and Dallas, I believe the proposed route through Oak Forest will have a devastating impact on the neighborhood and community.  | Community Impact |
| 1/8/2015   | Jennifer Smith          | I am writing this letter in regards to the Dallas to Houston High-Speed Rail Project. I am a concerned neighbor. I understand that financial responsibility to investors is always at the top of the list when it comes to things like this. However, that should not be the only deciding factor. The least out-of-pocket expense for investors should not be the end all decision if it so negatively impacts the lives of families. These are people's homes, schools where our children are, churches and small businesses. Please find below comments that I strongly agree with regarding the possibility of this project having a negative impact on my family and my fellow neighbor's lives:<br>Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.<br>Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.<br>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.<br>With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas. | Community Impact |
| 1/8/2015   | Jenny Amalfi            | I am writing to respectfully plead not to put a high speed rail through our beautiful neighborhood of Oak Forest and Garden Oaks. We are raising our children here and contribute to it's schools, churches and businesses. I understand the need for transit in Houston, but beg you to please do so without neighborhood disruption. All that we have built will be destroyed by such an action and our children will suffer when their cherished school is diminished. To use the word tragic is an understatement.<br>Please make sure this message gets to the decision makers.   | Community Impact |
| 1/9/2015   | Jeremiah Judkins        | Our neighborhood, Garden Oaks, is opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers. Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.   | Community Impact |
| 1/7/2015   | Jewett Brown            | While it might sound like a cool idea on the surface, high-tech, all that good stuff, for the convenience of a few, it would disrupt hundreds of thousands of lives not only in our community but all those folks between here and Dallas putting up with more noise at these extremely short intervals! This is a horrible idea! Please do not do this!   | Community Impact |
| 12/18/2014 | Jill Moorhead           | The train adds no benefits to our neighborhood since it will not work as a commuter rail into downtown for us and we won't be able to get on near our homes and ride it to Dallas, so it brings only negatives: loud, ugly, and lengthy construction that will inevitably create traffic while it's in progress, and a towering, unsightly raised track once construction is complete. This route will almost certainly reduce property values in Oak Forest and Garden Oaks, areas that are currently experiencing somewhat of a renaissance. It would be a shame to reverse the good trajectory of a community and damage many families' peace of mind when other train routes are available. I urge to consider a different route that will not slice through our heavily populated, family oriented neighborhood. I do hope the bullet train can become a reality, but not at the expense of our neighborhood's quality of life and property value.  | Community Impact |
| 1/8/2015   | Jill Moorhead           | I have submitted detailed comments to the high speed rail email address already, but I wanted to contact you to note my concerns as well.<br>I am in favor of high speed rail, and of public transportation in general. I'd love to ride a train to Dallas! However, I still have significant concerns about the proposed route traveling near 34th street through the Oak Forest/Garden Oaks area, where I live. The visual impact of an elevated track would negatively impact our neighborhood's quiet, wooded character. I think this is likely to lower property values in the immediate area and may have an impact on surrounding neighborhoods. This is particularly unfortunate since our area of town has been experiencing somewhat of a revival in recent years.<br>I also have concerns about sound and vibration, but I am hopeful that those side effects are likely to impact a smaller portion of the population, just the people with homes directly adjacent to the tracks. The train will inevitably result in lengthy, congestion producing construction. It will detract from the attractiveness of our community. And with no stops planned, I can see no benefit this particular route provides me or my neighbors.<br>Even if this is the cheapest option due to established right of ways (or whatever other factors were considered) I hope you will select a different route that does not cut through an established, heavily residential neighborhood.   | Community Impact |
| 1/9/2015   | Jim Boswell             | As a rural landowner I am vehemently opposed to the preferred High Speed Rail routes proposed through rural portions of 11 counties from Houston to Dallas Texas.  | Community Impact |
| 1/10/2015  | Joan and Jose Escamilla | Communities along the proposed route will suffer negative impact. Rural communities network, share resources, utilize back country roads (mostly unpaved) for more direct routes to check safety and health of neighbors; whether elderly or infirm; check and maintain crops, orchards, cattle herds or exotic wildlife. NO BUILD OPTION! A route cutting Texas in half North to South will alter the culture of Generations of Texans and our way of life since 1836. Personally my founding family came to Tejas in 1823.<br>The Environmental Impact Statement from 2008 Trans-Texas Corridor is and remains applicable in this county or counties affected. To access and apply that wealth of data would be prudent.   | Community Impact |
| 12/4/2014  | Joan Stutts Excamilla   | We again opt for the no-build option where your own brochures state respect for the land, communities, and wildlife. We disagree that you can respect the people in the communities, the land, and the wildlife. The pictures and the information on the fenced -- for pedestrians and wildlife. We have -- since 2008 and the Trans-Texas Corridor multiple access and opened up the area to oil and gas industry, they are now in -- in so many areas in the region. They would have to be avoided, of course. But, again, the impact that I am most interested in is the impact on the people and their way of life. It's not just a colloquialism. We really do like to live here in peace, and I don't particularly want people from Dallas to Houston traveling through the area. If they can't find another route, that's their problem. It should not be upon our backs. We're very tired of constantly being the target and people have spoken tonight about that. So I again opt for the no-build option, and thank you.   | Community Impact |
| 12/13/2014 | Joe Guidry              | I am a home owner in the Oak Forest neighborhood in Houston Texas and the current BNSF option 1 would run right thru our quiet, close in, family oriented area here in Houston. I would like to express my opinion that I feel this route is the most intrusive route that will reduce the property values and appeal of this 60 year old area now in a renaissance.   | Community Impact |
| 1/8/2015   | Joey Garcia             | I'm still not sure why you would want to destroy the beauty of this neighborhood by placing a elevated high speed train route from here to Dallas. I hope you will do the right thing a route this train in area that will not interfere with any such neighborhood in Houston or Dallas for that matter.  | Community Impact |
| 1/8/2015   | John and Barbara Arnett | This route goes directly through established neighborhoods which are experiencing a high rate of new growth. New, larger homes are being built to replace older ones. Property values are up two hundred percent. New young families have moved into these neighborhoods, bringing revitalization to schools and churches in the area. It seems to be a very incongruous area to place a high-speed train with its large footprint and all that goes with it. The BNSF route may be the most economical for TCR, but the money they will save will come out of our pockets.  | Community Impact |

| Date       | Contact Name                 | Request/Comment   | Comment Topic    |
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| 1/9/2015   | John and Smallwood           | As a homeowner In Forest Pines subdivision we are opposed to the current routes that dissect or impact established communities. Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 would harm neighboring residents and businesses already subjected to an exceptional growth in freight traffic along these lines during the past decade. Forest Pines is located approximately three (3) blocks from 290 and are experiencing cut thru traffic in a quite subdivision. We, as homeowners do not need more noise or traffic that will disrupt our quality of life.  | Community Impact |
| 1/5/2015   | John Cox                     | I don't believe the majority of the neighborhood opposes the train. Why should they? They are far enough north and east of the tracks to care. They could go weeks without even seeing or hearing the train. I am now being asked to join the 'SaveOakForest' group to oppose the project. This is a typical 'NIMBY' response from people who don't want change. I'm not particularly fond of the current gentrification of my neighborhood, but nobody asked me if I objected before it began nor would it have changed anything if they had. What I would say to the project's objectors, especially those new to the neighborhood is "Join the club".  | Community Impact |
| 1/9/2015   | John Everett                 | My name is John Everett, and I'm a 30-year resident of the Garden Oaks area of Houston, Tx. My wife and I recently learned — only a few weeks ago — about a plan to route a high-speed Dallas-to-Houston train through our neighborhood, a mostly-quiet, tree-lined area near the N. Loop 610 which consists of single-family housing and a neighborhood park. It is populated by both long-term residents such as us plus many, many younger families with small children who frequently walk, ride bicycles, and run along our streets. I'm writing to protest this intended route. Our neighborhood would be asked — forced — to accept a massive, intrusive structure with accompanying years of construction disruption and constant operational noise which would be of no benefit to the people living here, all for the benefit of a private, for-profit entity, and dubious benefit to the passengers who might use it. We oppose it and suggest this route be removed from consideration.   | Community Impact |
| 1/9/2015   | John Everett and Kathy Huber | My name is John Everett, and I'm a 30-year resident of the Garden Oaks area of Houston, TX. My wife and I recently learned — only a few weeks ago — about a plan to route a high-speed Dallas-to-Houston train through our neighborhood, a mostly-quiet, tree-lined area near the N. Loop 610 which consists of single-family housing and a neighborhood park. It is populated by both long-term residents such as us plus many, many younger families with small children who frequently walk, ride bicycles, and run along our streets. I'm writing to protest this intended route. The operation of this train, not to mention the years of construction, violates all the categories set out by the FRA including noise, nighttime sleeping, and land uses during both day and night among others. There are homes, schools, libraries, children's recreational areas and churches all impeded by such a plan. It appears as if HSR was looking for a route THEY prefer so as not to stir up too much opposition.   | Community Impact |
| 11/13/2014 | John Huffman                 | I attended the EIS Public Scoping meeting in Teague, TX. Please consider my comments below regarding the Dallas to Houston HSR Project. My family has concerns about the route through Donie, TX along the west side of the existing BNSF railway. Our home, approximately 1 mile south of the town of Donie is 300' west of the existing rail and another family member has a home in Donie even closer. The only active church in Donie, First Baptist Church, is only 100 feet west of the existing rail as well as the Donie fire department station which is also only 100 feet west of the existing rail. An extension of this existing rail to accommodate the HSP on the west side of the existing ROW through Donie will directly and negatively impact our family heritage, place of worship and community protective resources.  | Community Impact |
| 1/2/2015   | John Kressenberg             | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.   | Community Impact |
| 12/4/2014  | John Richard Bond            | Over 100 homesites as well as our main entrance, one of our lakes, riding-in-nature trails, and two parks fall within this corridor on either side of this proposed route. We chose Saddle Creek Forest because of its peaceful natural setting. Our residents run the gamut from young couples with school-age children to senior citizens all living in harmony, most of the time, with each other and with nature. Over the last three days, we've heard a great deal of talk about the negative impact a high speed rail system will have on many areas of our state.   | Community Impact |
| 12/3/2014  | John Swiercz                 | No splitting subdivisions   | Community Impact |
| 1/6/2015   | Johnson                      | I have been a resident of Oak Forest for 20 years. My wife and I decided we wanted to raise our children in a quaint, woodsy neighborhood close to the city center. We love Oak Forest because it's quiet and has a small town feel with great neighbors. Please drive by on a weekend afternoon in our neighborhood and you will see people walking, running, biking, talking to each other. Please consider an alternative route so we can keep Oak Forest quaint. Thank you  | Community Impact |
| 1/9/2015   | Jonnie Miller                | My wife and I are totally against the bullet Train project and the route through Montgomery County, Texas. 20 years ago my wife and I purchased 20 acres in western Montgomery County for the peace and quiet of the country. Now as we are nearing retirement age our dreams of peace and quiet on a hilltop in western Montgomery county, Texas are being threatened by the sight and sound pollution of a 200 mph bullet train that passes close to our property and would make numerous trips daily. Please reconsider the route of this project. It will negatively impact the families and environment of West Montgomery County while bringing no tangible benefits.   | Community Impact |
| 1/13/2015  | Jost Lunstroth               | If, however, it is decided for some reason that a downtown terminus is required, he route down town must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them .Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD.   | Community Impact |
| 12/1/2014  | Judge Byron Ryder            | Thank you. I want to praise everybody for being here today and saying their piece and I pray that everybody will go home and get a pencil and paper out and really jot down the things that they don't like about this and send it to your congressman and your representatives because as you know, up and down the line there's about -- I don't know, six to seven different rural counties involved basically from Montgomery County to Ellis County and we're the only rural county that has passed a resolution against this. We're 100 percent against this train and one of the reasons why, they have not said and there is not one benefit that I've heard them say that's going to help Leon County. If they can give me one, I might listen to them; but they have not, and there's not one. It's going to run through our county. We're going to listen to it. We're going to see it. It's supposed to be 32 trains a day, 400 passengers a day, which I don't think they'll ever get the ridership that they think they're going to but there's no benefit to Leon County. Now, there is a benefit to Harris County and there's a benefit to Dallas County and they know that and we know that because they talked about the population growth and that's probably going to be reality, but that's not going to help Leon County. | Community Impact |
| 1/7/2015   | Judi Foster                  | I am adamantly opposed to this route through Montgomery County!_It is cutting through some of the most beautiful land in Western Montgomery County and will serve no purpose other than to disrupt the lives of those living in that area.  | Community Impact |
| 1/8/2015   | Judy Drapela                 | I have lived in Oak Forest and Garden Oaks for 61 years and watched the prices go up. Who came up with the idea of building this rail in one of the most sought after neighborhoods in Houston? What is wrong with Pinemont, Little York, Tidwell, West Montgomery or further North. It will ruin our neighborhood. This type of thing should NOT be allowed or built in our neighborhood.  | Community Impact |
| 1/9/2015   | Julie Falcon                 | As a resident of the Oak Forest subdivision in Houston, Texas, I am writing to you today to express my concert with Texas Central Railway's proposad routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communitites. The rail should follow high speed corridors or industrial corridors. Our neighborhood has worked hard to achieve a high quality of livability for our families and the businesses surrounding our homes. Do the right thing.   | Community Impact |
| 1/9/2015   | Julie Grothues               | Running a high speed rail line to downtown Houston would be highly disruptive to a number of neighborhoods, parks and businesses. In addition, due to the number of business centers in Houston, it does not make sense to take all riders to downtown Houston only to have them take other transportation back out of downtown to other areas of town.   | Community Impact |

| Date      | Contact Name      | Request/Comment   | Comment Topic    |
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| 1/9/2015  | Julie Grothues    | Running a high speed rail line to downtown Houston would be highly disruptive to a number of neighborhoods, parks and businesses. Once the HSR lines enter the city limits, it is highly likely that the entire line would be elevated and could be as tall as 40 ft once you take into account the track and the poles and overhead structures needed to operate the train. This has not been adequately explained to people. People I have spoken to are under the impression that these lines will be at grade level and could be crossed by traffic. I have only once heard it explained that if the lines are at grade level, crossing traffic would either have to go over the tracks or under them.  | Community Impact |
| 1/9/2015  | Julie Villaescusa | No Buffer Zone in the Neighborhoods: When Robert Eckles was discussing the path of the train through Hempstead, he said that there was a nice buffer zone there because the train would be between a highway and the existing freight train track. There is no such buffer zone in First Ward. To create a nice buffer zone between the train and the neighborhood, even more properties would have to be condemned. The people should not have to choose between no buffer zone or more condemned homes. A train with no buffer zone is unacceptable in our neighborhoods. Condemning more properties to provide a buffer zone is unacceptable in our neighborhoods.<br><br>Elevated trains create slums, not commerce<br>Mr. Eckles said that perhaps shops and restaurants could flourish underneath the train in the Washington corridor. This is ridiculous. For one, there will be a freight train underneath the bullet train. The same type of commerce that is currently found underneath our freeway overpasses will be found under the bullet train – homeless encampments and panhandling. Mr. Eckles provided some nice pictures of the bullet train. It will end up looking more like this: <a href="https://gma.yahoo.com/photos/local-train-moves-elevated-track-over-slum-area-photo-155842871.html">https://gma.yahoo.com/photos/local-train-moves-elevated-track-over-slum-area-photo-155842871.html</a> | Community Impact |
| 1/9/2015  | Julie Villaescusa | I attended the December 18, 2014 meeting on the train and live in First Ward. The High Speed Bullet train does not belong in the inner city.<br>No Buffer Zone in the Neighborhoods<br>When Robert Eckles was discussing the path of the train through Hempstead, he said that there was a nice buffer zone there because the train would be between a highway and the existing freight train track. There is no such buffer zone in First Ward. To create a nice buffer zone between the train and the neighborhood, even more properties would have to be condemned. The people should not have to choose between no buffer zone or more condemned homes.<br>A train with no buffer zone is unacceptable in our neighborhoods. Condemning more properties to provide a buffer zone is unacceptable in our neighborhoods.  | Community Impact |
| 12/5/2014 | Juliet Mellenger  | High Speed Train protest<br>I will make this short: Garden Oaks and Oak Forest in Houston do not want a high speed train through our laid back family neighborhoods, full of towering Oaks and Pines, schools and churches.<br>Just stop the train at Bush International.   | Community Impact |
| 1/9/2015  | K Gahm            | I am a resident of the Oak Forest neighborhood in Houston, Texas, a densely populated edential community in the pathway of one of the proposed routes (BNSF) for the Texas Cntral Railway's (TCR) high speed train project. I am in favor of high speed rail as part of an overall plan for mass transit across our state, but I am opposed to any route that passes through residential neighborhoods. Oak Forest was established in the post-World War II era and is currently undergoing a renaissance. Many of the small, original homes are being either renovated or replaced by new, larger homes, with many now exceeding one million dollars in value. Oak Forest is located north of Loop 610 and is truly one of the city's upcoming neighborhoods with close proximity to the city while offering a cohesive community along treelined streets. A decision to approve a route along the existing BNSF rail line will negatively affect the current growth and improvement trends in our area.   | Community Impact |
| 1/4/2015  | Kahty Jacobs      | I live in Grimes County and I am against this Rail Service coming through Grimes County. I do not feel that this service benefits outweigh the negitave conditions it will cause if it is allowed to come through Grimes County. Therefore, I wish my voice to be heard as a taxpaying citizen of Grimes County who is AGAINST this High-Speed Rail Project. Thank you. Happy New Year! Kathy Jacobs.   | Community Impact |
| 1/9/2015  | Karen Francis     | My home backs to the 34th Street BNSF tracks in Camden Oaks Subdivision. I purchased my home in 2009 due to its location as being in a highly desirable, quiet, well-established and maintained, and significantly appreciating property values neighborhood. Garden Oaks has an elementary school located close to the BNSF tracks, that is highly acclaimed in academics, and the HSR would significantly harm my neighborhood, as well as the continuing high educational value (based on current property value neighborhood support) that Camden Oaks Elementary is able to provide.<br>I support a high speed train going between Houston and Dallas, but I am opposed to the train going down the 34th Street BNSF tracks. The increased noise of construction, the HSR itself and vibration, going by every 15 – 30 minutes, from 5 am – 11pm, will .... Tremendous devastation of my property. My home was built in 1940 and sits on pier beam foundation.   | Community Impact |
| 1/6/2015  | Karen Hink        | The route cuts through the backyards of Lutheran High School, Harriet and Joe Foster YMCA, Graham Park, Iscon Temple, Saint Rose School, Waltrip High School, Oaks Dads Club, a senior apartment complex, and TC Jester Park. This list is not an exhaustive one, but includes some of the important gathering places for our neighbors that would be disrupted by as often as every 30 minutes by the trains.<br>The attendees of the meeting at Lutheran High School last night were overwhelmingly against this project in its selection of the route that includes 34th Street.   | Community Impact |
| 1/9/2015  | Katherine Stinson | We are opposed to the current preferred routes that will dissect and significantly impact our established and revitalizing neighborhoods. This plan will impose unreasonable barriers in our communities with trains running through them every 15 minutes. Concerns for our neighborhoods include: environmental impact;   | Community Impact |
| 1/9/2015  | Katherine Wyrick  | Currently proposed routes are in very close proximity to deed-restricted residential neighborhoods including Oak Forest, the third most populated neighborhood in Houston.<br>Blighted neighborhood aesthetics caused by elevated or street level rails.<br>The potential for loitering, engaging in illegal activity, sleeping by those who are homeless, and other potential activities that could occur in areas under the rail that are not continuously monitored.   | Community Impact |
| 1/8/2015  | Kathleen Dix      | I think a train going by more than every 30 minutes would take from the feeling. And it would be more than the 30 minutes advertised as you'd have the trains coming and going. Granted the freight train makes lots of noise but it's not that often.  | Community Impact |
| 1/8/2015  | Kathy             | Currently proposed routes are in very close proximity to deed-restricted residential neighborhoods including Oak Forest, the third most populated neighborhood in Houston.<br>Blighted neighborhood aesthetics caused by elevated or street level rails.<br>The potential for loitering, engaging in illegal activity, sleeping by those who are homeless, and other potential activities that could occur in areas under the rail that are not continuously monitored.   | Community Impact |
| 1/8/2015  | Kathy Huber       | Few are opposed to better transportation between Houston and Dallas. But my family is among thousands who are adamantly opposed to destroying Oak Forest, Garden Oaks, Inwood Forest, Independence Heights, Lindale and other Houston neighborhoods with such a visually imposing and noisy rail system through our properties. HSR may be quieter than freight, but trains running every 30 minutes 5 a.m. – 11 p.m. simply would be unbearable.<br>Our homes are our lifetime investments, where we've raised and are raising our children. For years, we've been working to revitalize our communities, and we've made such progress. We ask that you not allow the economic destruction of what we've worked for or the destruction of our quality of life. Our home values would bottom out; no one would ever buy them. We could not even enjoy sitting in the back garden much less trying to get a decent night's sleep. We lose. The rail investors win if high speed rail travels down 34th street toward downtown Houston.<br>There are schools, churches, parks and multiple businesses that we support that also would be negatively affected by high speed rail. Imagine sitting in a classroom, at a ballgame, in a worship service, walking in the park or trying to enjoy a restaurant meal with such disruption.<br>Please do not allow high speed rail on 34th street in Houston.                        | Community Impact |
| 1/8/2015  | Kelly Gaines      | This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, churches, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.   | Community Impact |

| Date       | Contact Name       | Request/Comment   | Comment Topic    |
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| 1/8/2015   | Kelly Lutz         | We purchased a small bungalow on W 34th Street 7 years ago, and have taken much pride in maintaining the original character of the property that was built in 1940. We have updated it and made substantial improvements throughout the years. We have dedicated ourselves into giving the home the integrity and pride that it was originally built with and have hoped to maintain it so that it will remain a beautiful home for generations to come. The train track that runs behind the house has added to the charm and historic character of the property and has never been a problem. It is almost impossible to find a peaceful, quaint, well maintained neighborhood close to the heart of Houston that has not been sabotaged by big business. However, we have found that Garden Oaks is just such a place. We have often been asked, "How did you find this neighborhood?" This is often followed with compliments and remarks of the desirability of the area. In the seven years that we have lived there, we have seen a positive growth and revitalization of the entire area and have been pleased to be a part of preserving the aesthetics of the community. Is there any integrity, sense of pride, preservation, and desire to maintain the very few small places of beauty, peace and tranquility that Houston has left? Or is the desire to make a profit while marginalizing the places where people live, work, study and worship more important?   | Community Impact |
| 1/8/2015   | Kelly Lutz         | We purchased a small bungalow on W 34th Street 7 years ago, and have taken much pride in maintaining the original character of the property that was built in 1940. We have updated it and made substantial improvements throughout the years. We have dedicated ourselves into giving the home the integrity and pride that it was originally built with and have hoped to maintain it so that it will remain a beautiful home for generations to come. The train track that runs behind the house has added to the charm and historic character of the property and has never been a problem. However, I am thoroughly concerned about the impact that a high speed rail (raised 40 feet in the air with continuous traffic) would have on the economic and physical character of our property, as well as our neighborhood, parks, and small businesses that surround us. It is almost impossible to find a peaceful, quaint, well maintained neighborhood close to the heart of Houston that has not been sabotaged by big business. However, we have found that Garden Oaks is just such a place. We have often been asked, "How did you find this neighborhood?" This is often followed with compliments and remarks of the desirability of the area. In the seven years that we have lived there, we have seen a positive growth and revitalization of the entire area and have been pleased to be a part of preserving the aesthetics of the community.   | Community Impact |
| 12/4/2014  | Ken                | There are hundreds of historic homes in several neighborhoods along the BNSF rail line along 34th street. These communities have been actively seeking quiet zone designation to alleviate disturbance from the existing freight train traffic. ...significantly disturb day-to-day life (trains are planned every 30 minutes or so versus the 2-3 freight trains a day currently), destroy the mystique of many historic homes built in the late 1930s and early 1940s, and will erode property values for residents and tax revenue for the city.   | Community Impact |
| 11/19/2014 | Ken Hood           | I've just invested heavily in my property with improvements (road, water well, power, fencing) to allow me to move from the city in Houston to live in a peaceful quiet environment in the country. How peaceful do you think it will be with a train passing through my back yard every 30-minutes at 205 mph. In a country where we have stopped logging for the sake of the spotted owl, how is it that we will allow ourselves to be sold out to a foreign country for a few dollars that may never come our way in reality. Studies have already proven that we do not have the population density to make the proposed plan economic so why are we even considering such a thing? Once this monster is alive and uneconomic and fails the tracks will always be there and the lives of 1000's of families will be ruined. In my opinion this is a bad move for me personally but also bad for Texas and I hope that you give this project a bad recommendation and help us stop this nonsense in its tracks.  | Community Impact |
| 1/9/2015   | Kevin and Liz      | While I support the concept of high speed rail, I believe it should be placed along existing highways. This isn't a classic NIMBY whining, but rather I think we can do this better.  | Community Impact |
| 1/9/2015   | Kevin Mineo        | My family and I currently live in the Houston Heights, but have been in the process of building our home in Garden Oak for the past year. After much deliberation on where we should move for our growing needs, we decided on Garden Oaks. The thought of a deed restricted neighborhood in a city of limited zoning restrictions had its appeal. Also Garden Oaks appeared to have a nice quiet neighborhood feel, in close approximately to Downtown. However what is the use of deed restrictions if the Railroad commission can go and destroy neighborhoods when they choose to. I, along with all I have talked to about this, am highly oppose to this proposition of the HSR going through my neighborhood (34th Corridor). I ask for your help to stop this. I am all for public transportation and the ideas of trains. I currently commute to work on a bike, and have experience the benefits of Trains with a 2 year stint over in London. So I recognize the benefit but also know that neighborhoods bordering the lines were run down. I would hate to see the beautiful neighborhoods of Houston, especially Garden Oaks fall to the wayside.   | Community Impact |
| 11/12/2014 | Kim Smith          | As a resident of Leon County, I would like to express my dismay of learning about the proposed HSR through our county. At this time, the proposed route will not affect me directly. However, it could should the route change. Our property & home have been in the family for 100 years and we hope it remains in the family another 100 years. People live in our county due to its rural location. Please do not locate this rail through our county.   | Community Impact |
| 1/9/2015   | Kim Smith          | A HSR train frequently running through this county would be detrimental to homes near, or next to, the proposed tracks. Furthermore, all of the routes will negatively impact property owners depending on annual deer hunters to lease land, not to mention coon hunters and hog hunters. Also, the county would have to relocate so many county roads. Therefore, the decline in property values from leveraging the HSR would likely cause a hardship on the county and taxpayers. Many city residents do not understand our rural lifestyle and ownership of land. Much of this land has been kept in the family for generations. In fact, our land has stayed in the family for over 100 years.  | Community Impact |
| 1/9/2015   | Kimberly Kay Lopez | I am a 15 year property owner in Oak Forest subdivision in Houston. I oppose the proposed route of this train because it would divide my neighborhood and would be very near my home increasing the noise pollution while operating and such construction would inconvenience residents with no notable benefit. Oak Forest is currently in a revitalization period with restoration of classic 50s homes and new homes being constructed in the 800000 to 1000000 range. This project would greatly impact real estate values and all but squash this new revitalization effort. Again, as a property owner and tax payer I oppose the proposed route of this high speed rail. Please listen to people who would be actually impacted by this effort.  | Community Impact |
| 12/23/2014 | Kristen Washam     | The preferred and alternative routes will have a negative impact on Houston's urban core by destroying historic neighborhoods and established businesses along the routes to build the necessary infrastructure. Real estate is precious in the inner loop and the massive amount of land needed for the HSR project is irresponsible. The Washington Avenue corridor has so much promise and adding a High Speed Rail route would be a detriment to the progress that has already been made. There are most definitely other, more responsible alternatives than what has been proposed. Again, I am not in opposition to rail as a method of transportation but I believe there are other alternatives that would be a better fit for the future of Houston. I urge you to not go through with planning a high speed rail route through central Houston. Please either end the route outside loop 610 and connect via light rail or build the rail route above existing freeways. I will end my letter with a few things I love about my neighborhood, Washington Avenue: Central location that makes it easy to access other neighborhoods in Houston Close proximity to Memorial Park, Buffalo Bayou Park, and Spotts Park. This is probably my favorite thing about Washington Avenue. I love being able to walk out my front door and down the street to Spotts Park to exercise and get fresh air. Density that promotes the ability to walk or ride a bicycle to area businesses instead of driving. A new restaurant/market just opened on my block that I am so excited to be able to walk to! Lots of potential for the future with the proposed development of office buildings which would promote walking or bicycling to work. | Community Impact |
| 1/9/2015   | Kristin Blaies     | I oppose the high speed train running through the Garden Oaks area. As a teacher, it is apparent that the disruption to learning and the safety of students is a major concern. Since I teach special needs students and my class is directly next to the proposed track, I am sure that a train running every 15 minutes will disrupt the learning environment. There are three schools directly next to the proposed track and the education of over 3000 student will be impacted negatively daily.  | Community Impact |
| 10/29/2014 | Kristin Nielsen    | I do not support the high speed rail through First Ward as it will disrupt the subdivision when there are other alternative routes that will not cause destruction of historical homes and areas.   | Community Impact |
| 12/2/2014  | Kurt Watzek        | Our concerns are that one portion of the line that runs through Waller County right to the east of the Houston Oaks Golf Course, there's a school -- there's an elementary school right there, there's the oil ranch that caters to all the school kids... So I just -- those are our concerns, that if the rail comes through there, what happens to each one of those, how does it affect it.   | Community Impact |



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| 1/6/2015   | Kurt Watzek        | The proposed route through Waller County takes it through populated areas that include planned communities, school sites, parks, and farms and ranches that have been in families for generations. Having the noise and vibrations of a train racing through this area at 200+ mph will definitely displace these bald eagles and any other species of wildlife that is living in the area.<br>As you can read, I am not a proponent of the proposed location of the line. I do think there is a need for a rail system from Houston to Dallas, but I affirmably oppose it being in such proximity to my home, our schools and the sanctuaries of the bald eagles and the other wildlife that is present in the area. Use the locations adjacent to the public highways and the existing rail lines. They are readily accessible and probably be more acceptable to the public than a newly proposed route through people's property and homes in Waller County. If a private company wants to invest their money in this venture, then it is their risk and not the government agencies's responsibility to help them reduce their costs at the expense of the residents of Waller County.<br>Another question is why would the rail line be proposed to be constructed near schools and parks where school field trips are regularly scheduled. These schools have been in place for many years and why would our children have to be exposed to the noise, vibration and the visible distractions of having a 200mph train race by their school every 30 minutes during peak times. The proposed tract will run very close to an elementary school and the Oil Ranch which caters year round to field trips for every school district in the area.   | Community Impact |
| 1/7/2015   | Kyle Lutz          | I am a 28 year old single man who has worked hard since graduating from college. I have spent countless hours working on, in and around my home. I have taken great pride in building a home that could potentially last me a lifetime. I greatly enjoy pulling into my driveway every evening to a gorgeous home in a safe and quiet neighborhood. I have taken many steps to build a house that my life can grow into. One day I would love to share this home with a wife and family, however if this train is allowed to be built all of this work and all of these dreams would be destroyed. I am now asking you to please read this letter, and as elected officials go to work for me. Please don't let this railway take away a home that is over 70 years old. Don't let it take away my quite piece of this great city. Don't let these private investors ruin not only my home, but all of the homes in the area. The Garden Oaks, Oak Forest, and Heights area are quickly becoming one of the most highly desirable areas in the city of Houston. Please help prevent these private investors from ruining an area that is truly a great neighborhood to live in.   | Community Impact |
| 1/11/2015  | Kyle Lutz          | I have the privilege of living in a home that would be directly affected by the construction of this high speed train system. We purchased the property roughly seven years ago and have greatly enjoyed watching the area revitalize as more and more people move into the Garden Oaks area and begin to either remodel or build new homes on existing lots. The home that we own was built in 1940. Over the last several years we have taken great pride in updating the home while still keeping the original bungalow character. We started our updating the house by first focusing on small project: painting the house, updating outdated bathrooms and fixing electrical issues. Most recently, we had the opportunity to do a major addition. We added a new breakfast room, master bedroom, master bathroom, and closet. This project grew to include a kitchen remodel and as well as replacing the existing garage with a new larger garage. This was a large undertaking that not only helped bring this 1940's bungalow up to date with modern homes but really helped increase our property value. The house is located at 504 W 34th street in Houston Texas 77018.<br>I am a 28 year old single man who has worked hard since graduating from college. I have spent countless hours working on, in and around my home. I have taken great pride in building a home that could potentially last me a lifetime. I greatly enjoy pulling into my driveway every evening to a gorgeous home in a safe and quiet neighborhood. I have taken many steps to build a house that my life can grow into. One day I would love to share this home with a wife and family, however if this train is allowed to be built all of this work and all of these dreams would be destroyed. I am now asking you to please read this letter, and as elected officials go to work for me. Please don't let this railway take away a home that is over 70 years old. Don't let it take away my quite piece of this great city. Don't let these private investors ruin not only my home, but all of the homes in the area. The Garden Oaks, Oak Forest, and Heights area are quickly becoming one of the most highly desirable areas in the city of Houston. Please help prevent these private investors from ruining an area that is truly a great neighborhood to live in. | Community Impact |
| 11/11/2014 | Lacie Goolsby      | I am formerly a resident of South Houston and moved out of the city to get away from the noise and lights of the big city. Now the very reason I moved is being threatened with the routes currently proposed for the HSR between Houston and Dallas. Leon County has long been known as "The Deereest Place in Texas", the HSR would end the truth in this!  | Community Impact |
| 1/9/2015   | Lad Tufo           | Please think about the people in my community. We are taxpayers and hard workers, and we don't deserve to be treated with such disrespect.  | Community Impact |
| 12/16/2014 | Lady Smith         | These communities have been in existence for over half a century (and in some cases, longer) and have seen exponential growth and improvement over the past few years. All of that history, all of what we have worked so hard to continue to build, will be erased if the BSNF route is selected. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.   | Community Impact |
| 1/5/2015   | Latonya Payne      | Will this affect my neighborhood: Parkland Place, address [sic], Houston, Texas 77088?  | Community Impact |
| 1/7/2015   | Laura Havel        | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.<br>Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.   | Community Impact |
| 1/13/2015  | Laura Rahman       | I am writing to express my opposition to the proposed high speed railway between Dallas and Houston to the extent that such railway would travel along the BNSF lines. I have been a resident of Garden Oaks, one of the neighborhoods along the railway, since 1999. My husband's office is in the neighborhood, and our daughter attends St. Rose of Lima, an elementary school that is on the railroad tracks. The BNSF lines travel through many neighborhoods similar to ours.<br>In theory, this new rail line seems like a wonderful idea. A quick, inexpensive method of traveling between two major cities in Texas would be a godsend for many who have frequent business in both locations, and may increase tourist dollars spent in both locations. For the businesses and residents along the proposed path, however, this would be a nightmare. Garden Oaks enjoys not only a quiet, deed restricted neighborhood in a prime location in Houston, but it also has had steadily increasing property values and new construction. I presume my daughter's school, which has been in the neighborhood for almost 70 years, would have to relocate, as I cannot imagine that conducting classes while an incredibly fast moving train passes by every 30 minutes would at all be feasible.<br>I believe the commission needs to take further consideration of the impact on the people who live and work along the BNSF tracks, as well as to give deeper consideration to alternate routes, such as existing highways and interstates. Similarly, I believe further consideration should be given to ending the line outside the city, such as at terminals in locations where light rail lines are already in place or scheduled to be built. An elevated line outside my window is simply unacceptable, and I believe further study needs to be completed prior to any decisions being made.  | Community Impact |
| 1/8/2015   | Lauren Anderson    | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.   | Community Impact |
| 1/1/2015   | Lauren Michaelides | In general, I enthusiastically support the idea of public transportation. I am from the north-east, and I have always seen access to commuter rail and other forms of mass transit as an essential part of urban life. Likewise, I am generally supportive of high speed rail, as I think it could potentially have a positive effect on our region as a whole.<br>This is a major project that has the potential to cause a great deal of harm to property owners and neighborhoods if handled poorly. We urge you to take the time to develop a solution that will both benefit not just your project, but also the citizens of Houston.  | Community Impact |
| 12/4/2014  | Lauren Weth        | Those of us who live along the proposed routes do not benefit from the rail. It's construction will do more harm than good. We live here because we enjoy this way of life. Go and talk to a rancher who depends on his or her land for everything. That's all the scoping you need. The thought of this high speed rail being built makes me sick.   | Community Impact |

| Date       | Contact Name           | Request/Comment   | Comment Topic    |
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| 1/6/2015   | Laurie Clothier        | <p>Concerns with Texas Central Railways Proposed Route - Stay Out of Oak Forest!</p> <p>We are writing to you to express our concerns with the Texas Central Railway's proposed routes for the high-speed rail which includes my neighborhood, Oak Forest. We are highly opposed to this project entering dense, residential communities. This will have terrible effects on our traffic and will reduce values of our homes. This does not even begin to express concerns for noise, vibration, location of rails (above or at grade level) and risk for devastating accidents that could occur with a fast moving train going thru the middle of our neighborhood.</p> <p>From our understanding, the use of this high speed rail is for commuters. Using the existing transit route is the most obvious solution. There are few neighborhood communities close to 45. The Woodlands is asking for this commuter train for easy access to downtown. KISS - KEEP IS SIMPLE STUP**. Then it is a straight shot north to Dallas. THE ROUTE ALREADY EXISTS!!!!</p> <p>This is a commuter train and there are no stops planned in our neighborhood. The rail should be placed in areas where it is more beneficial to more people. Winding thru the city via neighborhoods that have been established for 50 – 100 years or more, is not the way to handle this.</p> <p>We have lived in Garden Oaks/ Oak Forest 15 plus years. We have purchased multiple homes in this area, as many have, because we love this area. You will find that Oak Forest is very much like a small town inside a big city and those that are spending \$1mm or more for the new homes going up daily now is never going to be happy with this project and we certainly do not blame them.</p> <p>We love this neighborhood and am very emotionally tied to our home and our neighborhood. Please do not ruin this beautiful little small town of ours! We have always planned to stay in Houston and raise our children in Oak Forest - this may force us to leave not only Oak Forest but if we are going to move, it will be to a smaller town.</p> <p>Please do what is needed to get this proposed route off the table.</p> | Community Impact |
| 1/9/2015   | Laurie Hazzard         | <p>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the the development needed to help renew these areas and also dramatically impact property values.</p> <p>With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas, or what the affects of vibration of a train going 200 mph every 15 minutes would be on the foundations of homes adjacent to the tracks. Surely a geological study is in order to determine this.</p> <p>What will be the impact of construction on these neighborhoods? We are already taxed with road &amp; freeway closures by the 290 expansion &amp; rerouting of arteries to I-10 &amp; 610. What can we expect if this project goes thru either of the proposed preferred routes?</p>   | Community Impact |
| 1/9/2015   | Lawrence B. Echterhoff | <p>My wife and I reside on Edwards Street in the old first ward area of Houston two blocks from the proposed Union Pacific Winter Street possible alignment of the proposed Texas Central Railroad high-speed rail line (TCR). I have reviewed the comments submitted by The City of Houston Super Neighborhood 22 November 25, 2014, on behalf of residents of this area and support these comments.</p> <p>In addition I am submitting the following additional comments. These comments apply to possible routes in and around the Houston area unless otherwise noted.</p> <p>Our home is new construction, completed and purchased in 2013. The Old First Ward was one of the earliest residential neighborhoods developed in Houston. Over time many of the original homes deteriorated and were replaced by newer small homes, which have, in turn, also deteriorated with time. In some areas homes were replaced by warehouses or other commercial spaces.</p> <p>Winter Street runs through the neighborhood in an east-west direction and has a Union Pacific track down the middle. The street itself consists of a single one-way lane on either side of the track There are a number of existing residences along Winter, both restored single home and new high density construction.</p> <p>Additionally there are properties with the potential for either restoration or new construction.</p> <p>Some years ago there were a number of small cross streets with grade crossings along Winter. These crossings were closed and the area designated as a "no train horn area." These changes worked to the benefit of both the railroad and the neighborhood and eliminated most of the impact that the train had on the neighborhood. To increase the right of way to 80 feet and add two elevated tracks for TCR would result in a significant increase in impact to the neighborhood over the existing train track. The visual impact alone would serve to split what is already a small neighborhood in two.</p>   | Community Impact |
| 12/23/2014 | Leanna Sparacino       | <p>I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. My husband and I along with four other family members, are the owners of properties on your second-most-preferred alternate route , which would have the line run through the heart of the heavily-populated Inwood Forest, Candlelight Oaks, Mangum Manor, Oak Forest, Shepherd Forest, Garden Oaks, Independence Heights, Lindale Park and more neighborhoods. All of our properties are single family homes that serve as primary residences. With so many neighborhoods involved it's easy to see how many people will be impacted, just on this segment of the project.</p>   | Community Impact |
| 12/23/2014 | Leanna Sparacino       | <p>Introduction of the infrastructure needed for high-speed rail would cause great harm. The razing of schools, churches and buildings , many of them historic or otherwise significant, that comprise a productive and integral part of the neighborhoods would be highly devastating.</p>   | Community Impact |
| 1/7/2015   | Leroy Juanita          | <p>...severely harm the high-quality livability that these neighborhoods have worked hard to achieve.</p>   | Community Impact |
| 12/23/2014 | Leslie Sparacino       | <p>Introduction of the infrastructure needed for high-speed rail would cause great harm. The razing of schools, churches and buildings , many of them historic or otherwise significant, that comprise a productive and integral part of the neighborhoods would be highly devastating.</p>   | Community Impact |
| 12/25/2014 | Leslie Sparacino       | <p>And the neighborhoods' identity as quiet, family friendly communities would be irreparably compromised.</p>  | Community Impact |
| 1/10/2015  | Lewis Goodkouski       | <p>I tlooks as though the HSR is now trying to deplete the idyllic and hacyon days of Garden Oaks. Gone will be the playing field of Lutheran High North and possibly overlapping into Waltrip High School. The Hare Krishna Temple and Saint Rose of Lima will be diminished. Not only that there are numerous business's that will be affected. Tehre has been a resurgence in Garden Oaks and Oak Forest in housing and business alike. Many new and expensive homes have been built an dcontinue to be built. this HSR project may enhance the public rail experience for time for some but will not enhance the lives of most residents in Garden Oaks. Imagine seeing a train fifty feet up in the air every thirty minutes. Evokes images of Chicago does it not? The negatives outweigh the benefits to the neighborhood. If eminent domain is not being used think of the morality of its use. There are builders building expensive new homes and people are buying them. If HSR has known of this project and route for 4 years why let people throw good money after bad? I think not.</p>  | Community Impact |
| 1/13/2015  | Linda Burroughs        | <p>As a new homeowner, just closing on my \$300k+ home in Saddle creek Forest Dec 2; I am aghast that this is even a proposal to the area. Why on earth would anyone run such an intrusive thing straight through a prospering community that prides itself as a family orientated, equestrian community? That1s not really a question. I can only equate this to the Enron debacle and how it will affect homeowners' lives.</p> <p>Listed below are my object ions as a property owner who will stand to lose substantial property value:</p> <p>Saddle Creek Forest Homeowners</p> <ol style="list-style-type: none"> <li>1. Our community will be split in two thus preventing community involvement and participation</li> <li>8. Use of children's playground will become unbearable due to noise and vibration</li> <li>10. Construction of the line will cause disruption and unbearable annoyance</li> <li>11. Most residents purchased property largely due to its safe and quiet location to raise their family</li> <li>12. Many retirees purchased property to provide a peaceful and tranquil setting for their final years of retirement</li> </ol>  | Community Impact |
| 1/13/2015  | Linda Kelly            | <p>A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks.</p> <p>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.</p>  | Community Impact |

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| 1/9/2015   | Linda W. Echterhoff  | Enclosed herein for inclusion in the Scoping Report and consideration by all associated parties in assessing the project's environmental impact are my comments regarding the Texas Central High-Speed Railway's (TCR) proposed Dallas to Houston High-Speed Rail (HSR) Project.<br>I have reviewed the Houston communities comments submitted by The City of Houston Super Neighborhood 22 on November 25, 2014, on behalf of residents of this area, and I support these comments. In addition, I am submitting the following additional comments. These comments apply to possible routes in and around the Houston area unless otherwise noted.<br>First and foremost, I support the development of the HSR project as a potentially viable transportation alternative between Dallas and Houston to address the future transportation needs of our state as populations continue to expand and existing infrastructures become more and more crowded. However, I strongly oppose the TCR HSR Project traversing and dissecting our long existing neighborhoods, creating negative impacts on their residents, homeowners, landowners and business owners. Our neighborhoods are not the proper route alignment for a sustainable high-speed rail project such as the TCR HSR Project that will include infrastructure similar to a major freeway flyover at heights potentially 40 to 50 feet above grade.<br>Further dissection and disruption of the First Ward neighborhood social dynamics; To increase the existing train infrastructure rights-of-way to the proposed 80 feet and add either two below grade or elevated tracks for the TCR HSR Project would result in a significant increase in impact to the neighborhood over the currently existing single Union Pacific train track; The visual impact alone would serve to split what is already a small neighborhood into two<br>Destruction and elimination of the current buffer space many of the existing First Ward residential and/or commercial real estate property owners have between their homes and/or commercial spaces and the Union Pacific freight and freight-passenger lines, which would have a serious detrimental effect on the quiet enjoyment by those real estate property owners who would then abode closer to the Union Pacific and/or TCR HSR Project infrastructure rights-of-way boundaries | Community Impact |
| 1/9/2015   | Linda W. Echterhoff  | My husband and I reside at [sic] in the original and historic First Ward of The City of Houston just two very short blocks south of the TCR HSR Project's preferred Union Pacific Winter Street possible alignment, and only two very short blocks north of the TCR HSR Project's preferred Union Pacific Girard Street possible alignment. Our home is new construction, completed and purchased by my husband and me in 2013. The two at-grade railway lines, the Union Pacific Winter Street freight line and the Union Pacific Girard Street passenger-freight line, currently traverse and dissect the entire First Ward neighborhood. Additionally, the First Ward is bordered by the Interstate 10 system on its northern boundary and the Interstate 45 system on its eastern boundary. We were aware of these existing infrastructures at the time of our purchase of our [sic] home, but were NOT aware at that time about the TCR HSR Project or its nine proposed route alignment alternatives, one of which would traverse through and further dissect our First Ward neighborhood at one of two possible locations.<br>The First Ward, established in 1840, is one of the earliest residential neighborhoods developed in Houston. Our neighborhood, with its unique demographics, has for many years been economically depressed with numerous properties blighted in various states of ruin, abandonment, or even torn down. Over time many of the original historical homes deteriorated to ruin and were replaced by newer small homes, which have, in turn, also deteriorated with time. In some areas of the First Ward, warehouses or other commercial spaces sprung up in replacement of these deteriorated homes. Over time, and in ever-changing economic conditions, many of these commercial businesses have since exited the marketplace and their spaces abandoned and left to deteriorate.  | Community Impact |
| 1/6/2015   | Lisa and Mike Tauser | I was not able to attend last night's meeting about high speed rail.<br>I don't see the proposed path through Oak Forest as a good option for the train. It seems like a lot of noise and intrusion that won't benefit the neighborhood itself very much at all.   | Community Impact |
| 1/7/2015   | Lisa Finger          | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Community Impact |
| 11/11/2014 | Lisa Hughes-Robinson | As concerned citizens and property owners of Leon County, Texas, we are opposed to the prospect of a high speed rail line, dedicated for the sole use of the residents of Dallas and Houston running through our community!<br>In addition, I am astonished that the State of Texas will grant a privately owned company, whose parent company is a foreign company, the power of eminent domain to take my land or my neighbor's land under the premise of "public use" for this type of project.   | Community Impact |
| 1/8/2015   | Liz Tharp            | I am writing to discuss my fears and concern of this High Speed Rail coming through my neighborhood. I have been a Garden Oaks resident for 8 years. I love my neighborhood and this community. I have watched it transform with great schools, beautiful homes and young families. Small businesses are popping up left and right. I am concerned about the impact of the following:  | Community Impact |
| 1/8/2015   | Liz Tharp            | How will this affect the schools and parks with an elevated track tearing through our neighborhood   | Community Impact |
| 12/2/2014  | Londa Sessions       | We have lived on our five acres NW of Houston in Waller County for 20 years. We love the peace, quiet and nature that we experience on our property. With a high-speed rail running along side of our property, we would lose these benefits to living in the country. Our kids would no longer enjoy coming home to visit us. This would have a negative impact not only on us, but all of our neighbors.   | Community Impact |
| 1/7/2015   | Loraine Perkins      | <u>This will destroy the FIRST African American municipality in the whole state of TEXAS.</u>  | Community Impact |
| 1/8/2015   | Louis H. Runge       | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am strongly opposed to this project entering our residential community. While I am in favor of Texas leading the nation with a viable high speed rail system, I can't believe that the favored routes cut through established urban neighborhoods. The proposed elevated system is designed to follow high speed corridors, not cut through established urban neighborhoods. The proposed path along the 34th street rail line would severely damage the livability of our community.   | Community Impact |
| 1/8/2015   | Louis Runge          | I am opposed to the Texas Central Railway's high speed rail proposed route<br>I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area.<br>I am strongly opposed to this project entering our residential community.<br>While I am in favor of Texas leading the nation with a viable high speed rail system, I can't believe that the favored routes cut through established urban neighborhoods.<br>The proposed elevated system is designed to follow high speed corridors, not cut through our homes, schools, and parks. The proposed path along the 34th street rail line would severely damage the livability of our community.  | Community Impact |
| 11/9/2014  | Lynda Brackett       | Why not hold someone accountable (someone without a vested interest) to estimate the impact on those surrounded by the rail and how they may lose property usage and be unable to sale, be displaced and unable to sale their homes (due to 36 trains passing through daily), the displacement of wildlife, and the sustainability of small communities when traffic has been diverted around the town in the name of progress.  | Community Impact |

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| 1/8/2015   | Lynda Brackett            | With the TCR being the "middle-man" of this project, should it move forward, what assurances can be provided at this time of the following: funds to maintain operational sustainability into the future; adequate funding to support the completion of construction; increased costs associated with county and state road repair and maintenance due to increased traffic flow to construction, particularly of heavy equipment. I currently live in an area that has seen a tremendous increase in oil field related traffic that is causing the roadways to deteriorate quickly; the rights of property owners affected by the project in the event construction is not completed or operationally discontinued; study of the impact on every day conveniences of direct traffic routes currently in place that may be eliminated through construction of the HSR; similarly, the impact on human life due to delayed response by emergency workers; who absorbs the costs of responding to an emergency directly associated with the HSR; the viability of adequate emergency resources (i.e., people, equipment, services) associated with the HSR given the rural route proposed. Many areas are served by volunteer services or have limited resources. impacts resulting from a HSR line - livestock, wildlife, existing pipelines, homes. How close can people live to the HSR and experience a reasonable quality of life...that has not been destroyed with construction of the HSR?<br>the infrastructure required for HSR stations. Availability of alternative means to and from these stations and the costs associated with development.<br>One final consideration...how do you put a value on one's heritage??? Property that has been in families for generations, where livelihoods have been passed from one to the next! How do you say our lives and way of life are less important than those who find it necessary to move between Dallas and Houston in a time period shorter than the current drive time! | Community Impact |
| 1/8/2015   | Lynette Adams             | This is the worst idea ever, unless you plan on it going down I-45 it will have the less impact on the environment, going through rural area, homes, ranches, farms is not the way.   | Community Impact |
| 1/7/2015   | Lynn Dechiro              | I am writing to you today to express my extreme concern and opposition with Texas Central Railway's proposed routes for a high speed rail through Houston neighborhoods including Garden Oaks, Oak Forest and Independence Heights. My family has lived in these neighborhoods for over 50 years. I am opposed to this project entering dense residential communities such as my neighborhood of Garden Oaks. This rail should not be allowed to enter long established densely populated neighborhoods. This elevated rail line is proposed to run every 15 to 30 minutes, 18 hours a day, at extreme speeds and would be located mere feet from and an unbelievable and constant disruption to the numerous schools, churches, homes and businesses that make these neighborhoods and city so wonderful. It would deter growth and rejuvenation in these communities. It would further increase noise and vibration and severely harm the high quality livability of these neighborhoods that make up this wonderful city. We need your assistance. Please listen to these communities and assist us with alternate routes for this proposed project and make sure this project does not destroy our beloved schools, churches, homes--neighborhoods. There are other routes which would not destroy our neighborhoods. We vehemently oppose this project!  | Community Impact |
| 12/10/2014 | Lynn H Dechiro            | I am writing to you today to express my extreme concern and opposition with Texas Central Railway's proposed routes for a high speed rail through Houston neighborhoods including Garden Oaks, Oak Forest and Independence Heights. My family has lived in these neighborhoods for over 50 years. I am opposed to this project entering dense residential communities such as my neighborhood of Garden Oaks. This rail should not be allowed to enter long established densely populated neighborhoods. This elevated rail line is proposed to run every 15 to 30 minutes, 18 hours a day, at extreme speeds and would be located mere feet from and an unbelievable and constant disruption to the numerous schools, churches, homes and businesses that make these neighborhoods and city so wonderful. It would further increase noise and vibration and severely harm the high quality livability of these neighborhoods that make up this wonderful city. We need your assistance. Please listen to these communities and assist us with alternate routes for this proposed project and make sure this project does not destroy our beloved schools, churches, homes--neighborhoods. There are other routes which would not destroy our neighborhoods. We vehemently oppose this project!   | Community Impact |
| 1/6/2015   | M Fisher                  | As a resident of Garden Oaks in Houston, I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve. Please consider a route that will not affect residential neighborhoods.   | Community Impact |
| 1/6/2015   | M Fisher                  | As a resident of Garden Oaks in Houston, I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve. Please consider a route that will not affect residential neighborhoods.   | Community Impact |
| 12/15/2014 | M Sparacino               | I am writing to comment on the above referenced High Speed Rail project. After commuting to/from Dallas for many years, I was delighted to hear of the high speed rail project. While visiting Tokyo, I used the Shinkansen "Bullet Train" and traveled to Kyoto. I am aware of a high speed train's benefits as an alternative mode of transportation. Although my past experience has been good, I am concerned with how the train-route's approach in Houston will result in both damage and disruption to the existing "urban" neighborhoods. I am not condoning a "Not in My Backyard" approach; however, I do believe that planning is easy on the drawing board when the lives and neighborhoods that it affects are just in theory.   | Community Impact |
| 1/9/2015   | Magdalena Gonzalez        | As a resident of first ward - I have worked hard to buy and own a 1920s bungalow and restore it to its original charm. The first ward neighborhood has been on a long journey towards beautification and renovation - truly a second chance for a neighborhood once an eyesore and in distress. I am not opposed to the project but don't believe first ward is the correct place to build it through. I agree with the sentiments of my fellow resident.   | Community Impact |
| 1/9/2015   | Marcia and Thomas Otto    | We moved to Oak Forest in July 2014, attracted by a friendly community, the intense gentrification the neighborhood is going through, the number of parks and the bike trail along the White Oak Bayou, and the quietude of the neighborhood. According to the Houston Chronicle, Oak Forest is the "new West University" or the "New Bellaire". We have serious concerns that, if approved, the high-speed line will impose severe economic, social and environmental harms to our community.<br>Few studies have evaluated the impact of the implementation of high-speed train stations showed positive impact on local communities, including increased connectivity and reduced commuting time. Those benefits may counterbalance the negative impact of such implementation.  | Community Impact |
| 10/28/2014 | Marian Lyde               | Most of our land has been family owned for generations or has been purchased by the hard work and sweat of its landowners. We live in the country for a reason and most of us are agriculture producers who help to grow the food for this great nation. A rail such as this threatens our land and livelihood. We could care less about transporting businessmen from Houston to Dallas. Grimes county is also home to many endangered species of animals and that card will be played if you continue to try to invade their territory. Take your rail elsewhere.   | Community Impact |
| 1/6/2015   | Marie and William Downing | My husband and I would like to provide you with our comments regarding the proposed Oak Forest HSR. We have lived in Oak forest for 21 years and are very concerned about the proposed HSR 34th street route. This is a quiet and age diversified neighborhood and we would like to keep its home-feel in tact. A Oak Forest is beautiful with many trees and bird and squirrels and the rail will distract from its environmental beauty and safety. We are senior citizens and have worked many years to build equity in our home and cannot afford to lose property value as the result of this new proposed HSR. Please re-evaluate alternate routes and do not go through neighborhoods where so many people live and work.  | Community Impact |

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| 1/9/2015   | Marie Kallus           | <p>Unlike most of Houston, Oak Forest has residential deed restrictions that remain in place and are enforced. And in a city (Houston,TX) without zoning, deed restrictions are coveted and add value to the neighborhood. And because TCR is a private concern, they do not have to gain our approval, answer our questions, or care about our concerns. Please enlighten me as to what value this bullet train is going to add to our residential community.</p> <p>Points to Consider</p> <p>Because Oak Forest is deed restricted, there is a limited amount of commercial property. And in some respects, it is lacking in size in comparison to 5,000 homes. Part of this proposed rail line will be cutting through the limited amount of commercial property that we currently have in Oak Forest. And if this property it is taken through eminent domain or downgraded in value to where no business will want to inhabit the space as a result of TCR expanding the rail lines, it cannot be replaced and will thereby cripple expansion of businesses in the area. In turn, the amenities expected by residents will be crippled as well. The current BNSF rail line borders the property of three high schools in Oak Forest (one public and 2 private). The high pitch whine and ground vibrations produced by the bullet train running alongside the current tracks will definitely affect the learning environment of the students in these three schools. And once again, if they are forced to relocate, I do not see where that would be possible within the neighborhood that they serve. The land deemed as "non-residential" is just not there to support schools/playing fields/facilities of this size.</p> <p>Although meeting participants have asked for information concerning the decibel level of the operational noise associated with the N700-I Japanese Bullet train, there has been no substantial feedback from TCR. But in going to U-Tube, one can view and listen to the various recordings Japanese have made of the N700-I. And it is not quiet. It may be quiet in the train, but it is a different matter outside the train. In addition to the high pitch whine, the vibrations are substantial. In fact, I would rate it higher than that of a conventional freight train. The N700-1 may not have a train whistle, but it still runs on steel wheels and at a higher rate of speed than a freight. And TCR proposes to run these trains every 30-minutes from 6:00 AM to 11:00 PM daily. Noise pollution? Absolutely.</p> | Community Impact |
| 1/9/2015   | Mariette Garcia        | I oppose the Dallas to Houston High Speed Rail Project because of the harm it would impose on my home (which backs up to the existing trian track of one of the preferred routes), my neighborhood, and neighboring residents and businesses if it were allowed to proceed.   | Community Impact |
| 1/8/2015   | Marilyn Sadley         | My name is Marilyn (Roquemore) Sadler. Raised on the 37th St. right where the present railroad passes thru. My parents purchased the land back in 1945 and lived and owned this property and raised me and my siblings there. The land was passed down from one generation to another. We attended Burrus elementary, Burgess Elementary Schools, Booker T. Washington High School and Greater New Hope Missionary Baptist Church on North Main St. I love and appreciate the historical value of Independence Heights (we called Studewood) and its foundation, being the first established Black community in Texas. We have strong roots. I am all about progress, but my concern is about how would this rail system benefit the community and it's residents. Is this rail system for passengers, products, etc. What will it transport back and forth to Dallas. I've seen in Chicago where there are rail systems that have been operating there for years, but not the magnitude of travelling 200MPH, so fast that it will take only an hour and a half to get to Dallas. That sounds great! There are probably many more concerns that I have, but since I did not attend the first meeting (my daughter attended), I would like to know more. I plan on attending future meetings. Also when will this project scheduled to begin.   | Community Impact |
| 1/8/2015   | Marisa Thomas          | <p>Our neighborhoods are opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.</p> <p>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade. This route is much more populous than other options and as residents we are disappointed with the lack of communication and concern of our residents. HSR is going for what is EASY more than what is RIGHT.</p> <p>I'm not sure how my kids will be able to focus on their studies with that train adjacent to their school, not to mention thee 2 high schools half a mile away.</p> <p>I am not opposed to High Speed Rail. I am opposed to it being in the Northwest Corridor, impacting schools and neighbors. This is much easier and cheaper to do it along where will live, work and play and some finance person is looking at the bottom line and how it is easier to use eminent domain on family's and schools rather than work a little harder to do the RIGHT thing and work along the Hardy Toll Road area.</p> <p>YMCA Member - NOTE: My kid plays soccer on part of the land that is sectioned to be used? Are you going to elevate the soccer field too?</p>   | Community Impact |
| 1/9/2015   | Martin Perez           | I am writing to you today to express concern with Texas Central Railway's proposed routes for a high speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where a 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.  | Community Impact |
| 12/22/2014 | Marty Hiles            | <p>Community</p> <p>Fact: 1. Communities, neighborhoods, families, schools, religious institutions, cemeteries, etc., will be greatly affected and some may be displaced.</p> <p>Impact: a. The one meeting in Ellis County held by the High-Speed Rail representatives there were around a dozen speakers and every single one opposed to the idea on numerous grounds, e.g., family land split up, homes destroyed or relocated, taxes, lower property values, negative economic impact, transparency, farms split and left with inoperable land, accessing their farm land with large farm equipment, school districts divided, traffic, etc.</p>  | Community Impact |
| 12/22/2014 | Marty Hiles            | <p>TCC firmly believes in supporting our neighbors and those in opposition to the HSR to Houston while maintaining that our own concerns are also relevant to the Austin HSR. As a community we expect our elected officials to closely scrutinize any recommendations that are made and we highly recommend that our county leaders keep in mind the following:</p> <p>Impact to existing neighborhoods should be minimized. Installation of sound abatement walls, pollution minimization controls, and or other such measures should be taken so as to limit this impact. These measures should be fully considered, planned in detail, and discussed with all concerned before any plan is finalized.</p>   | Community Impact |
| 12/29/2014 | Marvin & Rhonda Schiel | I don't care about Japan! We bought the land in the country to get away from the hussle & bussle of the city. This project destroys the country. We already have a high line & pipelines on the property. That's enough! We have 7 ponds on property, cattle, deer, out buildings & barns. The land is also used for hay crops. The property value will drop. Who who wants to buy our land with a bullet on top of them. The town of normangee closes up @ noon on saturday. We like it that way. Use the existing rail line. Please do not split our land even mere. We have boy scout troops visit spend the weekends on our ranch. They come to work on badges look @ the stars that they can't see in the city. They hear owls, coyotes howl @ night. We have a creek that runs through the property. what fun for little boys. We have land in montgomery & Madison Co. We had a strong tornado make a direct hit on the ranch. All high line towerw were twisted & layed on the ground. How can towers twist & lay on ground! Unbelievable. The natives told us our land was tornado ally.   | Community Impact |
| 12/4/2014  | Mary Barling           | My husband and I own 70 acres in Grimes County. We reside there, raise cattle and hay, hunt dove and deer, and enjoy the peace and quiet. Honestly, this railway will completely change our way of life, all the things that we have worked har for, and the ultimate re-sale value of our place. Would you want this railway in your backyard??? Neither do we.  | Community Impact |
| 12/18/2014 | Mary Beck              | This area is growing quickly with many families moving in to town regularly. This would not encourage that growth - it would discourage it. Another related factor are the schools in the area that would be impacted. We can already hear the regular train at Garden Oaks Elementary - very loudly, but not as frequent as the high-speed rail would be. It is not conducive to a learning environment that is currently one of the best in HISD. Children and teachers could easily be distracted regularly - detracting from their ability to teach and learn. Also requests for the Magnet Program at Garden Oaks have doubled in the past couple of years. The high speed rail would have a negative impact on enrollment.  | Community Impact |

| Date       | Contact Name        | Request/Comment   | Comment Topic    |
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| 1/9/2015   | Mary Beck           | The Houston to Dallas High Speed Rail is a good idea in theory only. The implementation plan is beyond poor. The costs to Houston far outweigh the benefits.<br>The Costs:<br>It goes through residential neighborhoods, including right behind a high school, through various parks - lowering the Quality of Life for many Houstonians, not to mention their property values. Ensuring students have a place conducive to learning is far more important than individual profit.  | Community Impact |
| 11/9/2014  | Mary Haddox         | I just purchased my home near the green proposed line this past week. The green line makes absolutely no sense as a rail, as it is not in a straight line, doesn't go straight to Dallas, but tours the countryside and takes peoples land. And it will come so close to my home that it will destroy my peace, take my land or ruin my property values. I do not intend on giving up a property I have worked so long to buy.  | Community Impact |
| 1/9/2015   | Mary Lynn Porter    | Here are my comments about the proposed route. Please note that I live in the Garden Oaks subdivision in Houston through which the high speed rail will be built and run. The proposed route runs through Garden Oaks which would have a negative impact on the connectedness of the neighborhood. We in Garden Oaks have worked hard to maintain the beauty of our properties, and this is not a neighborhood of high rises, but of one and two story houses. The HSR should be constructed along an industrial corridor. The HSR should not be approved until there is a detailed study showing that it will actually function as intended. Due to the lack of parking in downtown Houston (to board the train) and due to the fact that businesses are not all located downtown, but, rather, are spread out in centers many miles apart, it is possible that that the HSR will not be self supporting.  | Community Impact |
| 12/6/2014  | Mary Noble          | we live in Saddle Creek Forest, a neighborhood likely to be crossed by the high speed rail. This project will divide our neighborhood in two, reduce property values, and increase noise pollution, which most residents bought property to get away from. There would. Be NO benefit to the neighborhood at all. If this goes through we will have to sell our house and land at a great loss. Please reconsider this route for the sake of people living near the project.  | Community Impact |
| 11/18/2014 | Mary Wagner         | I agree. One of their proposed routes in Houston goes through the third largest neighborhood in Harris County! I'm sure the High Speed Rail developers would throw their money around like crazy to stop this train from cutting through their own neighborhood!  | Community Impact |
| 11/18/2014 | Mary Wagner         | Who decided that this train should go through the third biggest neighborhood in Houston? I'm sure everyone on your committee is hoping to sacrifice their own home and neighborhood, right?   | Community Impact |
| 1/9/2015   | Mary Wisnoski       | As a homeowner of Oak Forest Subdivision in Houston, TX I am writing to you today to express my concerns and opposition with Texas Central Railway's proposed route for a high-speed rail in my neighborhood. I am not opposed to the high-speed railway but I am opposed to TCR building it in my backyard. And if you lived in my home you would not welcome it either. The only thing between my backyard fence and the railroad track is a grassy ditch. I t will be only feet from my house. How much peace and quiet and quality of life do you think my neighbors and I will have once the railway is built and running every day? The answer to this question is "none".<br>I have lived in my home for almost 60 years and now Mr. Eckels, President of Texas Central Railway, and his investors want to build a high-speed rail that travels approximately 200 mph from 5:30 am until 11:00 pm running every 15 - 30 minutes every day of the week because they consider this to be the cheapest option of all 9 routes.<br>I have tried to understand why anyone would propose building a high- speed railway in any neighborhood. Our neighborhood is a vibrant community with family life and children at play and in school. Once this railway arrives our neighborhood will be consumed with noise, vibration, safety and traffic issues, and a vanishing community life. People will eventually move away to escape leaving their devalued homes behind and the neighborhood that once was will never be again.<br>Because the railway will be just feet from our homes there will be no escaping any of the constant noise and vibration as well as the unsightly view of the monstrous cement structure. Is this what TCR wants for the Garden Oaks and Oak Forest community? Is this how you would want to live you r life every day with you r family? Well this is exactly what will happen to our wonderful established neighborhood full of people, churches, schools, parks and the YMCA. We cannot comprehend this decision to destroy our entire neighborhood that has given back to the City of Houston and to the community.<br>Mr. Eckels came to the town hall meeting without a current picture of the proposed railway. When asked what the train will look like he provided a picture of japan's railway from the 60's. We deserve to see what TCR wants to build through our neighborhood. I ask again - Where are the studies? Have they been done? Do they contain positive or negative results? Is this why they have been kept from the people that will have to live with this noise making elevated concrete structure? Is this an oversight or is this intentional ? As citizens of the City of Houston and residents of Garden Oaks and Oak Forest we deserve the entire truth and we deserve a vote on such a massive intrusion to our neighborhood and our quality of life. | Community Impact |
| 12/2/2014  | Maryanne Placentini | I'm actually the executive director of the Katy Prairie Conservancy. And I e-mailed probably a lot of you about this meeting, having gone to an earlier one in Houston. First off, I'm going to tell you, I'm actually a Houstonian and I don't like this project either. I spent 15 years of my professional life trying to save a lot of land on the Katy Prairie, not just for the wildlife that live there but for the enjoyment of the people who could use the Katy Prairie; and also because, you know, 40 percent of the land that we've protected and we pay taxes on all that land is in Waller County. And one of the beauties about Waller County are not only its natural resources but its cultural resources, whether it's its farmers or its ranchers or it's just the people who've come out here for quiet enjoyment of rural life. I'm hoping that a lot of you do care about continuing to have the quality of life that you came out here for and that I think should be protected. I'd also like to leave you with a couple of quotes. One is that of a noted philosopher, early, early on said, Never does nature do one thing and wisdom another. We've got great nature out here. We ought to make sure that we are wise people and keep it. And, last but not least, Jay Jacobs, another noted urban planner -- you can tell what I am -- said that, Great cities need a great countryside. Let's make sure we keep Waller as a great countryside. Thank you.   | Community Impact |
| 1/8/2015   | Maryilyn Sadler     | My name is Marilyn (Roquemore) Sadler. Raised on the 37th St. right where the present railroad passes thru. My parents purchased the land back in 1945 and lived and owned this property and raised me and my siblings there. The land was passed down from one generation to another. We attended Burrus Elementary, Burgess Elementary Schools, Booker T. Washington High School and Greater New Hope Missionary Baptist Church on North Main St. I love and appreciate the historical value of Independence Heights (we called Studewood) and its foundation, being the first established Black community in Texas. We have strong roots. I am all about progress, but my concern is about how would this rail system benefit the community and it's residents. Is this rail system for passengers, products, etc. What will it transport back and forth to Dallas. I've seen in Chicago where there are rail systems that have been operating there for years, but not the magnitude of travelling 200MPH, so fast that it will take only an hour and a half to get to Dallas. That sounds great! But so many would have to pay a price for this, uprooting and relocating can be a traumatic venture for many of us. What kind of compensation would would be worth it. There are probably many more concerns that I have, but since I did not attend the first meeting (my daughter attended), I would like to know more. I plan on attending future mettings. Also when will this project scheduled to begin.  | Community Impact |
| 1/6/2015   | Megan Frazier Salch | I want to express my sincere concern with the proposed high speed rail (HSR) if it enters the neighborhoods along 34th street in Houston. Our neighborhood is undergoing massive revitalization efforts. I am the third generation of my family to live in this area (all different homes) and I am seeing wonderful growth here with new parks, restaurants, athletic venues and more that benefit many Houstonians. Bringing the HSR along 34th Street and into our neighborhood would impede this revitalization and dramatically impact property values. Lower property values means less money collected in property taxes for Harris County. Is Harris County prepared for the large loss in future taxes?<br>While I think a high speed rail between Houston and Dallas offers interesting possibilities, I urge you to carefully reconsider its path into Houston neighborhoods. Surely there is another route that can keep the HSR safely away from schools, churches, retirement communities and thriving neighborhoods. I hope we can count on your support.  | Community Impact |



| Date       | Contact Name               | Request/Comment  | Comment Topic    |
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| 1/7/2015   | Megan Stark                | I am a 6 year resident of the Oak Forest neighborhood and purchased a home in the 5000 block of Viking Dr. in October of this year. While I support the idea of high-speed rail as a necessary supplement to existing infrastructure, I cannot support the proposed plan to bring the route through my neighborhood to connect to downtown Houston. The plan is, in my opinion, poorly conceived. The proposed plan fails to acknowledge the substantial, negative impact it will have on the residential neighborhoods in its path. This is a bad idea all around and the Texas Central Railway needs to develop an alternative route or abandon the idea altogether. My neighbors and I should not have to submit to a transportation project that will ruin our property values and disrupt our quality of life at the whim of a private company's quest for profits.   | Community Impact |
| 1/8/2015   | Mel G Johnson              | I concur with their input regarding the impact on home values, quality of life and just general "nuisance" aspects of the preferred route through Oak Forest, Garden Oaks and the Heights corridor. The only thing going for this route was easy access and quite honestly that is an insufficient reason to contemplate such a negative impact on so many people.   | Community Impact |
| 1/9/2015   | Melissa Hamous             | I am writing to express my deep concerns over the proposed Dallas - Houston High Speed Rail project, specifically the proposed BNSF Option 1 route and the Utility Alternative. My husband and I are seven year homeowners in Oak Forest, a residential subdivision in Houston. Oak Forest is just one of several residential neighborhoods which will be heavily impacted by the BNSF Option 1 route. Our home is one quarter of a mile away from the existing freight line.<br>As part of the Federal Railroad Administration's review of this proposed project, I respectfully request that the agency address the following:<br>There are homes along the BNSF Option 1 route and along the Utility Alternative which are less than 100' away from the existing freight line. Many of these homes are single story, older homes which will be dwarfed by an elevated rail structure. Newer, multi story homes will have windows on level with the elevated rail structure or the high speed trains traveling past. This would be a permanent negative impact on the property owners' enjoyment of their homes, and could make them completely unmarketable to future buyers. Payment for reduced property value will not make those property owners whole if they are never able to sell their property. Will Texas Central Railway agree to buy property from owners who do not wish to live next to or near their proposed rail, and assist them with relocation?<br>Property values will be negatively impacted, even for property not immediately near the rail. Our community has been told by the president of Texas Central Railway that there will be mechanisms in place to compensate property owners for depreciation suffered due to the rail should it be constructed, but has not offered any details. This leaves us confused and unsure of the validity of the claim. Who will ultimately make the decision as to which property's values are impacted and how the owners are compensated? Will property owners who believe their property value has been negatively impacted have a way to present their claim, and to whom? Who will decide the outcome of those claims?<br><br>While I support technological advances in transportation, I simply cannot support this project as it is currently presented based on the little information which has been provided to date.   | Community Impact |
| 11/18/2014 | Melissa Marie Tate         | If you don't live here you probably would not understand. To some these little small towns are just a pit stop on the map but to me it is home. I choose to raise my kids and live in a small town that's why I moved here. I also as a professional choose to get up everyday and drive an hour to work so that I can work all day and drive an hour home and live this life style I so enjoy. Could make way more money elsewhere but it's my choice to put God and family first. The opinion of people who choose to live here and support small town life should weigh heavily on the decision of something like this disrupting their lifestyle and their homes. I agree with the gentleman who has a ranch that will be split in two. Why should we work a lifetime to build the life we want to have it disrupted by something we do not want. The proposed Leon county route will run right next to our school..a 200 + mph railway next to a school in a country town or any town for that matter is just not safe.   | Community Impact |
| 1/7/2015   | Michael and Susan McJilton | We are writing to voice our strong opposition to the high speed train planned to run through the neighborhood of Oak Forest in Houston, Texas. This train with its accompanying vibrations, intense and frequent noise, and unsightly overhead rails will destroy what has been a calm, lovely, and productive part of Houston, Texas, since the late 1940s.<br>We have been homeowners in Oak Forest since 1973. In the last 42 years - through the ups and downs of oil booms and oil busts, of economic growth and economic depression, of families launching their children and becoming empty nesters, and of young families discovering our wonderful neighborhood and starting their lives here - Oak Forest has maintained its integrity.<br>It is NOT a deteriorating area where people are deserting their houses or abandoning mortgages. Quite the contrary. Up and down the streets, young families are buying either newly-built houses or post-WWII housing and remodeling them. These newcomers are professionals who contribute to the Houston economy. Moreover, in the midst of a major city, Oak Forest's more settled yards and tall trees provide food and shelter for birds and other wildlife who would otherwise be pushed to the edge.<br>It is NOT crime-ridden. We are not cowering in our homes after dark. At ages 68 and 73, the two of us feel quite safe walking our dogs in Oak Forest after dark. We know both new families and long-time residents, and we regularly visit with them. Neighbors look out for neighbors in Oak Forest.<br>It IS a neighborhood that values education. Oak Forest Elementary School is one of the top-rated public elementary schools in Texas – and it is in the city limits of Houston, not in an outlying suburb. Parochial schools in Oak Forest also offer solid education and support family values that in turn lead to good citizens.<br>It IS a neighborhood that supports local businesses and local economic growth. With more than 5,000 homes in the neighborhood, the residents are an economic force for good.<br>The evening of January 5th I attended a public scoping meeting for the Dallas to Houston High Speed Rail Environmental Impact Statement held at Lutheran High North. After returning, I am adamantly opposed to the 34th Street route within Houston, Texas or other nearby densely populated areas. The arguments presented by Texas Central Railways' management are baseless and unconvincing. My community of Oak Forest, where I have made my home for the past ten years, is being needlessly targeted by a redundant infrastructure project in dire need of better foresight and planning. The rail path proposed along 34th Street, if allowed to occur, will ruin an economically vibrant community that is one of the oldest and largest suburbs (5,000 homes in Oak Forest alone) within the City of Houston. Oak Forest and Garden Oaks have substantially contributed to the local tax base over the past sixty-five years and this project's current trajectory will threaten neighborhood security, destabilize the local environment, financially devalue our homes and businesses, and degrade the overall quality of life in my community.<br>Therefore, we ask that you please do your best to thwart the plans to build a high-speed train through Houston's Oak Forest Neighborhood - a large and growing, thriving, beautiful community of families who care for their homes, look after their neighbors, educate their children, and contribute to the family values of Houston and this major U.S. city's economic growth. Thank you. | Community Impact |
| 1/9/2015   | Michael Dreiss             | Opposition is based on the following points:<br><br>Route would also be disruptive to businesses, schools, and parks   | Community Impact |
| 12/4/2014  | Michael Graham             | We moved to Saddle Creek because it was a quiet, rural, equestrian sub-division. The sub-division is also home to a wide variety of wild life including deer, road runners, rabbits, migrating ducks, etc. and our lakes are well managed and stocked with several varieties of fish. The location of the proposed rail system is less than 200 feet from one of our major recreational parks which has our swimming pool, playground, picnic facilities and tennis/volleyball courts. The route would also be immediately adjacent to one of our lake/picnic facilities.  | Community Impact |
| 1/5/2015   | Michael Jobe               | Pick a route that doesn't destroy existing neighborhoods and devalue individual property owner's real estate. Burden the for profit company, not the individual.   | Community Impact |

| Date       | Contact Name           | Request/Comment  | Comment Topic    |
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| 1/8/2015   | Michael Remson         | <p>As a ten-year resident of the Garden Oaks subdivision in northwest Houston, I am writing to express my concern and disappointment over the proposed plan to run the high speed rail over the BNSF rail tracks. My primary concerns are summarized in the issues below:<br/> Garden Oaks, as well as many of the neighborhoods around it, are some of the last remaining historical areas of Houston, featuring many original homes and also experiencing exponential growth in the last several years.</p> <p>The move toward enhanced and more livable city centers in central Houston (thereby keeping residents) would be severely harmed by the creation of HSR routes that bisect or divide current neighborhoods, almost all of whom are seeking to build communities, not divide them.<br/> While eminent domain is legal in Texas and in any part of Houston, it applies best when long established traffic (not train) routes need to be expanded. It does not work when land is taken for private (not public) purposes in residential neighborhoods that are long established.<br/> From what I understood from Mr. Eccles discussion at the last meeting, it seemed as if this essentially private enterprise would benefit the board members of that organization and no one else. There are simply no positives for any of the inner city neighborhoods impacted by the selection of this preferred route — only negatives for the residents and homeowners. It also seems as if there are many other routes that make much more sense in terms of minimizing impact on citizens and neighborhoods (by running down commercial corridors) but that would cost more money — money that Mr. Eccles and his group do not want to spend. However, if the HSR project is, in fact, the wave of the future and one that will be as successful as Mr. Eccles says it will be, then there should be a cost for achieving that success — one that does not ride on the backs of middle class homeowners.<br/> I am a long time Houston resident, a business owner, a home owner and someone who loves this city. I believe that, ultimately, Houston and our neighboring cities could benefit strongly from a high speed rail project. However, these projects must be undertaken in ways that benefit everyone in the community — not a select few.</p> | Community Impact |
| 1/6/2015   | Michele Nicol          | <p>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.<br/> * With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.<br/> Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.</p>   | Community Impact |
| 11/7/2014  | Mike and Janeth Nevill | <p>HSR will not benefit anyone other than a few in DFW and Houston. It certainly will not benefit Grimes County; it will only have a negative impact. HSR will disrupt fire, law enforcement and ER response, school buses, farm and ranch operations, add to noise and air pollution, will displace and disrupt wildlife, damage environmentally sensitive eco systems, destroy historical landmarks and cemeteries, and a whole list of other negatives.<br/> These negatives are lessened if HSR follows an existing rail line or highway corridor because most of these issues are already addressed. Saying that the I45 corridor can't be used because it is not straight enough is a ridiculous assertion. The HSR in other locations deal with similar situations. They slow down for curves. You don't need to run 205mph all the time.</p>   | Community Impact |
| 1/7/2015   | Mike and Susan McIlton | <p>Good morning. We are writing to voice our strong opposition to the high speed train planned to run through the neighborhood of Oak Forest in Houston, Texas.<br/> We have been homeowners in Oak Forest since 1973. In the last 42 years - through the ups and downs of oil booms and oil busts, of economic growth and economic depression, of families launching their children and becoming empty nesters, and of young families discovering our wonderful neighborhood and starting their lives here - Oak Forest has maintained its integrity.<br/> It is NOT a deteriorating area where people are deserting their houses or abandoning their mortgages. Quite the contrary. Up and down the streets, young families are buying either newly-built houses or post-WWII housing and remodeling them up. Many of these newcomers are professionals who contribute to the Houston economy.<br/> It is NOT crime-ridden. We are not cowering in our homes after dark. At ages 68 and 73, the two of us feel quite safe walking our dogs in Oak Forest after dark. We know both new families and long-time residents, and we regularly visit with them. Neighbors look out for neighbors in Oak Forest.<br/> It IS a neighborhood that values education. Oak Forest Elementary School is one of the top-rated public elementary schools in Texas – and it is in the city limits of Houston, not in one of the far outlying suburbs. Parochial schools in Oak Forest also offer solid education and support family values that in turn lead to good citizens.<br/> It IS a neighborhood that supports local businesses and local economic growth. With more than 5,000 homes in the neighborhood, the residents are an economic force for good.<br/> Therefore, we ask that you please do your best to thwart the plans to build a high-speed train through Houston's Oak Forest Neighborhood - a very large and growing, thriving, beautiful community of families who care for their homes, look after their neighbors, educate their children, and contribute to the family values of Houston and this major city's economic growth.</p>   | Community Impact |
| 1/6/2015   | Mike Waltmon           | <p>TCR is contemplating building a 40-50ft elevated 205 mph bullet train through my neighborhood Oak Forest in Houston Texas 77018 .This type of train would basically destroy quality of life as we know it in here in our quiet neighborhood . Oak forest has been here since 1950 and is a wonderful Leave it to beaver style neighborhood that is serene and special .This train would run within feet of schools ,churches ,senior living facilities ,day care centers , every facility that symbolizes good quality of life and the proper environment to raise children and embodies the best for human life . Please do what you can to abolish this plan . WE are not against transportation or high speed trains , they just by common sense do not need to be running through quiet neighborhoods .There are too many other routes that can be chosen for this .We would not benefit in anyway from this train ,it would only be a long list of negatives for us . Even a route down Hempstead road would be more preferable .</p>  | Community Impact |
| 1/6/2015   | Miller Bozeman         | <p>HSR on BNSF tracks in NW Houston<br/> I would like to express my opposition to the above mentioned subject. The quality of life for many residents in long established neighborhoods along these tracks would be diminished by the noise and vibration of the frequent trains. We were led to believe that HSR would be placed along the Hempstead Hwy. corridor where it is mainly light industrial business in the area and would be much better suited for this project.<br/> There is currently much resurgence of the neighborhoods bordering the BNSF tracks. Let us not do anything that would impede this. T</p>  | Community Impact |
| 12/15/2014 | Milton Pyron           | <p>I live a block from the proposed railway, in Oak Forest. I'm concerned because if constructed as proposed, this will hugely impact this and other similarly placed neighborhoods. From what I understand the route is to be overhead the existing rail; the neighborhood has for several years been requesting the city provide the "no horn" for trains thru this area but apparently is delayed due to lack of funds to modify crossings. The proposed additional high speed rail will completely change all of this and be a complete nuisance and will diminish property values.<br/> Oak Forest is a neighborhood established in the fifties, with modest ranch styles houses. The last several years have brought changes and this neighborhood is now being transformed, with new home construction and with it increased vitalization.</p>  | Community Impact |
| 1/8/2015   | Miriam Usry            | <p>High speed rail is great! However, It should not cut through a neighborhood which is in the process of revitalization. Our schools are among the top in the nation...Lots alone are selling for 300,000...Many half million to one million dollar homes have been built, with many more in process.<br/> We are a close knit neighborhood and the thought of high speed rail coming through the back door of our churches and schools is unacceptable.....<br/> I am a forty four year resident but I speak for the young families who moved here to raise their children, just as we did in years past....Oak Forest/ Garden Oaks has a small town atmosphere with many mom and pop businesses which have been here for years..Please don't run a high speed train down the middle of our lovely quiet neighborhood..</p>  | Community Impact |

| Date       | Contact Name                        | Request/Comment   | Comment Topic    |
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| 1/4/2015   | Monirah Bacnik                      | Would like to know information as it comes out regarding the High Speed Rail and the impact it has on my neighborhood (The West End/Rice Military/Washington Corridor).   | Community Impact |
| 1/6/2015   | Montie Grimes                       | I agree that:<br>1. Building this project before California completes its project will be a nice win<br>2. This project is long overdue<br>3. The idea that this is a free-enterprise private sector initiative seems best<br>I am concerned:<br>3. That the communities the preferred routes will destroy are middle-class, city-tax-paying residents, who have no defense against this  | Community Impact |
| 12/2/2014  | Morgan Baruss                       | People in this community moved out to the country for a reason, to have land to live on. To have it to hunt, have cattle or any livestock and this railway will destroy that. We moved to the country to get away from all the nonsense in the city. You are destroying our community by doing this. We have 99 already bringing more people into our community, and the neighborhood (30,000 acres) being built off 1488 where we have the fire. There will always be noise in the city. KEEP IT OUT THERE.  | Community Impact |
| 12/29/2014 | Moses & Shirley Westbrook           | My wife & I are residents of Saddle Creek Forrest. Our home is located approximately .3 miles from the proposed rail, which is through Saddle Creek Forest. We would like some options if this project goes through.  | Community Impact |
| 12/3/2014  | Mr. Swirszcz                        | My concern it seems like they've already decided on using the utilities route 'cause it's more straight direct route from what they were saying earlier, and it's cutting right through the middle of our subdivision and you're isolating a bunch of people. You got all the construction that's going to tear up the subdivision. The security of your subdivision is going to be out, and I've been out there sometimes and people do lot of shooting out there -- probably at beer cans and you're giving them a big movable beer can. I don't want bullets fired, and I object. I say it is a no build because even they say they're saving something and stuff like that. The electricity with coal burning power rigs. You're going to have to burn that much more coal in the first place. So you're not really saving much on the air pollution.   | Community Impact |
| 12/4/2014  | Nancy Bond                          | I'm a homeowner in Saddle Creek Forest community and the plan that you call the Utility Corridor locates the path of your high speed rail directly through our gated community, effectively cutting it in two sections. In my community we have established that the high speed rail will cause serious and debilitating health issues for all of our homeowners.   | Community Impact |
| 1/6/2015   | Nancy Tune                          | I would like to comment on the proposed Texas Central High Speed Railroad.<br>My husband (retired Naval Officer) and I are property owners and residence of Grimes County. After serving our country for 20 years as a Navy pilot, and another 25 years as a commercial pilot we have finally been able to retire to a peaceful, rural life, with our horses, donkeys and other assorted animals, where we garden and raise hay.  | Community Impact |
| 1/3/2015   | Natalie L. Browne                   | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD. In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.  | Community Impact |
| 1/7/2015   | Natalie Thompson Hall               | My family has been apart of the St. Rose of Lima Catholic School since 2005. My 10th grader was in the first class of graduating 8th graders in over forty years and my 4th grader is still currently there. This high speed rail line would greatly impact the parish and the Garden Oaks and Oak Forest community in a negative way.  | Community Impact |
| 1/6/2015   | Neil Herbst                         | I am writing in disagreement for the proposed Texas High Speed Rail Route BNSF Option 1. <b>It will be too disruptive to local neighborhoods</b> and is driven primarily via financial reasons and not community considerations. A route down existing thoroughfares or the utility route are better suited.  | Community Impact |
| 1/8/2015   | Nicholas J. and Ashley Menage       | I am writing to you as Houston Texas Oaks Forest homeowners to make clear our opposition to the BNSF Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration by the Federal Railroad Administration and Texas Department of Transportation. We are not opposed to the idea of a HSR between Houston and Dallas, however we believe this route would negatively impact our community. A HSR train frequently running through our neighborhood would disturb many of homes near the proposed tracks. The combined noise and vibration from this type of train at the frequency currently under consideration would make our homes significantly less desirable. Furthermore, the elevated tracks would tower over most, if not all, neighborhood homes, which would reduce homeowner privacy. The rail and its effects would lower our quality of life and negatively impact our local property values.<br>The existing tracks that run behind our home are being transitioned into "Quiet Zones." The HSR would render this long-awaited and highly anticipated transition an unfortunate waste of taxpayer dollars. Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks would likely impede any further redevelopment and cause our neighborhood to regress. | Community Impact |
| 1/13/2015  | Nicholas J. Menage<br>Ashley Menage | We are writing to you as Houston Texas Oak }"crest homeowners to make clear our opposition to the BNFS Option I ("the proposed tracks") High-Speed Rail ("HSR") route under consideration by the Federal Railroad Administration and the Texas Department of Transportation . We are not opposed to the idea of a HSR between Houston and Dallas, however we believe this route would negatively impact our community.<br>The HSR would render this long-awaited and highly anticipated transition an unfortunate waste of taxpayer dollars.<br>Over the last few years1 our neighborhood has gone through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks would almost certainly impede further redevelopment and cause our neighborhood to regress.<br>There are better route choices (e.g., 1-45 Alignment , I-45 UPRR Hardy Alignment, 290 Utility Alignment, etc.) that would have less of an impact on residential communities . Please consider these alternatives over the BNFS Option I .  | Community Impact |
|            | No Name                             | I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18-ft track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety, and financial issues.   | Community Impact |
|            | No Name                             | We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, American Legion Park, Lutheran High North School, Harriet and Joe Foster Family YMCA fields, Waltrip High School, Booker T. Washington High School, Garden Oaks Montessori Magnet EC-8 public school, St. Rose of Lima Catholic School, multiple baseball/softball fields and thousands of homes.  | Community Impact |

| Date       | Contact Name                                | Request/Comment   | Comment Topic    |
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|            | No Name 2                                   | The preferred route of TCR is not the only option. It's just the cheapest. When asked why this particular route was favored over four others out of the city, Eckels said it was a matter of cost/profit. There were alternate routes available that would not destroy residents' peace of mind and negatively impact neighborhoods (Interstate 45, Hardy Tollroad, Hempstead Highway, utility easements) but they would be more expensive to build and thus reduce investor profit. Residents in Garden Oaks and our neighbors in Oak Forest are struggling with why a neighborhood would be chosen for this project when there are non-neighborhood options. This isn't just about our neighborhoods, it's a request to build where there are no neighborhoods.<br>On the TCR website itself, there is a claim: "...desire to avoid densely populated areas will require occasional deviations from current rail and road alignments." So if there is a desire to do so, why is the current favored route right through densely populated areas, such as Garden Oaks and Oak Forest?  | Community Impact |
| 12/15/2014 | Noah Taylor                                 | I am writing to provide my input to be included as part of the Environmental Impact Statement (EIS) for the 200mph high-speed rail project proposed by the Texas Central High-Speed Railway, LLC (TCR). As a property owner whose backyard abuts Winter Street I am writing to express my dissatisfaction with just recently learning about the prospective Dallas-Houston HSR line whose preferred route would run directly through the heart of Houston's Historic First Ward (aka "The Arts District").<br>I am not opposed to HSR transportation if the route follows along existing high traffic areas such as freeway and/or toll way; however, the notion of running a 200mph train through a residential neighborhood is absolutely absurd. The First Ward has undergone significant development and is considered one of the hottest real estate markets in Houston right now. In the past five years Houstonians have realized the value of living close to work and being able to walk to stores, bars, and restaurants. As a result, Historic First Ward is experiencing gentrification and the community has never been stronger. For the first time in a while people now want to live in Houston's First Ward, "Arts District". Development is thriving, streets are safer, property values are on the rise, and the future outlook of the neighborhood has never been more promising.<br>Living next to a rail line whose freight traffic has increased significantly in the past five (5) years has been a struggle. I can't imagine adding another two rail lines 40' to 50' feet in the air with rail traffic every 30 minutes between 5 a.m. and 11:30 p.m. This type of air and noise pollution will be catastrophic for people within a few blocks of the line, which would undermine property values significantly and decimate a thriving community which the system will not directly serve.   | Community Impact |
| 1/9/2015   | Nora DeDontney                              | I have been a resident of Garden Oaks for 2 years. I purchased a home here, as I am intending to start a family. I heard about the proposed routes for the high-speed rail line from Houston to Dallas and I have some concerns I hope you can address. I have seen the maps available online, and am primarily concerned with BNSF Option 1 (the red route), as it cuts through my neighborhood and may be within a few hundred yards of my house. I also attended the Town Hall meeting on January 5th at Lutheran High School, where I heard the president of TCR speak and answer questions.  | Community Impact |
| 12/13/2014 | nqlhs                                       | One of the proposed routes to Houston cuts through a densely populated residential area close to the heart of the city (Washington Ave).  | Community Impact |
| 12/8/2014  | Oak Forest Homeowner                        | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNSF Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community. A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.  | Community Impact |
| 1/9/2015   | Pam Brock                                   | We have around 1,000 acres in Grimes and Leon County. Our property has been there for at least 5 generations. We would like it kept in the family as it is. It is currently in a trust and is prime ranching land. The high speed rail will interfere with the cattle production and wild life nearby (primarily because of the noise). Land is between Ila and Singleton. Our land adjoins FM39 and across the road from the current train track. The trains running every 30 minutes will totally change life as we know it. My grandmother's house is directly across the road and will not be habitable (we own an interest in it also). My son is a Marine and served in Afganistan and has PTSD. The only thing that has helped him is to go to the country for the peace and quiet.  | Community Impact |
| 1/8/2015   | Pat Streeter                                | As a resident of the Garden Oaks Subdivision in Houston, I am opposed to locating the Dallas Houston High Speed Rail on the route that travels along 34th Street in Houston.<br>Our neighborhoods near 34th St. are quiet residential havens with tall trees, meandering streets, and charming homes. In our yards we can hear birds sing, see the squirrels scamper, and enjoy the peace and quiet of a cherished settled residential community.<br>I wouldn't want anyone's community to suffer from this project.  | Community Impact |
| 1/7/2015   | Patrick Mays                                | As an Oak Forest (Houston) resident I have great concerns about one of the proposed routes for the Houston/Dallas high speed rail service that will pass through my neighborhood. Oak Forest is an established community that will be negatively impacted by routing along the existing train tracks. My specific concerns include:   | Community Impact |
| 1/8/2015   | Paul W. Han                                 | Opposition to Texas Central Railway BNSF1 route's Proposed Path. As a homeowner of Oak Forest in Houston, Texas for more than 15 years, I am writing to express my concern with the proposal of the Texas Central Railway BNSF1 route and the proposed path which negatively and needlessly impacts countless homes and property owners in northwest Houston.<br>If you're unfamiliar with the neighborhood in which I live, it was founded in 1947 and is one of the neighborhoods in which the proposed route would traverse. Oak Forest is one of Houston's best-kept secrets. Nestled among towering pines and grand magnolias, this quaint and architecturally unique neighborhood comprises over 5,500 homes. Oak Forest is one of the few remaining "inner city" neighborhoods where families seek to live. Our families contribute to the Houston and Harris County businesses, rather than moving to a suburb. We are proud of our city and the quality of life we are able to have so close to downtown.<br>While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system the combined noise and vibration of this elevated train running approximately 17½ hours a day, any home adjacent the track would be negatively affected.<br>I ask you...would you want an elevated train running behind your home, property, school and playgrounds?<br>Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing in the last 5 years, will plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim of exodus and a run-down area.<br>A recent phone poll of 5,000 households taken by Concerned Citizens of Oak Forest shows that only 10% support the idea of HSR in the neighborhood, while 62% oppose.<br>I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety and financial issues.<br>We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, American Legion Park, Lutheran High North School, Harriet and Joe Foster Family YMCA fields, Waltrip High School, Booker T. Washington High School, Oak Forest Elementary, Black Middle School, Garden Oaks Montessori Magnet EC-8 public school, St. Rose of Lima Catholic School, multiple baseball/softball fields and thousands of homes. | Community Impact |
| 12/2/2014  | Paula , Member of the Leon ISD School Board | As a member of the Leon ISD School Board – let me make my opinion known that I definitely oppose the high speed rail. It will create a significant hardship on the community, of which 3 small communities came together to create one school, in getting out students to the school. We have a large rural district of approximately 307 miles.  | Community Impact |
| 12/1/2014  | Paula Williams                              | I'm with the Leon ISD school board. I want to say that I am opposed to this. I think it's going to be a hardship on all of our parents and children and getting children to school, and I just don't think it's good for our school district and hope that it does not go.  | Community Impact |

| Date      | Contact Name     | Request/Comment  | Comment Topic    |
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| 1/8/2015  | Pene Carter      | I am not against a HSR but I am against it going through well established neighborhoods, whether it be mine or someone else's. Keep it out of town of downtown; stop it further out.<br>I really hope that people are listening to the communities concerns and will work diligently to come up with viable solution for all parties.  | Community Impact |
| 1/6/2015  | Penny Jackson    | As a person living in the Garden Oaks area, I am strongly opposed to the placement of a high speed rail on 34th St. This area is one of the fastest growing areas in town. Real estate is booming, and many are building new homes. This will adversely affect the neighborhood feel that people are seeking to move into and that the long time residents value so much. Please don't do this!  | Community Impact |
| 1/9/2015  | Penny Leas       | Turning Oak Forest from a friendly, comfortable neighborhood to an industrial environment with some houses in it<br>Effects on nearby schools, day-cares, churches, etc., in addition to the homes and businesses<br>Effects on school students (and their parents) that currently walk or ride bikes to their schools and would no longer be able to do that  | Community Impact |
| 1/7/2015  | Pete Rodriguez   | Please stop this high speed train from coming thru my neighborhood (Garden Oaks ) 34th street corridor!!! This will not do our neighborhood any good !! My church is expanding and building a bigger school which like me is right on the tracks less than 80 feet from rails . There has to be a better way to get to Dallas then coming thru my back yard.   | Community Impact |
| 1/6/2015  | Pete Vonder Haar | Thanks to Houston's lack of zoning, the proposed route – with its massive support and cabling structures - running through Garden Oaks/Oak Forest would adversely impact parks and schools in our neighborhoods.   | Community Impact |
| 1/12/2015 | Philip Gaydosik  | I am opposed to the current high-speed rail proposal. While an increase in mass-transit systems is needed and rail should be part of the solution, this is not the project to help alleviate Houston's traffic problems. The current proposed routes cutting through residential areas is not only the least efficient in the manner of reaching its Houston destination, they were likely only chosen as being the most cost-effective routes for the investors/backers, at the expense of those residential areas that would directly affected by it cutting through their neighborhoods, at an elevated height for even more blight.  | Community Impact |
| 12/4/2014 | Phillis Allen    | I am very concern about how this will effect Grimes County. (taking land) (historical) (environmental) (noise) (the sight of it)   | Community Impact |
| 1/6/2015  | Phlip Salerno    | I am submitting to you the following comments regarding the proposed Dallas to Houston High-Speed Rail (HSR) project:<br>My neighborhood is opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods.<br>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.<br>HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities that the system will not directly serve. I have seen how these elevated structures affect communities when the Washington Metropolitan Transit Authority (METRO) used them in the recent expansion of the rail line to the Dulles International Airport in the Tysons Corner Mall area. Social and environmental issues must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput. | Community Impact |
| 1/8/2015  | Quentin D. Haag  | I am writing to you as a Houston Texas Garden Oaks homeowner to inform you of my opposition for the BNSF Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community.<br>All this would lower the quality of life for residents and as well as local property values.<br>The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would rend that a waste of tax-payer dollars.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause decline.  | Community Impact |
| 1/9/2015  | Raajen Patel     | According to the HSR newsletter, the train lines will be built "not-on-grade", so, either above the road, or below it. Given Houston's intense thunderstorms and occasional flash flooding, I imagine TCR's first choice would be to build the train above grade, elevated over the current Union Pacific line. This would be a terrible eyesore, audible from everywhere, 18 hours a day. What are the empirical physical effects of this arrangement on buildings, people, and animals? How will this affect quality of life in schools and other public institutions? What is the impact of a Union Pacific train derailling and striking a support pylon? These trains will not be usable by those affected. My nearest "station" will be in downtown. My home and neighborhood will be greatly impacted for the (as yet unjustified, possibly misestimated) benefit of others, every day, from 6am to 11:30pm. Why should I be OK with this?  | Community Impact |
| 1/9/2015  | Randy Odinet     | I am opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.   | Community Impact |
| 1/5/2015  | Rd Kissling      | I live along the proposed 34th street corridor in Houston (along the BNSF ROW) for the Dallas-Houston HSR. Garden Oaks is a historic neighborhood dating back to the 1930's and there is currently significant investment in both renovation of historic bungalows and new builds. It is a vibrant growing neighborhood and to a person, nobody wants a HSR corridor on this ROW.<br>Additionally, the train will run adjacent to many schools, churches and parks in our neighborhood. Just east of Garden Oaks is the historic African American neighborhood of Independence Heights. I doubt seriously if they would support this project to carry a bunch of rich white business men back and forth between the two cities while degrading their own neighborhood. The optics of this just look plain bad.   | Community Impact |
| 1/9/2015  | Rebecca Reyna    | We do have some questions and concerns regarding the impact on the urban neighborhoods and the fabric of established neighborhoods. While Hardy and 610 appear to be valid areas for this project -- areas where there is an existing footprint that could possibly accommodate HSR -- other sections of the proposed routes are uncertain. Therefore, we request significant study and consideration of the following areas:<br>There must be a better open discussion on the preferred routes that dissect or impact urban developed communities. We cannot favor a route that creates an artificial division and barrier in our urban neighborhood. Contemporary urban planning practice favors the removal of such barriers and the use of neighborhood re-connectivity for enhanced livable city centers.<br>Adding rail traffic every 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.   | Community Impact |

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| 1/7/2015  | Rena van Zeelst          | <p>It is with great concern bordering on panic that I write to you today. Texas Central Railway is favoring 2 proposed routes from downtown Houston to Dallas for a high-speed dual BULLET train elevated rail system. This plan will absolutely devastate areas that have been undergoing tremendous urban rejuvenation that Mayor's Parker's Office and the media have regularly showcased; historic Independence Heights, Garden Oaks, Oak Forest, the Washington Corridor and several other areas that are densely packed with families, schools, churches, parks, and small businesses. High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods wil literally divide and barricade neighborhoods that have worked so hard to become inclusive, safe and cohesive.</p> <p>And please know that this is not a case of "not in my backyard" like it may appear at first glance. We are committed to the lifestyle we have eked out in this part of the city. It's really about a group of private investors looking for the cheapest route to maximize their profit for someone's pet project. They have not been transparent. They have published little to no supporting data. They conveniently forget to invite their engineers to "informational" meetings so they can't answer questions. Please question these private investors. Please ask Texas Central Railway to choose a route that won't infringe on any Houston resident's quality of life..</p>   | Community Impact |
| 1/7/2015  | Rena van Zeelst          | devastate neighborhoods whose residents will receive no direct benefit from a high-speed rail system that is solely intended to serve remote passenger throughput  | Community Impact |
| 12/8/2014 | Reverend Gayle G. Grubbs | <p>I spoke at the Public Scoping Meeting on Thursday, December 4, 2014, in Navasota Texas. Thank you for having this meeting so many of our Grimes County residents could voice their opposition to high speed rail in Texas. Trains are so nineteenth century! As one spokesman said, "see Amtrak."</p> <p>I write to oppose the construction of high speed rail through rural Texas, especially Grimes County. My opposition is based upon the impact of high speed rail on our Shiro area churches and cemeteries, train safety, and destruction of our environment both visually and agriculturally.</p>   | Community Impact |
| 1/8/2015  | Richard Hatcher          | <p>Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.</p> <p>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.</p>  | Community Impact |
| 1/8/2015  | Rick Graves              | <p>As a frequent traveler between Houston and Dallas, I was excited to read in the Houston Chronicle about the proposed high speed rail line linking the two cities. When I received an alert from the Oak Forest Homeowners Association that one of two favored proposed routes would pass within 150 feet from my front yard I attended a Super-neighborhood meeting on November 19th at Candlelight Park to find out more about the proposal.</p> <p>With the combined noise and vibration and visual pollution of this train running every thirty minutes approximately 17 and a half hours a day, any home adjacent or close to the the track would be rendered essentially uninhabitable. Aesthetically it will be like living under Chicago's notorious "EI".</p> <p>The two trains will any given point every thirty minutes from 5:30 in the morning until 11:00 p.m. at night.</p> <p>For the last decade the OFHA has been trying to have the BNSF tracks through the neighborhood over which the bullet train will travel designated as a "quiet zone", now that we are next up in the city for the designation, this new intrusion makes those efforts useless.</p> <p>Like most homeowners, most of my accumulated wealth is in the value of my home. As a retired teacher I struggle to pay my rising property taxes while the essential services provided by local and state government seemingly dwindle. If this railway is built adjacent to my home, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even more wealthy.</p> <p>Thank you for your time Mr. Johnsen, I urge you to encourage this company to find a less intrusive route for this train. Surely even in Texas the happiness of thousands of citizens count at least as much as the profits of ten individuals.</p> | Community Impact |
| 1/6/2015  | Rjordan                  | Not only would this be taking rural land from the owners, it would be taking the rural atmosphere from those who enjoy the scenery and taking the habitat from the wild animals such as deer, rabbits, etc. Those who are so readily in favor of the project obviously have no stake in the outcome causing the destruction of homes, ranches and rural lifestyle chosen by the people who will be affected.   | Community Impact |
| 1/8/2015  | Rob Griffith             | <p>My next concern is the destructiveness of the two routes proposed by TCR as the trains enter the inner loop (I-610) area of the city. These are suburban and urban neighborhoods ill-suited for elevated tracks - one going down Winter Street (right down the middle of the First Ward); the other through the Oak Forest area. Both of these neighborhoods have heavily gentrified over the past few years with enormous investment made by homeowners and businesses along the proposed routes. These very views would be eradicated by the height of the elevated track of the high-speed rail. As a REALTOR, I am already hearing the concern of potential buyers in the area. This is an area that over the past two years, has enjoyed an increase in property values of 15% per year and more!</p> <p>I would liken adding an elevated high-speed rail track to building an HOV lane right through the middle (Winter Street) of our community!</p> <p>This project has the potential to cause a great deal of harm to property owners and neighborhoods if handled poorly or rushed into too quickly. My partner and I urge you to take the time to help TRC develop a solution that will benefit not only the investors in TRC, but also the citizens of Houston, Dallas and Texas. We will be watching closely to see if this can become a project that we can ultimately support wholeheartedly.</p>  | Community Impact |
| 1/9/2015  | Rob Griffith             | <p>I would liken adding an elevated high-speed rail track to building an HOV lane right through the middle (Winter Street) of our community!</p> <p>Either terminating the track at a transportation hub such as a Northwest Transit Center at the site of the old Northwest Mall or keeping the elevated track along existing freeway routes, such as the proposed Hardy Toll Road expansion, would cause minimal disruption to sensitive areas where families, businesses, churches, and communities are thriving. A project handled this way would be far less destructive to neighborhoods, and far less costly for the rail project as a result of this. I strongly suggest that the TCR and the FRA consider one of these alternative routes.</p>  | Community Impact |



| Date       | Contact Name              | Request/Comment  | Comment Topic    |
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| 1/8/2015   | Robbie Morrison           | <p>My name is [sic] and I live in Garden Oaks at [sic]. I have lived in this area my entire life and have lived in my current home for almost 20 years. This area is my home. Garden Oaks and the surrounding area neighborhoods, unlike many of the crowded neighborhoods outside the city, have thousands of people living on large lots, charming homes, and peaceful neighborhoods that have a mix of both young and old homeowners. The winding roads and mix of architectural styles in this area is more reminiscent of a small town rather than being part of the fourth largest city in the United States. It is a highly desirable neighborhood as demonstrated by our increasing property values. I attended the "scoping" meeting last Monday (and I don't think the TCR held enough meetings nor advertised them in the areas where the most affected people live) and as a homeowner I want to submit the following comments and observations.</p> <p>First and foremost, the homeowners affected by this rail line will lose money and some will probably lose the homes they have lived in for years, homes that have been in their families for years, newly-constructed homes, and their long established businesses. If this project goes forward as proposed, Texas Central Railway will make money, ruin many neighborhoods and cause traffic and environmental problems for years to come. I would vote against it, BUT I WAS NOT GIVEN THAT CHANCE!</p> <p>I believe the environmental impact would be substantial and worse than we could ever imagine. Peoples lives would be disturbed for years, and the enormity of such a massive construction project would affect homes, businesses, schools, and the peaceful neighborhoods in the path of this railway. Our neighborhoods are unique to the areas inside and just outside The 610 Loop. In addition, I believe it would affect the arteries in and our of our neighborhoods, which are already stressed to the max with the influx of people and the incredible home building going on in our highly-desireable neighborhoods.</p> <p>I am concerned about the impact the proposed high-speed rail project will have on our neighborhood, especially the part that will run through the 34th Street corridor. I just don't see that the existing right of ways are large enough for this rail. I DO NOT BELIEVE MR. ECKELS and I do not believe this rail line would be in the best interests of the City of Houston and one of its oldest and MOST DESIREABLE areas of the city.</p> <p>As a native Houstonian, I am totally frustrated by the possibility that this project might be approved. I would like to see more studies done before the project is even considered, and more citizens meetings, more proposed routes, and more forthcoming information.</p> | Community Impact |
| 1/8/2015   | Robert and Catherine Hurt | I am taking time to write this note in order to inform you that my wife and I are against the High Speed Rail currently being considered for transit between Houston and Dallas as it would highly impact the neighborhood we live in should the BNSF route under consideration be chosen.   | Community Impact |
| 1/9/2015   | Robert and Yichen Huwar   | <p>Impact to parks - There are many parks along the proposed BNSF route. Oak Forest, American Legion, T.C Jester and Graham Park. This is just is a small sampling of parks fairly close to our home. Park atmosphere and wildlife will be negatively impacted, what will the rail operator do to mitigate the impact?</p> <p>Impacts to Schools - Waltrip High School is next to the proposed route and a train passing at most every 15 minutes during times which school is in session is not appropriate</p>   | Community Impact |
| 12/14/2014 | Robert B Shumway          | I feel that high speed rail between Houston and Dallas could have substantial benefits to Texas and the Houston economy. I do not see any benefit to the First Ward /Houston Avenue area and the Washington corridor of Houston, Texas. After decades of neglect and stagnation this area has blossomed into a thriving residential and arts area. Restoration of existing homes and commercial building has taken off as well as an abundance of new residential construction. A great deal of the new high value residential construction has been along the existing freight rail line with one of the proposed routes for the new High Speed Rail. The residents and civic organizations of these areas take a lot of pride in what has been accomplished to date and we have programs in place for continued improvement in the quality of life in our area. Some of these are yearly tree planting and art projects along our streets. There are other alternative routs for this system into Houston. Do not run it through our neighborhood.   | Community Impact |
| 12/15/2014 | Robert B Shumway          | I feel that high speed rail between Houston and Dallas could have substantial benefits to Texas and the Houston economy. I do not see any benefit to the Firs Ward/Houston Avenue area and the Washington corridor of Houston, Texas. After decades of neglect and stagnation this area has blossomed into a thriving residential and arts area. Restoration of existing homes and commercial building has taken off as well as an abundance of new residential construction. There has been great deal of the new high value residential construction along the existing freight rail line which is one of the proposed routes for the new High Speed Rail. It is my understanding that the existing right away is not wide enough to accommodate the new High Speed System and a large percentage of these newly restored and new construction homes would have to be condemned. The residents and civic organizations of these areas take a lot of pride in what has been accomplish to date and we have programs in place for continued improvement in the quality of live in our area. Some of these are yearly tree planting and art projects along our streets. The community lobbied as well as helped finance a no blow zone (no train horns) in this area. It will be a slap in the face to have another train system added no mater quite they say it will be and if it is elevated as was statred in the presentation here, the trains will be at the same level as a large majority of the bed rooms that are along the right away.   | Community Impact |
| 12/4/2014  | Robin Welch               | In addition to the financial destructions it will bring, it will destroy our way of rural life, the Lonestar way of life. We are in the country for a reason; and I encourage everyone here to please reach out to myself, go to our website. We can defeat this as well as the Brazos Valley Connection, the toll road, if we do it as a community and we reach out to one another across the county lines. I give my remaining time to whoever would like to speak.  | Community Impact |
| 1/7/2015   | Roger Timmerman Sr.       | <p>We have been always told how beautiful our land is so we developed a retreat for city people to escape their stressful city environment. Now our country environment is being threatened by this HSR project. We feel this is God's country and it is our responsibility to be the custodian to take care of it and give people the opportunity to enjoy Mother Nature at her best. This retreat is priced where middle income people can afford to come and enjoy it and our business is just in infancy stage with great hopes of success and now we have this project as a major threat to our new business. What we are marketing with the new business will be destroyed by HSR. We also raise cattle and know that the noise will definitely be a negative factor in our breeding program along with other negative impacts to our livestock which offers our major income. I have many more concerns about the possible negative factors of this project to our environment.</p>   | Community Impact |
| 1/7/2015   | Rogerio Largman           | <p>I write in fierce opposition to the Texas Central Rail two proposed routes for the Dallas to Houston high speed rail project each of which would go through long corridors of Houston residential communities destroying them completely.</p> <p>This project is environmentally, technically, and socially unacceptable with the proposal to place a high speed rail route through densely populated residential areas within feet of homes, schools, churches, recreational areas, and small businesses serving the neighborhood. No honest or credible person would say either of these two routes which run through densely populated residential areas would not destroy the quality of life and render property worthless by having a high speed train that most likely will have to be elevated through the super 22 neighborhood, run every 15 to 30 minutes from 5:00 AM to 11:00 PM every day of the week.</p> <p>I am resident in the targeted neighborhood of West End. The rail line lays 40 feet behind my residence and I am absolutely positive there is no room for additional rails but to an elevated platform. I am vehemently opposed to this project because it would destroy the neighborhood. Again, only a dishonest person would dare suggest that placing a high speed rail in this residential neighborhood would not ruin us financially by rendering our property worthless. For most of us, our house is our most valuable financial asset. This project, if the preferred routes through neighborhoods are approved, will devastate our financial security and quality of life, and a single derailment would be catastrophic. There can be no guarantee that there will never be an accident along the route through the neighborhood. We residents would take that risk – not the owners of the train</p> <p>Clearly, the investors have not thought this out very well or very far into the future or they would not even consider placing a train route in densely populated urban areas. Neither have they been transparent or pro-active in efforts to involve the public in decisions about this project. That's unacceptable for a company that would have so great an impact on the public. Some projects cannot be managed ethically by strictly private interests and this is one.</p>   | Community Impact |

| Date      | Contact Name    | Request/Comment  | Comment Topic    |
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| 1/9/2015  | Ronald Scott    | No to high-speed rail in NW Houston. As a resident and tax-payer not living in but near several of the northwestern communities that would be involved and possibly destroyed, I totally disagree that any such rail line be built through the residential areas along the existing BNSF rail line. There are other routes available that can use existing rail or utility right-of-ways that are adjacent to commercial and industrial properties, not residential areas, like the possible route alongside Hempstead Highway. Please seriously consider the non-residential routes if this proposed plan moves forward.  | Community Impact |
| 1/10/2015 | Ronald Scott    | As a resident and tax-payer, not living in but near several of the Houston residential communities that would be involved and possibly destroyed by implementing the private high-speed rail proposal, I totally disagree that any such rail line should be built through the Northwestern Houston suburban residential areas along the existing BNSF rail line, including Oak Forest and several other areas nearby. There are other routes available that can use existing rail or utility right-of-ways that are adjacent to commercial and industrial properties, not residential areas, like the possible route alongside Hempstead Highway. Please seriously consider the non-residential routes if this proposed plan moves forward.  | Community Impact |
| 1/6/2015  | Ronnie Connell  | If you google my address you will find that my home is directly next to the current railroad tracks.<br>I am a high school teacher and purchased my forever home 14 years ago when the neighborhood was still a sleepy, primarily retirement based community. A nice quiet neighborhood.<br>I went to a meeting last night at Lutheran High North to find out more about the proposed path of the HSR and the news brought tears to my eyes thinking about how my life would change should the HSR use the BNSF railway line.<br>I took an aging 1957 home that was in much need of repair and turned into a home I am very proud to call mine. It had no central air, I added it, it needed a new driveway, I replaced it, etc etc. I now feel that all I have done to improve my home is about to be taken away from me all for a project that will allow less than 3% of the population to travel back and forth from Houston to Dallas.<br>There are so many other options in which to allow HSR to attempt to possibly find success on their money making venture while not destroying my life and lifestyle not to mention the countless other neighbors. Approximately 300 people attended the meeting last night. Despair and anguish covered the faces of my neighbors.<br>Even after last night's meeting there are many unanswered questions and far too many "ifs" and "maybes".<br>I am quite frankly depressed and saddened by so much uncertainty that is quite possibly coming my way. | Community Impact |
| 1/7/2015  | RR Carrington   | I bought a home in Garden Oaks, section one, on 34th street, a historical Houston neighborhood, for its residential charm. One of the preferred routes would be right in my back yard, and likely I would be forced to sell my home due to easement required for the high speed rail. I am in favor of high speed rail, but believe that this needs to be done with minimal obstruction to homeowners and businesses within Houston city limits. Terminal points can be located outside inner-city neighborhoods, leaving our city to flourish and exist intact for the quality of living that Houstonians desire.<br>I am at risk of losing my quality of life, being forced to leave my home, and move from the neighborhood I love. My neighbors and their children will be directly impacted as well. We have worked hard to live where we live and have the quality of life we have. What appears to be an imminent decision by private business and the FRA is unacceptable to those along the proposed BNSF line.   | Community Impact |
| 1/8/2015  | Russell Hyde    | Introduction of the infrastructure needed for high-speed rail would cause great harm. The razing of schools, churches and buildings, many of them historic or otherwise significant, that comprise a productive and integral part of the neighborhoods would be highly devastating.  | Community Impact |
| 1/8/2015  | Russell Hyde    | And the neighborhoods' identity as quiet, family friendly communities would be irreparably compromised. Not to mention the deflated property values. Once genteel communities will be reduced to slums.  | Community Impact |
| 12/2/2014 | Russell McNeice | I also live on Hegar Road just inside of Harris County, just across the Waller line. I also do not appreciate not being notified of this. If it hadn't been for a concerned neighbor knocking on my door, I wouldn't even have known this was going on. The utility corridor coming down Hegar Road, I can't think of a dumber idea. You're going to -- you're going to displace homes or run adjacent to homes. You're going to go right by an elementary school. You're going to go down one of the busiest traffic corridors coming out of Waller County getting into Harris County to get into Houston. I suggest that you look at the corridor going down the existing railroad and stay out of people's neighborhoods, stay out of their backyards. You're either going to go over the top of my house or adjacent to it. You'll displace my home and my business and what -- and I've been in right-of-way and value engineering work for 30 years. I know what will happen.<br>They'll condemn property, take it for nothing. And value engineering is only a value for the person building it. Thank you.   | Community Impact |
| 12/8/2014 | Ryan Balazs     | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNFS Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community.<br>A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.<br><br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.   | Community Impact |
| 12/9/2014 | Ryan Balazs     | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNFS Option 1 ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community.<br>A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values. The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would render that a waste of tax-payer dollars. Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.  | Community Impact |

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| 1/9/2015   | Ryan Grayless          | <p>If this railway is built adjacent to our neighborhood, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even wealthier. Should this route be approved, this would be a prime example of the consequences of forsaking the public good in favor of private greed. Why are their needs superior to the needs of those who live in and around the proposed rail site? Superior to the needs and well-being of the children who are educated so close to the site? We are being sacrificed for a project that sounds good on the surface to the media and those who are uninformed. However, the details will destroy several neighborhoods, and create an impoverished inner city neighborhood that Houston can't afford to have.</p> <p>On the Texas Central website itself, there is a claim: "...desire to avoid densely populated areas will require occasional deviations from current rail and road alignments". So if there is a desire to do so, why is the current favored route right through densely populated areas, such as Garden Oaks and Oak Forest?</p> <p>People work hard to buy a home, pay for it, and hope to retire. If this railway is built in neighborhoods, the value, livability, and accumulated wealth will evaporate overnight. This does not only affect the homes bordering the rail line, but those of the entire neighborhood. When one cannot sell their home or it is destroyed property values will decrease throughout the community.</p> <p>There are also 7 schools in our area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. The noise and vibrations from the bullet train will affect the students learning ability, not to mention what the vibrations may be doing to the building, leading it to be deemed unsafe. Also, many of these schools would be in jeopardy of losing some of their land and sporting facilities to eminent domain.</p> <p>I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety and financial issues.</p> <p>We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, American Legion Park, Lutheran High North School, Harriet and Joe Foster Family YMCA fields, Waltrip High School, Booker T. Washington High School, Oak Forest Elementary, Black Middle School, Garden Oaks Montessori Magnet EC-8 public school, St. Rose of Lima Catholic School, multiple baseball/softball fields and thousands of homes.</p> <p>There are many alternate routes available that would not destroy resident's peace of mind and negatively impact neighborhoods. The BSSF1 route has a great impact on the environment and property owners.</p> | Community Impact |
| 1/9/2015   | Ryan Grayless          | and quality of life  | Community Impact |
| 1/9/2015   | Ryan Grayless          | <p>"... we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't ... but Dallas-Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time."</p> <p>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at Texas Central High-Speed Railway, emphasized the need to build cheap and make a profit. All so a Japanese company who has been "itching to enter U.S. market" can sell more trains (The Texas Tribune, August 14, 2014). I ask you...at whose cost? Homeowners?</p> <p>According to the Federal Register notice on June 25, 2014, "The primary environmental resources located within the study area that may be affected are: agricultural, residential commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands." Does your plan truly avoid and minimize the impact to residential properties?</p>  | Community Impact |
| 1/10/2015  | Ryan Stroud            | <p>After finally hearing details on the proposed route that bisects the historic First Ward (utility alignment route), I have to say I am beyond angry that this is even a possibility. An elevated train through the neighborhood would completely cut off one half of the neighborhood from the other half and obstruct views for a lot of the homes being built here specifically because of the views of downtown. This is unacceptable to me as a homeowner in the area. We recently bought a home in the neighborhood specifically because of its proximity to and views of downtown and the feel of a cohesive historic neighborhood that has been undergoing a revitalization over the last few years. This project is a direct threat to all of the reasons we live there. This will surely drive home prices down in the area.</p> <p>As real estate in the downtown area is limited and at a premium anyway and because most of the businesses in the area have moved well outside of the loop it seems rather backward thinking to bring it into the downtown area in the first place and shows a lack of understanding of where the city is heading in the future. High speed rail on the surface is a good idea but it feels that a central rail station is both unnecessary and needlessly painful for the surrounding neighborhoods in the city.</p>   | Community Impact |
| 1/9/2015   | Sally and Mark Jozwiak | TCR has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools, churches, parks, and surrounding businesses. This particular stretch of elevated railway, according to FRA's definitions, would fall within Categories 1, 2, and 3 that should be considered in assessing the potential effects of HST operations such as noise, vibration, transient electrical currents, and safety just to name a few.  | Community Impact |
| 1/9/2015   | Sally and Mark Jozwiak | This proposed construction and future structure would be devastating to our community at large and our particular neighborhood since we live 72 feet from the current BNSF rail line on the 800 block of Sara Rose Street in Houston, TX 77018. We speak for our immediate neighbors, many who built their residences on Sara Rose Street 60 years ago, who implore you to find a safer, less-intrusive route and rail station outside of the urban core of these well-established and historic neighborhoods.   | Community Impact |
| 1/8/2015   | Sandi Schwartz         | 3. Adding rail traffic every 15 to 30 minutes between 5am and 11:30 pm will have a negative impact on neighboring residents and businesses. We are already dealing with freight traffic in these corridors, The freight traffic runs all night, also. This planning process has been secretive. Please stop TCR from running high speed rail lines through established neighborhoods.  | Community Impact |
| 1/9/2015   | Sandra O'Guynn         | <p>I wanted to express my concerns about the proposed rail coming through our neighborhood. I do like the idea of more transportation options in Houston BUT I do not believe this is the answer.</p> <p>1. This proposal will significantly reduce the property value of my home as well as that of my neighbors. I take a lot of pride as a Garden Oak Resident. We are a traditional neighborhood and my home was built in the 1940's. The character and quaintness would be lost with a high speed rail in my back yard too.</p> <p>Please reconsider the current proposal and remove it from Garden Oaks, Oak Forest, Shephard Park and other neighborhoods within Houston.</p>   | Community Impact |
| 12/11/2014 | Sandy Cykoski          | <p>Trains going through all our rural communities every 30 minutes, really, really?</p> <p>What does Leon County gain by this noisy disruptive train traveling through our lands, NOTHING, NOTHING!!!</p> <p>If this was going in your back yard, how would you feel/react, just like me I am sure (the old saying, "not in my back yard.")</p> <p>This project will do so much harm and all it will do is line the pockets of investors to the detriment of the ranchers and farmers</p>  | Community Impact |
| 1/7/2015   | Sandy Simmons          | <p>Both of the current "preferred" routes have segments that would run through dense, long-established residential neighborhoods, one of which is the Oak Forest / Garden Oaks area where I have lived for 50 years.</p> <p>Trains running through such dense neighborhoods every 15 - 30 minutes would be disruptive, bringing increased noise, vibration, and traffic at RR crossings, thereby decreasing the quality of life for residents and lowering property values. An elevated track would be especially invasive and an eyesore.</p>   | Community Impact |

| Date       | Contact Name      | Request/Comment   | Comment Topic    |
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| 1/6/2015   | Sarah Hannah      | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD. In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.  | Community Impact |
| 1/7/2015   | Sasha M. Pejerrey | I know that you may not be directly in charge of this endeavor, however, if you allow this rail to happen, then you are still responsible for it by allowing it to happen and not opposing it. I, as well as many other concerned parents at my child's school and in our neighborhood, strongly urge you to choose a different route for this train. You will be harming children and families if you do not.<br><br>Not to mention the incredible inconvenience for families who are already struggling to just get through the day. The construction, the kind of people and other industries it will attract, as well as the visual and noise disturbance - these are things families in a residential area should not have to deal with.<br><br>Please know that the community of Oak Forest / Garden Oaks is very distressed by your proposed high speed rail route on 34th street. It is incredibly irresponsible of you to put a rail through a neighborhood area where many young families live and many small children go to school. Not to mention the fact that this area has worked so hard to gentrify and beautify, and now you will be taking that away.  | Community Impact |
| 12/8/2014  | Scott Arnebold    | I am writing to express my concern about the High Speed Rail Line that is could possibly run through my community. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values. The 34th street area would be impacted in a negative way.  | Community Impact |
| 12/7/2014  | Scott Reagan      | The BNSF1 Option 1 route through the Houston area is concerning. The portion of the BNSF1 route between I610 and Beltway 8 directly affects neighborhoods that are currently being redeveloped into homes in the million-dollar range (Oak Forest/Garden Oaks neighborhoods) and with several new businesses, restaurants and nightlife developing directly off the route catering to the new residents. The use of the BNSF1 route into downtown Houston could negatively affect the investments made in the area, and prevent future development.   | Community Impact |
| 1/9/2015   | Scotty Mecum      | I am not against high speed trains. I have taken them in Europe, and it is good to get to a destination in a timely fashion. My objection has to do with the location. I really don't think that running the tracks through well established neighborhoods is a good idea. Also, I'm not really sure how many people would actually use the train between Houston and Dallas.   | Community Impact |
| 1/9/2015   | Sharon Lout       | Over forty years ago my family moved to a small inviting neighborhood of Shepherd Forest. Lots of families and many children. Good public and private schools. I do not believe the train should invade this territory. Many churches and schools are here. Just west of North Shepherd is Garden Oaks Elementary and St Rose of Lima Catholic Church and School. Just down the track is Lutheran High North. Then the YMCA where many children learned sportsmanship and to swim. And the Hare Krishna Temple. Cross Ella and you have SP Waltrip High School which is undergoing a renovation. nd Temple Oaks Baptist Church and School. And Oaks Dad's Club which has always welcomed the young people to baseball and soccer and football.<br><br>This is just a short bicycle ride from North Shepherd to East TC Jester. Just these few institutions cover just a few miles and are right "on the track." The public schools are paid for by our tax dollars and the private schools and houses of worship are paid for by wonderful citizens who chose to worship there. We live in the greatest country in the world and we would hope you will not bring your train through our neighborhood or through I-10 either. | Community Impact |
| 1/8/2015   | Sheila Amalfi     | Regarding proposed high speed rail through Garden Oaks and Oak Forest. I am a second generation lifelong resident of this beautiful, quiet, charming community. I raised my children here. They are raising their children here. This is the third generation of our family to contribute to this area, to its schools, churches and to do our part for this community. The reward for this simply cannot be the destruction and degradation of this community by allowing high speed rail to diminish our property values, severely impair the function of parks and schools this community has funded and cherished. If there is truly a need for such transit, invest however you must to place it to not i interrupt what others have built with their hearts and souls for generations. To fund this project with the lives of children and families in this community would be tragic and immoral.  | Community Impact |
| 1/9/2015   | Sheila Amalfi     | Regarding proposed high speed rail through Garden Oaks and Oak Forest. I am a second generation lifelong resident of this beautiful, quiet, charming community. I raised my children here. They are raising their children here. This is the third generation of our family to contribute to this area, to its schools, churches and to do our part for this community. The reward for this simply cannot be the destruction and degradation of this community by allowing high speed rail to diminish our property values, severely impair the function of parks and schools this community has funded and cherished. If there is truly a need for such transit, invest however you must, to not interrupt what others have built with their hearts and souls for generations. To fund this project with the lives of children and families in this community would be tragic and immoral.   | Community Impact |
| 12/29/2014 | Sheila Whitford   | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there.   | Community Impact |
| 12/29/2014 | Sheila Whitford   | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The outpouring of public sentiment at recent community meetings has made it clear that our urban neighborhoods will not tolerate this kind of blight being foisted on them. Instead, an alternative routing through industrial areas or along freeway corridors must be found if the project is to extend to the CBD. In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.  | Community Impact |
| 1/9/2015   | Sherry Black      | These routes will without doubt impede the development needed to renew these areas. It will dramatically impact property and land values and cause people to move out of these neighborhoods, not move into them, and/or stop revitalization efforts. There are countless homes, schools, churches and parks on the proposed routes. HSR and especially HSR elevated tracks should not run through residential neighborhoods. I am shocked that routes through residential neighborhoods were ever considered. I am personally concerned about having elevated tracks, the danger associated with them near freight lines, the absolute unsightliness of trains going by in the air, trains going by every 15 minutes (factoring in going two directions), electrical lines above the elevated rail as well as increased exposure to electricity for those who live on the rail line. I live on the rail line. I will no longer feel safe to be in my backyard, the reason I purchased my home over 17 years ago. I will not feel safe to have my family, friends and children in my yard or home.  | Community Impact |

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| 1/7/2015   | Sherry Jordan        | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>In addition to the concerns voiced below, I feel the route through Oak Forest community to be self serving and irresponsible. There is already the inconvenience factor of the rail lines running through prime real estate during rush hour and in the middle of the night with warning horns blaring. I am north of 43rd but can still feel the vibration and hear the warnings at midnight, 2AM and 4 AM. I am close to retirement and do not want to hear additional noise for the multiple planned runs during the day. I paid the premium price for my home to specifically be in an appreciating neighborhood close to amenities with a short commute downtown. Houston agrees with this premium by increasing my property taxes to the maximum on a yearly basis so that I am now paying close to \$7,000 per year to live in a 1690 square foot house. I am not paying that premium to live in a commercial or industrial environment. Perhaps this private owner would like to subsidize my expenses to make up for the inconvenience and loss of enjoyment in the neighborhood I pay so dearly to live in. Or, maybe the owner would like this line running through his back yard.<br>I understand the line is to be elevated 18 feet. Please show us a relevant study that shows this will not impact property values. This is Houston, not Chicago or New York. Please show us a comparable study. | Community Impact |
| 1/9/2015   | Sid Cruz             | I would appreciate it if your Administration and the Texas Central Railway would re-think the impact such a project will have on the many families who live along this route and its effect on the quality of family life.   | Community Impact |
| 12/2/2014  | Sofia Nolte          | I'm a landowner. I also live in Saddle Creek Forest. I'm -- like my neighbors, I don't want the rail out there. Like my husband said, it's going to destroy our way of living. Either way, I'm going to come at this through a different angle. I don't know how we won the lottery in the pairings of the cities; but if -- Also, like the gentleman stated about TSA, they're going to have to get involved. The government always gets involved. So, I mean, the security issue is going to add another hour getting in and out. And I guess that's it. I want to thank you for your time. And I'd like to welcome these gentlemen to the wild, wild west.  | Community Impact |
| 1/7/2015   | Stef Peterson        | I am a first grade teacher. My school and my home are located in Garden Oaks, within a few feet of the future path High Speed Train. We have enough disruption from the regular trains already, but luckily they are very sporadic. Please do not add a much more intrusive disruption every thirty minutes. The train should use a more industrial path than disrupting neighborhoods and schools.  | Community Impact |
| 12/4/2014  | Stella Yorek         | I am opposed to them running the rail line through Grimes County. The yellow marked area -- I feel that they already have a railroad over here and they should not go through our property and disturb our peace.  | Community Impact |
| 1/9/2015   | Stephen Fraga        | My neighbors and I are opposed to the current preferred routes that dissect or impact established urban communities.   | Community Impact |
| 12/3/2014  | Stephen Mitchell     | Dissecting urban neighborhoods should not be an option.  | Community Impact |
| 1/8/2015   | Steve Scharzbach     | Opposition to the Texas High Speed Rail Proposal. I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities, like the one in which I live. I am less than .25 miles from the proposed route. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.<br>Please see my list of additional points regarding the Texas Central Railway's proposed route below.<br>I, along with the majority of my community, am opposed to the current preferred routes that dissect or impact established urban communities. These routes create an artificial division and barrier in our neighborhoods. Contemporary urban planning practice favors removal of such barriers and neighborhood re-connectivity for enhanced livable city centers.<br>Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.  | Community Impact |
| 12/4/2014  | Steve Toth           | I'm concerned about this for two reasons. One is the impact that it's going to have on other people and their way of life, their homes, their businesses.  | Community Impact |
| 1/8/2015   | Susan E Love-Saranie | The infrastructure will create a "wall" that will divide the neighborhood. We are a community with much civic involvement. We are one Garden Oaks and should not be divided into north and south.  | Community Impact |
| 11/30/2014 | Susan Jaworski       | I attended the Public Scoping Meeting held in Houston on October 29, 2014 and submitting these comments a little late. This project has the potential to establish realistic transportation alternatives for the community including business travelers, tourists and residents. This project is sorely needed for the area and will be vital for Texas to remain economically competitive if planned carefully. Most of my comments are questions or seeking clarifying information.<br>Community Impacts<br>Both alternatives run through environmental justice communities. This project has the potential to support or degrade the community depending on the implementation.<br>How will this project affect community cohesion?   | Community Impact |
| 1/8/2015   | Suzanne Debien       | I am opposed to this; we already have issues with the noise from the freight trains. With TCR HS trains we will have the added devaluation caused by the monstrous concrete structure looming over our homes from every angle. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.   | Community Impact |
| 1/8/2015   | Sylvester Turner     | Over the past several months, there has been a great deal of discussion regarding the proposed Dallas-Houston High Speed Rail project by the Texas Central Railway. Like many people in Texas and particularly in the Houston and Harris County Region, we recognize the importance of transportation and the development and enhancement of multi-modal forms of transportation. Congestion is a major issue and navigating through the various forms of security at the airports can be very time consuming. When Texas Central Railway proposed the construction of the high speed train without any reliance on government funding, many people including myself responded very positively.<br>As the State Representative of District 139 which includes Northwest Houston and specifically Oak Forest, Independence Heights and the Inwood areas which would be directly affected by the proposed routes, I am deeply concerned that 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.  | Community Impact |

| Date       | Contact Name        | Request/Comment  | Comment Topic    |
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| 10/29/2014 | Tami Merrick        | <p>Unresolved issues with the high speed rail proposal</p> <p>Winter Street Union Pacific corridor through the First ward neighborhood and Super neighborhood 22 is not wide enough to accommodate the bullet train. Union Pacific owns and maintains a right of way measuring approximately 24' width bollard to bollard with 9' of alley/ street either side at about 40' total width. High speed rail per Texas Central HS Rail website shows 80' right of way. If UP maintains freight our neighborhoods lose 80' of land along this corridor. If not it loss of land is 40' added width out of existing which is allot in densely residential I commercial areas.</p> <p>Your website states: "Tight curves and a desire to avoid densely populated areas will require occasional deviations from current rail and road alignments, and the need for access to additional land." First Ward was once in an industrial area now revitalized and densely populated residential use. It is home to the new "Cultural Arts District" state designation of Houston with OO's of artist studios. It is a growing social hub in the urban downtown scene. The artist warehouses and new townhomes and buildings are typically built to the property lines not accommodating the width outlined in item one. Added rail right of way will dissect our community and likely devastate the cultural arts district we built. The existing freight rail corridor is centrally located and extends through dense areas of SN22 beyond First Ward. Photos are attached depicting existing and future housing under construction along the Center/Street Winter street line through First Ward, West End and other areas of Super Neighborhood 22.</p> <p>In summary: This is a political issue being forced on our inner city neighborhoods and business without fair process. It clearly is not a vision for livable sustainable Houston neighborhoods. It does not address integration of street and freeway traffic flow and separation of high speed mobility versus lower speed mobility that will build a livable sustainable city center that will attract future residents and the work force of tomorrow . We need to balance community sustainability with transit expansion.</p> | Community Impact |
| 1/8/2015   | Tami Merrick        | <p>The meeting ended with a local lawyer offering to take on the case of a class action law suit against TCR if they did not revise the route through SN12.</p> <p>That the FRA should be requiring TCR to review alternative routes that would not mix regional high speed rail with residential neighborhoods.</p>   | Community Impact |
| 1/9/2015   | Tami Merrick        | <p>I do not think this train belongs in neighborhoods in Houston Dallas or the townships between Houston and Dallas. If TCR can prove budget, ridership and long term success of the project then they need to role up their sleeves and go to work in integrating routes with the communities they are proposing. This high speed regional transportation train does not under any circumstances belong in dense residential communities slammed up to our homes.</p>   | Community Impact |
| 11/7/2014  | Teena Lagrone Adams | <p>This letter is to inform you that I am against the High Speed Rail Train passing through Leon County and my families land. Our land is next to the BNSF rail line and it will have a great impact on my mother who is 89 years old. Do you have any idea what just the thought of this train coming by her house is doing to her?? Do you even care?? We fought against this train many years ago and we will fight again. Leon County does not want or need this train.</p>  | Community Impact |
| 1/7/2015   | Terri Palmer        | <p>I love my apartment @ 880 West 34th. It is close to family, drug stores and groceries stores . But it is close to St. Rose of Lime Catholic Church, where I am able to walk to attend services, meeting &amp; to volunteer.</p> <p>The building of the HSR along 34th route would definely have a negative impact on my life and all that live in this complex.</p> <p>The construction along would cut me off from walking to my church and I fear I will have to relocate because of noise, vibrations and dust. I really cannot afford another move!</p> <p>I fear that this is already a done deal and that this comment will not matter, but I hope that a better route can and will be chosen.</p>  | Community Impact |
| 1/9/2015   | Terry Jeanes        | <p>Quality of Life, well being of residents.With the current route traveling along BNSF in a relatively short distance east of 610/290 interchange, there is an extremely large number of churches, schools, community parks, and athletic and youth recreational fields.</p>  | Community Impact |
| 12/2/2014  | Terry Johnson       | <p>We all kind of moved out in this area because it was so quiet, because it was a nice neighborhood to move into. It was something that we looked forward to.</p>   | Community Impact |
| 12/5/2014  | Terry Poole         | <p>Thanks for the opportunity to allow my voice to be heard on the proposed Texas Houston to Dallas High Speed Train. In the last year I purchased a very nice home which is located two blocks from the existing railroad right of way which is designated to be the one of the most cost effective routes which will run through and destroy the value of many communities including Oak Forest where I live. I can promise there will be nothing about this route that is cost effective, as a new owner to the area I will be one of many loud voices.</p>   | Community Impact |
| 12/22/2014 | Thierry Danard      | <p>I have learned that a private company was planning on installing new train tracks in Garden Oaks for the Houston-Dallas line.</p> <p>Do not pick the Garden Oaks option. This would affect highly populated places where students and families congregate, such as Graham Park, Lutheran High North School, Harriet and Joe Foster Family YMCA sports fields, Waltrip High School, multiple baseball fields, and countless family homes, including mine.</p>  | Community Impact |
| 1/9/2015   | Tina Roberts        | <p>I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities...and severely harm the high-quality livability that these neighborhoods have worked hard to achieve</p>  | Community Impact |
| 1/8/2015   | tnmekelburg         | <p>For those of us who live along one of the proposed alternative routes this project is highly distressing. We built our retirement home here in the country to get away from noise, traffic and congestion. Having 200 mph trains passing in front of our house every 30 minutes would be devastating. Honestly don't believe there will be sufficient riders to justify this project, and certainly isn't justified when considering the detrimental effects it will have on all of us who live close to the tracks.</p>  | Community Impact |
| 1/7/2015   | Tom Dornbusch       | <p>The choice to route this HSR project through or adjacent to established residential neighborhoods and businesses raises the specter of environmental and social injustice.</p>  | Community Impact |
| 1/8/2015   | Tom Price           | <p>I strongly OPPOSE THE proposed route of the Dallas to Houston High Speed Rail Project. I live in the Garden Oaks neighborhood in Houston, TX that is proposed to be bisected based on the preferred route of the Houston---to---Dallas HSR Project. Garden Oaks is a long established neighborhood that was created in the 1930s. Garden Oaks is a quiet, family oriented neighborhood of 1400 families and it would be a shame if the HSR project is allowed to change that characteristic. The noise, vibration and intrusion of the HSR (construction and operations) will forever alter the character of this part of Houston.</p> <p>There are other nearby, larger neighborhoods (Oak Forest, Independence Heights) that will also face the same issues. The three neighborhoods consist of close to 10,000 homes. The Texas Central Railway proposal states that they want to utilize existing rail corridors to support the HSR project. While a seldom---used freight rail line exists today, the HSR would have to greatly increase the vertical and horizontal footprint of the freight rail line. This rail line is adjacent to homes, churches, schools and parks that have been developed over 80 years.</p> <p>The HSR will affect the lives of the families and specifically children that live, learn and play near this proposed HSR route. I strongly OPPOSE the HSR proposed route in the Houston central area.</p>   | Community Impact |
| 12/2/2014  | Tony Bilb           | <p>1. BNSF option#1 when it passes through Ennis, TX. Will go past our hospital, intermediate school, baseball complex. (all are w/in 2000 ft of the line probably) on the other side is our lake for drinking water. How will you address these concerns?</p>   | Community Impact |
| 1/7/2015   | Trent Salch         | <p>The increased disruption along this corridor would be completely unacceptable with trains running every 30 minutes from 5:00 am to 11:30 pm. We have already experienced an increase in freight traffic along the existing lines that pushes us to the breaking point. High speed rail would exponentially increase the rail traffic in our area that it is not able to handle.</p>   | Community Impact |



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| 1/9/2015   | Tricia Hughes     | I do not understand why any entity would propose putting in a project such as this high speed train in the middle of highly populated well-established communities-communities that have been escalating in value due to location and desirability and new home construction. We own three properties in Oak Forest on a street just two blocks north of the BNSF rail line by which the proposed high speed train would be located, one is our homestead and the other two are investment/rental properties that were to be a large portion of our retirement income. Based on what I've heard about the amount of land that would be needed for the high speed train project, there is a possibility our street could be eliminated completely and even if it was not, the desirability to live so close to such a project with the noise and vibration levels, would be low and cause a significant reduction in property values. Many other homeowners would also be affected negatively.<br>We are very opposed to this project being constructed right through the middle of several desirable Houston subdivisions; it would seem this project would be more suitable in a more remote area. TCR states that it's more environmentally friendly to construct it by an existing railway but it seems that is more about keeping their construction costs lower than environmental factors.<br>I also have not seen any market data showing how many people would actually use the high-speed train, but again, I've only heard of the project since Monday.<br>Thank you for considering the input of the communities that would be affected by this project.   | Community Impact |
| 1/8/2015   | Vanessa Smith     | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail through the neighborhoods of Garden Oaks and Oak Forest. I have lived in Garden Oaks for over 5 years and hope to continue to live in the neighborhood for another 50. My 2 young children attend St. Rose of Lima Catholic School which is literally a few feet away from the track. We are active parishioners at St. Rose of Lima Catholic Church and members of the YMCA where our children partake in youth sports on the fields which are also adjacent to the proposed rail line.   | Community Impact |
| 1/7/2015   | Vernon Fristoe    | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area and subdivision. I am opposed to this high-speed railway entering dense, residential communities.<br>The railway should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods.<br>A 50-foot elevated rail line with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.  | Community Impact |
| 1/9/2015   | Vicki Vaughn      | How many older homes and trees will be destroyed to run an elevated train through our beautiful neighborhood?   | Community Impact |
| 1/9/2015   | Virgil Pattereson | I'll make this short and sweet. All the doom day people that are saying that this rail system does not need to be built are the same type that have kept Houston from having a state of the art mass transit system. None of them have any real proof that it will harm our neighborhoods just fear of the unknown. I think all of Houston will benefit from this system in one way or another. I have lived in Oak Forrest for over 35 years and I haven't heard anyone try to do away with the freight trains that are far more of an eye sore than this high speed will be.  | Community Impact |
| 11/11/2014 | Virginia Taylor   | No Texas High-Speed Rail! Thanks a lot. You are about to ruin our retirement home. We planned all our working lives to have a quiet place in the country. Now we have it, soon we won't if you Skunks have your way. I read all the testimonials about how great this rail system will be, but I noticed all of those that want this monstrosity live in the cities. None of their lives will be affected by this rail system.  | Community Impact |
| 12/4/2014  | Wanda Chase       | We are country folk and have a country way of living. No city folks will ever understand it. It is not about material things. It is about enjoying life where it slows down some to smell the roses, hear the sounds of the donkeys hee-haw, the cows moo, and the deers calling their babies all without the sounds of honking cars and freeway sounds, congestion. Ranchers are so important to Texas and to the rest of the United States. We are people -- where people know and help each other; we do not want this disruption in our community. We do not want this disruption in our wildlife, our way of living and -- I'm sorry. We do not want this disrupting our wildlife, our way of living, and destroying the peace and serenity that we have worked so hard for all of our lives to have. Please find another route.   | Community Impact |
| 12/1/2014  | Wenona Taylor     | Well, we have two pieces of property that are potentially impacted by this train. One piece of property my great grandfather bought in 1925 and my husband and I were planning to build a house on it this year. However, if this train goes through, we are not going to want to live there because it's literally going to be in our backyard on the route that it's going. And that route will not only impact us but there's a community there called Flynn that isn't even on a lot of maps but there are about a hundred people that live there. Almost all of the homes are built along the existing railroad track because they were built back in the day when that was the smart thing to do. And the post office, the fire station, the store, all of these homes are right there and if that train goes through right there, it's going to destroy that community. So we're not thrilled about that. The other potential route that looks like it follows the high line is going to cut through a piece of property that has been in my family for nearly 200 years, and it will literally cut it in half so that we would have to access our property from two entirely different sides. It would be a long drive to access it from both sides, and it's currently mostly untouched. I mean, there's cattle on it; but there's not much else there, and we had always intended to leave it that way. It's beautiful. It's natural and it's our place in the country where our family goes and we wanted it to stay that way. As much as I really want to have a house in Flynn, I think I would prefer that the train go through Flynn rather than our place in the country because it's going to ruin that piece of property that's been there for so long. It's going to cut it right in half, so -- I know that the chances are this thing is going to happen no matter what we say or do here tonight, but I'm just hoping that the people who do this understand that this is going to negatively impact a lot of people. And I know there's going to be good stuff that comes out of it. I do know that. But I don't want them to make light of the bad that's going to come of it because I keep reading articles and I keep hearing interviews where people say that this project is ideal because the land between Dallas and Houston is, quote, "mostly undeveloped and unpopulated." And this land is not unpopulated. There are a lot of people that live here that have been here a long time, and this place matters to them. And so even if it happens, it's -- it's going to hurt people, and nobody needs to make light of that. They need to show respect for it, so -- do I need to say anything else? I can't think of anything. | Community Impact |
| 1/7/2015   | Will Sanchez      | Now, I am against this plan especially after reading all comments above. Why? My reason is because destructions of neighborhoods this train will bring noise, crime, and destruction around our streets. We are talking about building and brings this to Houston but no one has inform Houston residents about this. Not happy with this, Local Houstonian n. Houston  | Community Impact |
| 1/6/2015   | William Awad      | I am writing to you today to express my concerns with TCR's proposed route for a high-speed rail in my area. I am opposed to the current routes entering dense, residential communities. I am an active voter and taxpayer in the community, and I attended the meeting at the Lutheran High School on January 5, 2015.<br>The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks. The Garden Oaks area was listed as the "best zip code to buy in" last year. With the approval of high-speed ELEVATED rail -- the neighborhood will now be the worst to buy in and live. You have to be blind not to see the negative impact your current plans will have on the neighborhoods you have targeted.<br>I live on 34th Street and with the freight train going only 3 mph and my house shakes - this without living on the rail side of the street.<br>The fact that we as the citizens and residents of the possible impacted neighborhoods were kept in the dark about the new push for high speed rail in Houston raises high suspicion about TCR and the motives of the company.   | Community Impact |

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| 1/9/2015   | William F Hughes    | The proposed Dallas to Houston High Speed Rail Project coming through our community creates the most catastrophic environmental impact possibility in the history of our beloved communities of Oak Forest and Garden Oaks.<br>The concreting of White Oak Bayou, the noise of Loop 610 and the added traffic associated with the extension of T. C. Jester were all inserted into our neighborhood. In the name of progress and betterment for a Greater Houston, we accepted these betterments. We have endured our daily neighborhood trains and whistles since the beginning of our neighborhoods. The whistle blows early in the morning telling us it is time to get up and blows in the evening letting us know it is time to eat supper. My personally experience with High-Speed Rail travel affords me the knowledge that the frequencies and noises of the proposed High Speed Trains through the Oak Forest and Garden Oaks neighborhoods represents an entirely different element of invasion into our life style. The required framework of the railways and tall concrete support structures would absolutely destroy the ecological essences of our community. | Community Impact |
| 1/9/2015   | William Sullivan    | On a personal note, I live in the house I grew up in. The land has been in my family for 4 generations and if this rail does not happen it will pass to my children. The land has been in the family for over one hundred years. I look at land and see what it can produce. The benefits that it will give to future generations that are lost when it is covered with concrete and steel. The land provides more than a livelihood for a few farmers; it produces the food that goes on the tables of every person in the United States as well as the world. It provides for the recreation and development of new ideas that allow for us to maintain our way of life.   | Community Impact |
| 1/6/2015   | Yolanda Garza       | Proposed "Dallas to Houston High Speed Rail" project. This evening I attended the meeting at Lutheran High School on W.34th @ Alba. It was conducted by Robert Eckels, president of TCH & financial supporter for the "Texas Central Railway's proposed routes for a high speed rail from Houston to Dallas. This enormous rail will run through Garden Oaks, Oak Forest, Shepherd Forest, and many other neighborhoods. For the record, I am a property owner, [sic] and I AM OPPOSED to this high-speed rail running through these areas, going west to Hwy 290 and north to Dallas, Texas. Let me also state that there were over 250 concerned owners in attendance and they also expressed their opposition as well.<br><br>These neighborhoods that will be involved are trying to keep their land, parks, schools accessible for families to enjoy without a mass of traffic and now, possibly a "high speed rail" running through our neighborhoods....  | Community Impact |
| 12/22/2014 | Marty Hiles         | Connectivity is a concern and efforts should be made to maintain the connectivity, not only between neighborhoods and students access to schools, but also between businesses and their customers.   | Connectivity     |
| 1/7/2015   | Alicia Nuzzie       | For more than 5 years, Oak Forest has had to navigate significant construction that has hindered traffic patterns as a result of 610 & 290. More obstructions will also add horrific delay and stress on the residents. This will also add to safety concerns during construction.   | Construction     |
| 1/9/2015   | Amelia Strickling   | I can only imagine that this vital pathway will be obstructed for months, if not years, during the development of the rail line. Blocking a major thoroughfare for the neighborhood, will significantly impact the value of my home negatively.  | Construction     |
| 1/9/2015   | Andrew Brown        | I am certain that my family will be significantly impacted by high speed rail construction...  | Construction     |
| 1/7/2015   | Andrew Fuhrmann     | . Some of the concerns that many residents have are: length of construction time,  | Construction     |
| 11/7/2014  | Ann Staples         | Concerns for people: damage to existing roads during construction (who pays costs of repair?) Gates for construction short term only increased traffic on Hwy 30.  | Construction     |
| 1/9/2015   | Bill Denning        | Construction of the TCR paralyzes traffic in Northwest Houston for seven years. Residential traffic in the near northwest side of Houston side along I-610 between I-45 on the east and U.S. 290 on the west has been paralyzed for the past three years due to an ill-advised freeway construction project. Now that the highway project is nearing completion, the Texas Central Railway has proposed a new four year project to build its high speed rail line. Are we to suffer seven consecutive years of waiting for four or five cycles at every traffic light, and having thousands of commuter vehicles diverted through residential streets past mothers walking children in strollers every day? The Texas Central Railway should not be allowed to run its route along the BNSF tracks that pass through the subdivisions of Oak Forest, Garden Oaks, and the Heights.   | Construction     |
| 1/9/2015   | Brenda Hilton       | The marketing information provided to the public does not adequately address public concerns. The material shows nice sleek train but does not address my concerns as a land owner such as impacts to my property values, noise pollution, light pollution, <b>construction impacts (storm water, mud, etc.)</b> , impacts to surrounding roadways etc. The proposed rail structure is a massive above ground steel and concrete eyesore.  | Construction     |
| 1/9/2015   | Carma L Sullivan    | How long will the construction phase be?   | Construction     |
| 11/5/2014  | Carolee Botkin      | This project will negatively affect the residents' property values in a drastic degree. Our local roads will be under great stress from heavy construction loads that are far beyond their structural capabilities. The construction of the rail system will understandably take approximately 7 years. This will cripple our lifestyle and keep the noise levels at an all time high for longer than is tolerable.  | Construction     |
|            | Chad Prior          | Request that native trees be planted at least 50 feet wide (2 rows) on both sides with 25 ft centers and offset from each row to minimize impact, noise, sight, etc. where HSR is at grade.  | Construction     |
| 1/7/2015   | Dan DuPriest        | Construction would cause major congestion and again, major noise pollution.  | Construction     |
| 12/4/2014  | Elizabeth Robinson  | What happens if construction begins and can't be completed?  | Construction     |
| 1/6/2015   | Erin Palkot         | The impact of the years of construction on the neighborhood to build the elevated rail as well as the unsightly raised platform are troubling.   | Construction     |
| 12/11/2014 | Howard Okin         | I own a 11 acre ranch that meets the utility easement at the back of my property. We bought and developed our land for peace and quiet that we now enjoy. The noise pollution, diesel fumes, dust created during the long construction process. This project will not benefit any of the land owners that are directly affected on this route. We have no use what so ever for this MONSTER TRAIN you want to disrupt our property value and way of life. LIVE AND LET LIVE. Find another route for your train where it will not RUIN PEOPLES PROPERTY AND WAY OF LIFE. Bottom line there is no way that this train can be 100 % SAFE and profitable. I built and developed our little piece of HEAVEN for us to enjoy and to be passed on to my Son, daughter in law and Grand children to ENJOY. DONT TAKE THAT ANY FROM ME OR THEM.   | Construction     |
| 1/10/2015  | J.E. Thomas         | Transportation<br>Describe the effects on transportation during construction. Describe increases in traffic levels during this time.   | Construction     |
| 12/26/2014 | J.R. Roberts        | We were told that the project will take approximately four years. In that four years, there will be an influx of workers which the current municipal/county infrastructures cannot absorb or serve. There is not sufficient police, fire, and EMS services to handle the inevitable problems which will be brought by these workers alone, not to mention the citizens already living in the affected counties.  | Construction     |
| 10/22/2014 | Jackie King         | If lands are destroyed by your construction, they need to be rebuilt. Water wells would be an option (powered by solar). Closed rail road is of concern - can the line be used for military personnel movement? What if your rail lines are commandeered by governments? How does a rail line through a farm affect the overall value of the land not excluded in the easement? Will a car on the line potentially be used to transport prisoners? What powers the rail line? How far out from all dimensions of the rail line will the effects of electro magnetic field extend?  | Construction     |
| 1/6/2015   | Jamie Emory Trevino | There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?<br>Construction of the line will cause disruption and unbearable annoyance   | Construction     |

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| 1/6/2015   | Jason Funderburk  | When would construction start, and when would it end? What known health concerns exist by building and operating this system exist? What unknown/unconfirmed/studies exist that might show other possible health concerns living blocks away from this type of system?  | Construction  |
| 1/8/2015   | Jeff Magee        | Evaluate environmental impacts of astray construction plans. A valuable life lesson exists in the Robert Burns quote "The best laid plans of mice and men often go astray".   | Construction  |
| 1/8/2015   | Jennifer Allred   | I live in a subdivision along the Highway 290 corridor in Harris County and do NOT want the high speed train to run along 290. It will create more construction and we are already dealing with Highway 290 construction which is a mess and causes major traffic delays and accidents. My property value would decrease significantly as well. We live in a neighborhood of families with many young children, playgrounds, pools, etc. We are already dealing with the effects of the freeway construction on our property values and interest in the neighborhood, so construction of high speed train tracks would make it much worse. We would be unable to sell our home due to noise and vibration. Thank you for your time.   | Construction  |
| 12/18/2014 | Jill Moorhead     | The train adds no benefits to our neighborhood since it will not work as a commuter rail into downtown for us and we won't be able to get on near our homes and ride it to Dallas, so it brings only negatives: loud, ugly, and lengthy construction that will inevitably create traffic while it's in progress, and a towering, unsightly raised track once construction is complete.  | Construction  |
| 1/8/2015   | Jill Moorhead     | The train will inevitably result in lengthy, congestion producing construction. It will detract from the attractiveness of our community. And with no stops planned, I can see no benefit this particular route provides me or my neighbors. Even if this is the cheapest option due to established right of ways (or whatever other factors were considered) I hope you will select a different route that does not cut through an established, heavily residential neighborhood.  | Construction  |
| 1/9/2015   | John Everett      | Our neighborhood would be asked — forced — to accept a massive, intrusive structure with accompanying years of construction disruption and constant operational noise which would be of no benefit to the people living here, all for the benefit of a private, for-profit entity, and dubious benefit to the passengers who might use it.  | Construction  |
| 1/9/2015   | Katherine Stinson | ... increased flooding from construction and elevation;   | Construction  |
| 1/13/2015  | Linda Burroughs   | Construction of the line will cause disruption and unbearable annoyance   | Construction  |
| 12/17/2014 | Louis Mize        | It will also impact, hinder, and possibly remove our legal access to our agriculture property. It offers us no personal benefit, nor does it benefit my friends and neighbors who will be adversely impacted both during and after construction.  | Construction  |
| 1/9/2015   | Mitch Blakely     | For more than 5 years, Oak Forest has had to navigate significant construction that has hindered traffic patterns as a result of 610 & 290. More obstruction will also add horrific delay and stress on the residents. This will also add to safety concerns doing construction.  | Construction  |
| 12/3/2014  | Monica Mosqueda   | Today, the train is a noisens [non-issue] but if it were to be developed into a high speed train there will be years of constructions and it will devalue my life's investment which is our home. Years of construction will disturb our daily lives with traffic, noise, and pollution.  | Construction  |
| 12/3/2014  | Mr. Swirszcz      | You got all the construction that's going to tear up the subdivision.   | Construction  |
| 1/7/2015   | Nelson Sos        | If more people are moving to the area, the construction caused by this new fast train would affect residents in ways that are hard to measure, as the existing rail tracks touch almost all streets going towards 610. As a resident, we have survived for many years (and forced delays) the expansion of 290 and this has affected us in ways that cannot be ignored. If a local resident needs emergency care (and there are a lot of elderly living in Oak Forest and Garden Oaks), how will this construction affect his effective commute to seek urgent care? I am against this project going through the Oak Forest and Garden Oaks area (or any other populated area) and ask that you take my concerns into consideration.  | Construction  |
| 10/21/2014 | Novy              | Is there a definite time in which construction on the line will start and/or end? And what route is the most likely to be picked for construction?  | Construction  |
| 1/8/2015   | Robbie Morrison   | The results would be devastating - massive construction, properties being damaged or taken by eminent domain (again by a PRIVATE COMPANY!), noise issues during long years of construction and afterward, foundation damages to existing homes, schools, parks, businesses, safety concerns, etc. Mr. Eckels stated at the meeting that TCR HAS NOT DONE studies on any these issues. Really...   | Construction  |
| 1/8/2015   | Robert D. Muir    | The BNSF1 route appears to divide my ranch, Muir Ranch, from my neighbor to the northeast, Morgan Creek Ranch. We operate as an informal cooperative sharing equipment, breeding stock, crops and wildlife management. Construction on this route would effectively terminate these activities at high cost to both ranches.  | Construction  |
| 1/10/2015  | Ronald Scott      | The work, noise and disruption during construction of such a project will also affect my own residential subdivision, Inwood Forest, as any such rail line would be built across or Antoine, West Little York, Victory, and T.C. Jester, all streets that provide access to and from Inwood Forest. Even after construction, the constant multiple daily use of this high-speed rail line would cause noise and danger as the trains, elevated or not, cross these busy and important streets.  | Construction  |
|            | Sierra Club       | 6. Construction, operation, maintenance, repair, and replacement of the HSR and associated facilities can cause the spread of NNIPS along the rail right-of-way (ROW). An analysis of this problem must be conducted and mitigation measures must be proposed that will eliminate this problem.   | Construction  |
| 1/9/2015   | Vicki Vaughn      | I also oppose high speed rail in Garden Oaks. How many older homes and trees will be destroyed to run an elevated train through our beautiful neighborhood? During construction, it will create a big mess for us to deal with.   | Construction  |
| 11/19/2014 | William Carter    | There are four significant false assumptions in the information made available at the meeting:<br>One; the driving speed between Dallas & Houston will be 40 mph by 2035.<br>Two; the construction time will be four years.<br>Three; the station location will not serve the new population of the Dallas Metroplex.<br>Four; the transportation options are incorrect for 2035.<br>These fallacies will render the system a financial failure. An explanation of my basis for the claim of false assumptions follows.<br>Second the construction time of four years is wholly unrealistic. As a construction professional in Texas for these past forty years, and being engaged in infrastructure construction, the time required to build 100 miles of elevated road way will be much more than four years. The time will extend on a minimum of two factors: workers and cement. Experienced concrete lead men are as rare here in Texas as hen's teeth. The number of men that will be required to form and pour the massive amount of concrete simply will not be available. Cement supplies come primarily from mills along the I35 corridor here in Texas. That supply is relatively inelastic to what will amount to a temporary demand. Not only will the rail project be delayed due to shortages but thousands of other construction projects will also experience delays: houses, roads, bridges, and my area of endeavor, water & waste water project. | Construction  |
| 1/6/2015   | William Tufo      | ... and entire construction:  | Construction  |
| 1/6/2015   | William Tufo      | What impact is this going to have on the streets around our homes as far as traffic and construction? 18-wheelers blocking the roads so they can get materials to the build sites, this will affect everyone in the area; who knows how long. We all know that construction is never on time with its estimates and usually 25% longer than anticipated so what do we do about that congestion and destruction cause during this time period?   | Construction  |

| Date       | Contact Name  | Request/Comment  | Comment Topic                 |
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| 10/29/2014 | Alexandra Orzeck  | Part of First Ward has also been placed on the historic registry.  | Cultural, Historical and Arch |
| 1/9/2015   | Allyson Faist   | Independence Heights is a historic neighborhood, placing a massive structure in the middle of it would destroy the historic beauty as well as the structures.  | Cultural, Historical and Arch |
| 1/8/2015   | Amy Ackley  | A major concern is our land being in my family since 1868. It is registered with the State of Texas in their Family Land Heritage Program, which makes it the same as a Historical site. We are not the only ones with this honor, there are several others. Y'all need to contact the State to look into this before just trying to take someones family land that in our eyes has no monetary value. Our land is our life and has been in my family's life since 1868... not many can say that. We have sweat, bled and done without to keep it and we intend to continue to do that - ALL OF IT! People in Dallas or Houston or these foreigners don't care about this, but WE DO!  | Cultural, Historical and Arch |
| 11/12/2014 | Amy Bonneau   | The Historic, 1st ward community is just now getting back to the charm and uniqueness it once had and this type of neighborhood is getting so rare in Houston. The 1st ward district just was declared as Historic giving the property owners comfort and pride in the area.   | Cultural, Historical and Arch |
| 1/5/2015   | Amy Hernandez   | Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged. | Cultural, Historical and Arch |
| 1/9/2015   | Andy Isbell   | There is an Indian campground site on our property which would be lost. The hopes and reasons for a lifetime of sacrifice and struggles by my Dad and my Mom of leaving this property to their 5 offspring will be destroyed by the proposed high speed rail system.   | Cultural, Historical and Arch |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Impact on the heritage significance of property registered or nominated for provisional registration to future generations   | Cultural, Historical and Arch |
| 1/9/2015   | Arthur Madrid   | Impact on Texas Historical Areas - The effect on historic neighborhoods, such as Independence Heights, Oak Forest and Garden Oaks must be considered. Independence Heights was the first African American city in Texas. Oak Forest and Garden Oaks were built and settled by soldiers returning from World War II. Parks and homes in these neighborhoods border the proposed line. Please require TCR to provide a clear plan of how they will maintain and not damage these neighborhoods that are important parts of Houston's history.  | Cultural, Historical and Arch |
| 1/8/2015   | Carol Madrid  | Impact on Texas Historical Areas - The effect on historic neighborhoods, such as Independence Heights, Oak Forest and Garden Oaks must be considered. Independence Heights was the first African American city in Texas. Oak Forest and Garden Oaks were built and settled by soldiers returning from World War II. Parks and homes in these neighborhoods border the proposed line. Please require TCR to provide a clear plan of how they will maintain and not damage these neighborhoods that are important parts of Houston's history.  | Cultural, Historical and Arch |
| 12/4/2014  | David J Machac  | Preliminary route of utility alternative puts the ROW a couple hundred feet of my northwest neighbor, goes over my dwelling, and goes near my south/east neighbor's dwelling. A historic cemetery lies within 200 feet east of my dwelling. My dwelling is about one mile south of Roans Prairie, Grimes County, TX. A confederate soldier lies in this cemetery. Oakland Cemetery lies east of my dwelling about one half mile and is a historic cemetery. Multiple confederate soldiers lie in this cemetery. A gas/oil well is located north of my dwelling approx. one quarter to half mile. The water well that serves my dwelling is located approx. 150 ft south of the gas well. The last person killed by Indians in Grimes County was in sight of the hill my dwelling is built upon. If the train indeed routes over/through my dwelling, me and my family will be the endangered species displaced.  | Cultural, Historical and Arch |
| 1/7/2015   | Dennis Paul Reed  | Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged. | Cultural, Historical and Arch |
| 1/5/2015   | Donald R. Wasson  | In order to justify this enterprise, TCR uses statistics which appear skewed and biased based upon poorly contrived and highly optimistic predictions. When these numbers are revisited, it is discovered that the Houston-Dallas line is not a feasible investment, and, more importantly, not good for Texas. Because of our lack of density any profitability for such a system across Texas or the U.S. is not feasible for decades to come. High Speed Rail becomes an excessive and costly risk being forced on Texans.  | Cultural, Historical and Arch |
| 12/3/2014  | Douglas Miller  | It will ...destroy historical landmarks and cemeteries and a whole list of other negatives.  | Cultural, Historical and Arch |
| 10/31/2014 | Elected - Glenn Beckendorff   | As Waller County Judge I cannot stand aside and allow a project such as high-speed rail to cross our county without strong objection. Our county is blessed with tremendous Civil War history and Indian history. For the first time our county is moving forward with successful growth in both residential and commercial development.   | Cultural, Historical and Arch |
|            | Elizabeth and Ben Fairchild   | What happens to historically landmarked homes?   | Cultural, Historical and Arch |
| 12/8/2014  | Elizabeth Carver  | We feel that this will negatively impact the historic character of our neighborhood,   | Cultural, Historical and Arch |

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| 1/9/2015   | Erin Borstmayer      | <p>The High First Ward Historic District. The edge of the district lies half a block from where the proposed line would run.</p> <p>Winter Street Studios. This large building, a re-purposed former commercial structure, holds dozens of artists' studios and frequently serves as a venue for community events. Its location on Winter Street places it directly in the path of the proposed project.</p> <p>The Washington Avenue Arts District, which includes the First and Sixth Wards and through which the proposed line would run, is recognized by the State of Texas as a cultural district. It boasts some 250 creative studios located within a half-mile radius, a concentration believed to be the highest in the state.</p> <p>The building boom in Houston has seen many new residences built in the First Ward. Some structures back up to Winter Street and others rely on it for access. With property values rising I can only imagine the cost to acquire and demolish all of these expensive new homes.</p> <p>Looking beyond First Ward, all the neighborhoods along the proposed east-west route inside the 610 Loop, which essentially follows the Washington Avenue corridor, are likewise highly dense and have seen considerable new building and investment in recent years.</p> <p>Introduction of the infrastructure needed for high-speed rail would cause great harm. Please reconsider the route. I feel there is great potential for this rail line, but it would be so much better if run along existing highways or through commercial areas, instead of these beautiful historic neighborhoods.</p>  | Cultural, Historical and Arch |
| 1/9/2015   | Ernest D Fruge       | <p>This route, with its massive structures (40 or more feet in height), would completely destroy the aesthetics of the historic neighborhoods along the route. For example, the neighborhood just to our East, Independence Heights, incorporated in 1915, is the first African American municipality in Texas. The proposed route would slice through the center of his historic area. Garden Oaks was established in 1935. We have lived in Section 1 of the neighborhood for more than 30 years. We bought in Garden Oaks specifically because of the large, beautiful lots, simple well constructed homes and sense of community. Here is a picture of our neighborhood: It is not an urban/industrial landscape as one might find in downtown Tokyo.</p>  | Cultural, Historical and Arch |
| 1/7/2015   | Ernest Fruge         | <p>This route, with its massive structures (40 or more feet in height), would completely destroy the aesthetics of the historic neighborhoods along the route. For example, the neighborhood just to our East, Independence Heights, incorporated in 1915, is the first African American municipality in Texas. The proposed route would slice through the center of his historic area.</p>  | Cultural, Historical and Arch |
| 11/14/2014 | Evan Michaelides     | <p>Introduction of the infrastructure needed for high-speed rail would cause great harm. The razing of buildings, many of them historic or otherwise significant, that comprise a productive and integral part of the neighborhood would be highly deleterious. The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area and foster an artificial division. And the neighborhood's identity as an arts district and home of a Historic District would be irreparably compromised.</p>   | Cultural, Historical and Arch |
| 12/2/2014  | Evelyn Ramsey        | Springer-Macedonia Cemetery.   | Cultural, Historical and Arch |
| 1/8/2015   | Gabriela Pinho       | <p>I believe that the "last mile" in Houston of this project would add more cost and trouble to the city of Houston and its residents than any marginal benefit. Not counting still that the extension of the High Speed Rail until downtown, considering the current proposed route, would be responsible to destroy historic landmarks and proprieties along Winter Street, in the heart of Houston's First Ward Historic District. The state of Texas recognizes the area as a cultural district and the infrastructure needed for this last part of the route would raze many buildings and compromise the neighborhood's layout.</p> <p>In sum, I suggest you terminate the HSR line outside downtown. But if you must come downtown, don't run the route through residential neighborhoods.</p>  | Cultural, Historical and Arch |
| 1/9/2015   | George Craig         | <p>Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment.</p> <p>Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.</p>   | Cultural, Historical and Arch |
| 1/8/2015   | Geraldine Cox        | <p><b>My church (Little Flock Baptist Church) has state-listed historic cemetery</b> and is attended by a long-time group of elderly members. If you shut down one of the FM roads and double or triple their travel times to go around and make it to church, the church won't survive. Will the states of Texas commit to building overpasses in order to keep rural communities together?</p>   | Cultural, Historical and Arch |
| 1/9/2015   | Greg Lukin           | <p>You must also address the effect on a Texas Historical Area – Independence Heights. The "BNSF with option 1" proposed route runs through Historic Independence Heights. The city of Independence Heights was the first "African American city" in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed "BNSF with Option 1" route. The proposed "BNSF with Option 1" route would literally bisect and separate this community. For this reason alone, the route should be removed from consideration. At a minimum, FRA and TxDOT should require TCR to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.</p> <p>Houston is a growing city, but we all must recognize that along with progress we must also preserve the city's character and history. While most of the neighborhoods are not designated historic areas, they are unique and there will be no opportunity to take back the permanent damage that this project will have on soon-to-be historical areas.</p> | Cultural, Historical and Arch |
| 1/9/2015   | Jason Charles Dubose | <p>My name is Jason DuBose. My wife, Amy, and I recently purchased a home in Garden Oaks near one of the proposed routes for the high-speed rail (HSR) between Houston and Dallas. I understand there are several proposed routes to reach Houston, however routing through historic and established neighborhoods will be enormously deleterious to the nearby residents.</p> <p>First, these neighborhoods have recently undergone significant revitalization in recent years. Furthermore, the residents of the affected neighborhoods will receive no benefit from the rail to offer any mitigation to the negative impact imposed by the massive infrastructure project. I recognize the need for mass transit between Dallas and Houston, however if it cannot be done without routing through residential areas, it is not in the best interest of the citizens and is therefore should not be considered by any responsible public official or business.</p>   | Cultural, Historical and Arch |

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| 1/9/2015  | <p>Jijad &amp; Zeina Fares, James &amp; Nancy Bittikoffer<br/> Darold &amp; Wendy Frederick, Richard &amp; Diane Muller<br/> Larry Foyt, Steve &amp; Paula Winter<br/> HO Venture, LP, Jimmy &amp; Diane Thomas<br/> Cedric &amp; Mary Anne Burgher, Ewing King<br/> Steve &amp; Marci Alvis, Jay &amp; Deborah McLeod Sears<br/> Josiah "Bo" &amp; Amy Huggins, Roberto &amp; Claudia Contreras<br/> Pete &amp; Bonnie Vivian Martinez, Gordon &amp; Isabelle Gsell<br/> Charlie Hartland, Emerson &amp; Cecilia Hankamer<br/> Beau &amp; Eva Bisso, John &amp; Terri Havens<br/> Chuck &amp; Kim Watson, Darren Friedel<br/> Darren &amp; Nicole Friedel, Greg Friedel<br/> Glenn Hegar, Jr., Glenn A Hegar, Sr.<br/> AB Hegar Trust for Glenn Hegar, Sr., Frank Hegar Trust for Glenn Hegar, Sr.<br/> Judy Ripple, AB Hegar Trust for Judy Ripple<br/> Frank Hegar Trust for Judy Ripple, Ronda Hegar<br/> AB Hegar Trust for Ronda Hegar, Frank Hegar Trust for Ronda Hegar<br/> Jennifer Ladner, Ryan Ripple<br/> Stephen &amp; Kristy Patchett, Kurt S. &amp; Ruth Ann Watzek<br/> Robert L Waltrip, Wanda A McGee 1972 Trust<br/> Lawrence F Hegar, Mary Lynn Hegar<br/> Karen H Cook, L.F. Hegar children's Trust for L.F. Hegar, Jr., M.L. Hegar, K.H. Cook<br/> F.L. Hegar nieces and nephews Trust for L.F. Hegar, Jr. M.L. Hegar, K.H. Cook<br/> Lawrence Frederick Hegar, III, Arland Lawrence Cook<br/> Megan Elizabeth Hanson, Leah Nuco Hegar<br/> Kathy Friedel, AB Hegar Trust for Kathy Friedel<br/> Frank Hegar Trust for Kathy Friedel</p> | <p>There are significant historic resources in the vicinity of Hegar Road that are potentially negatively impacted by the construction and operation of the proposed rail line potentially violating §4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303) and/or §106 of the National Historic Preservation Act (16 U.S.C. §470f). Based upon preliminary research, it is very likely that several sites exist adjacent to Hegar Road that are eligible for listing on the National Register of Historic Places. In this regard, the distinction between the two acts is important. We submit that the proposed route will "use" historic resources in violation of §4(f) which is applicable only to DOT-approved projects and will also "affect" historic resources as set out in §106. Both of these sections encourage, if not compel, the selection of an alternative route.</p>  | Cultural, Historical and Arch |
| 12/4/2014 | Joan Stutts Excamilla   | <p>The impact on the communities are such that we have continued to find and still are locating archaeological areas, areas that involve gravesites, our historical ancestors as well as the Native American graves. We have Bedias Indians in this exact region of Grimes County as well as others that are in the area of Shiro. There's a known gravesite of multiple Comanche Indians who were actually traveling in this area. These were revealed during the TTC hearings, and if those were referred to -- if you can access and refer to those comments of this exact area with the Trans-Texas Corridor in 2008, there's many of the archaeological sites that were revealed at that time.</p>  | Cultural, Historical and Arch |
| 1/9/2015  | John Everett  | <p>And, one historic neighborhood to our east, Independence Heights, is the first African-American incorporated community in the state of Texas.</p>   | Cultural, Historical and Arch |
| 1/9/2015  | John Everett and Kathy Huber  | <p>And, one historic neighborhood to our east, Independence Heights, is the first African-American incorporated community in the state of Texas.</p>   | Cultural, Historical and Arch |
| 1/8/2015  | Jon Kane<br>Erin Kane   | <p>I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. My wife and I recently purchased and restored a late 1890's vintage home in the (newly zoned) High First Ward Historic District. Our home on Crockett Street lies only feet from the proposed right of way on the current Union Pacific track that runs through the Washington Avenue corridor (along Winter St).</p> <p>I would like to start by saying that I greenly support both mass transport and rail. The project undoubtedly has the potential for great economic impact to our region BUT I am greatly troubled by the current proposal with regard to the "last mile" in Houston. Running the line down the Union Pacific rail track that runs through the Washington Avenue corridor, which I understand is your preferred option, will be highly problematic. The available information indicates that an 80-foot right-of-way is required. The existing right-of-way is much narrower than that; in the First Ward, where it runs right down the middle of Winter Street, it's approximately 24 feet. But acquisition of additional right of way would decimate the properties on either side of Winter Street. I am deeply concerned about the negative impact that the rail line would have on one of the oldest neighborhoods in the city. The edge of the new Historic District lies half a block from where the proposed line would run (our house is the first in the district). Many people are diligently making investments to save these homes; the proposed plan along winter street would cripple this effort. It is my belief that this proposed plan (and the accompanying infrastructure) would disturb the visual integrity of the area and foster an artificial division.</p> <p>The neighborhood's identity as an arts district and home of a Historic District would be irreparably compromised should this proposal be accepted.</p> <p>Also of concern with regard to this proposal is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of this year. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place. For this reason I urge you to consider and explore other options with regard to the routing of the Dallas-Houston High Speed Rail project.</p> | Cultural, Historical and Arch |
| 1/9/2015  | Jonathan Lyssy  | <p>Impact on Texas Historical Area -- The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.</p>   | Cultural, Historical and Arch |
| 12/4/2014 | Judith F. Bennett   | <p>... there's a lot of history in Grimes County. There's a lot of history in Shiro. This -- the coming of this railroad and the station that you're proposing to put into Shiro will completely destroy what's left of it. There's very little left of Shiro; but we're working at -- trying to get some things started and start a museum in Shiro, and this is going to destroy the buildings. Those buildings are quite old. The old gym is there. It's old. It's part of Shiro's history. So putting something like this into Shiro is going to completely decimate it.</p>   | Cultural, Historical and Arch |



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| 1/9/2015   | Julie Villaescusa      | Our neighborhoods provide a public good<br>The historic First Ward – with a designated Historic District and marked Historic buildings – is known for its outstanding views of downtown. The bullet train will destroy these views. The bullet train will make every home in First Ward worth less. The bullet train will make the First Ward worthless.<br>There is a public good we obtain from coherent neighborhoods. Keep the bullet train out of our neighborhoods.  | Cultural, Historical and Arch |
| 12/29/2014 | Keli Call              | ... Impact on the heritage significance of property registered or nominated for provisional registration to future generations,  | Cultural, Historical and Arch |
| 12/4/2014  | Ken Vaczi              | There are hundreds of historic homes in several neighborhoods along the BNSF rail line along 34th street. These communities have been actively seeking quiet zone designation to alleviate disturbance from the existing freight train traffic. Proposing an elevated high speed rail down this corridor is a slap in the face to residents. Elevated tracks will invade residents' privacy (trains will look down into back yards), significantly disturb day-to-day life (trains are planned every 30 minutes or so versus the 2-3 freight trains a day currently), destroy the mystique of many historic homes built in the late 1930s and early 1940s, and will erode property values for residents and tax revenue for the city.<br>An alternative route down I-45 or through warehouse districts would be a better option where approaching the city to minimize residential disruption.   | Cultural, Historical and Arch |
| 1/1/2015   | Kevin Warzon           | ... Impact on the heritage significance of property registered or nominated for provisional registration to future generations,  | Cultural, Historical and Arch |
| 1/6/2015   | Kitty Shields          | I live in the First Ward, which is a very historical neighborhood with many historical residences, churches and significant old buildings. It is the FIRST ward--we vote in precinct 1. The First Ward is also home to the highest concentration of working artists in the state of Texas and has a Cultural Arts designation. It is a very diverse yet in many ways unified neighborhood. In my 35 years of living in Houston--it is the only time that I felt I lived in a "Neighborhood".   | Cultural, Historical and Arch |
| 1/13/2015  | Larry Jacobs           | Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.   | Cultural, Historical and Arch |
| 1/8/2015   | Lauren Anderson        | Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.   | Cultural, Historical and Arch |
| 1/1/2015   | Lauren Michaelides     | Thank you for the opportunity to comment on the Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. Along with my husband, I am an owner of two historic properties located in the Houston's First Ward. The first, serves as our design studio, while the second property, which we are in the process of restoring, will soon become our family's home.   | Cultural, Historical and Arch |
| 1/9/2015   | Lawrence B. Echterhoff | a designated Historic District   | Cultural, Historical and Arch |
| 1/3/2015   | Leanne Floyd           | Impact on the heritage significance of property registered or nominated for provisional registration to future generations,  | Cultural, Historical and Arch |
| 1/9/2015   | Linda W. Echterhoff    | The First Ward now encompasses a recognized Arts District as well as a designated Historic District.   | Cultural, Historical and Arch |
| 12/31/2014 | Lisa Collins           | Independence Heights, Historic District- The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989 a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line.   | Cultural, Historical and Arch |
| 12/4/2014  | Liz Machac             | We have a Confederate soldier buried in a historical designated cemetery on our property.  | Cultural, Historical and Arch |
| 1/6/2015   | Loraine Perkins        | This is a slap the face to people who live in the established "Independence Heights" ( on January 17, 1915 it became the FIRST African American municipality in the whole state of TEXAS.<br>They are running the train from Dallas to just outside Houston and the detouring it into neighborhoods instead of continuing it down I-45. There is a purpose route to run it straight through Houston down I-45. The things is that land is probably more expensive than residential land. Just because things are changing doesn't mean mean you have to ruin neighborhoods when it is not necessary. Since there is no government funding behind this there is also no one to make sure they are safety regulated. The train is a fabulous idea along a major thoroughfare that is already established as a transit way. To have it come in and create a new transit way through communities of History and Residents and Churches and Schools and Parks is WRONG! Do you realize just how close this could put the train to Booker T. Washington High School? Not to mention it could very well completed take over the park and several other Churches along its path. I say keep the train but PUT IT ON I-45 NOT IN THE NEIGHBORHOODS! I am begging you to please champion the cause that so many people who have come together in the Super Neighborhood 12 have started to stop the train from coming through our neighborhood. Please help to convince this project to stay along the expressways instead | Cultural, Historical and Arch |
| 12/16/2014 | Marlon Sanchez         | The rail will run through many historic neighborhoods and long established parks.  | Cultural, Historical and Arch |
| 1/9/2015   | Mary Beck              | The Houston to Dallas High Speed Rail is a good idea in theory only. The implementation plan is beyond poor. The costs to Houston far outweigh the benefits.<br>The Costs:<br>Goes through historic neighborhood in Houston - once again stripping the history and culture of Houston.   | Cultural, Historical and Arch |
| 1/9/2015   | Mary Wisnoski          | Has consideration been given to...destruction of Texas historical areas  | Cultural, Historical and Arch |
| 1/13/2015  | Melanie M Long         | Historical Cost - The BNSF line runs through Historic Independence Heights which is another neighborhood in high demand with revitalization . This area was declared a historic residential district by the National Historical Commission and has many historic buildings.  | Cultural, Historical and Arch |

| Date      | Contact Name             | Request/Comment  | Comment Topic                 |
|-----------|--------------------------|--|-------------------------------|
| 1/8/2015  | Michael Remson           | As a ten-year resident of the Garden Oaks subdivision in northwest Houston, I am writing express my concern and disappointment over the proposed plan to run the high speed rail over the BNSF rail tracks. My primary concerns are summarized in the issues below:<br>Garden Oaks, as well as many of the neighborhoods around it, are some of the last remaining historical areas of Houston, featuring many original homes and also experiencing exponential growth in the last several years. The opposition to the rail in this neighborhood is justified because it does not and more importantly CAN NOT fully assess the potential impact on the local environment, on the ground (via electrical or rumbling), on homes within 1000 feet of the proposed tracks and on area property values. Any discussion about compensating area homeowners for lost value to homes is not only farcical but would far surpass the additional expenses involved in selecting one of the "less preferred" routes.<br>The elevated track structure proposed over the BNSF rail line would be, in a word, an eyesore. It would be completely inconsistent with the character of this neighborhood and would negatively impact one of Houston's finest inner city areas. While this argument I'm sure was applied to the loop when it was first built and is being applied to other highways, the historic nature of this neighborhood sets this argument apart from those others.   | Cultural, Historical and Arch |
| 11/7/2014 | Mike and Janeth Nevill   | HSR will disrupt fire, law enforcement and ER response, school buses, farm and ranch operations, add to noise and air pollution, will displace and disrupt wildlife, damage environmentally sensitive eco systems, destroy historical landmarks and cemeteries, and a whole list of other negatives.   | Cultural, Historical and Arch |
| 1/9/2015  | Mike Hindman             | I strongly oppose this project as this is one of the oldest neighborhoods in Houston. Independence Heights was the first black community in Texas, and is a Historic District.   | Cultural, Historical and Arch |
| 12/2/2014 | Ms. Lee Kobs             | I live one road over from the proposed route. Our property is back -- the back part of our property is going to be very close to this route. It is going to be going through a -- possibly a family cemetery that is a historic cemetery. We are extremely concerned about that.   | Cultural, Historical and Arch |
| 1/7/2015  | Pat Montgomery           | Impact on Texas Historical Area -- The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.  | Cultural, Historical and Arch |
| 1/7/2015  | Patrick Mays             | The rail would run through and near historic neighborhoods with long established parks   | Cultural, Historical and Arch |
| 1/7/2015  | Paul Reed                | Impact on Texas Historical Area -- The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.  | Cultural, Historical and Arch |
| 1/8/2015  | Reid Covington           | Some concerns that should must [be] addressed and studied: Impact on the heritage significance of property registered or nominated for provisional registration to future generations  | Cultural, Historical and Arch |
| 12/8/2014 | Reverend Gayle G. Grubbs | Should a train stop be constructed in Shiro, I can foresee our historic churches giving way to an unsightly Buckee's rest stop. Shuttle traffic along 30 will require widened roadways, adversely impacting the Shiro Cemetery and the Shiro Presbyterian Church, both of which front on Highway 30. A route along the utility easement through Roans Prairie will adversely affect the Fellowship of Believers and the Bethlehem Baptist Churches, much as freight trains do now in Shiro.<br>In addition, many churches are associated with cemeteries in our area. There are also many family cemeteries. What respect will high speed rail have for our ancestors' final resting places in hallowed ground?  | Cultural, Historical and Arch |
| 12/2/2014 | Richard Honeycutt        | You're going to take what is ours. You have it -- you know, historic up here is what they want to look into. What's historic to you? Is it a building? Ours is six generations. That's historic to us. It might not mean anything to you, but it does to us. This needs to be stopped now before they get too much money invested and they can't afford to stop and then they'll go to the federal government and we'll all be paying for it again and again and again. Thank you.   | Cultural, Historical and Arch |
| 1/8/2015  | Rob Griffith             | Thank you for the opportunity to comment and be heard on the Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad.<br>Along with my partner, I am owner of an historic property located in Houston's First Ward. I am also a REALTOR who has helped many people buy and sell real estate in the First Ward as well as other areas of Houston. I am also the outgoing president of the First Ward Civic Council.<br>It is important to state that, in general, I support the idea of public transportation, and I understand its importance to a city the size of Houston. Likewise, I am generally supportive of high speed rail, as I think it could potentially have a positive effect on our region and the State of Texas as a whole.<br>In the First Ward, the Winter Street route takes the train a half block from the High First Ward Historic District, slices through a major Arts District which is home to hundreds of artist studios, and would irrevocably devalue residential properties which have been purposely located to take in dramatic views of downtown. These very views would be eradicated by the height of the elevated track of the high-speed rail. Our community is full of historical residences, churches and significant old buildings and parks (one of which -- Brock Park - was originally deeded to a freed slave and later made the site of a school). As a REALTOR, I am already hearing the concern of potential buyers in the area. This is an area that over the past two years, has enjoyed an increase in property values of 15% per year and more!<br>First Ward not only has the newest Historic District in Houston, but is now part of a State recognized Cultural Arts District with the highest concentration of artists of all kinds in the state. I would liken adding an elevated high-speed rail track to building an HOV lane right through the middle (Winter Street) of our community!<br>This project has the potential to cause a great deal of harm to property owners and neighborhoods if handled poorly or rushed into too quickly. My partner and I urge you to take the time to help TRC develop a solution that will benefit not only the investors in TRC, but also the citizens of Houston, Dallas and Texas. We will be watching closely to see if this can become a project that we can ultimately support wholeheartedly. | Cultural, Historical and Arch |
| 1/9/2015  | Rob Griffith             | In the First Ward, the Winter Street route takes the train a half block from the High First Ward Historic District, slices through a major Arts District which is home to hundreds of artist studios, and would irrevocably devalue residential properties which have been purposely located to take in dramatic views of downtown. These very views would be eradicated by the height of the elevated track of the high-speed rail. Our community is full of historical residences, churches and significant old buildings and parks (one of which -- Brock Park - was originally deeded to a freed slave and later made the site of a school).<br>First Ward not only has the newest Historic District in Houston, but is now part of a State recognized Cultural Arts District with the highest concentration of artists of all kinds in the state. I would liken adding an elevated high-speed rail track to building an HOV lane right through the middle (Winter Street) of our community!   | Cultural, Historical and Arch |
| 1/8/2015  | Robbie Morrison          | Many of the trees are very old and there is at least one designated "historic" tree in Garden Oaks Section One. The homes and properties in many of the neighborhoods in the adjoining Heights areas are designated "historic homes". How is this an "appropriate or "preferred" route?  | Cultural, Historical and Arch |

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| 1/10/2015  | Ryan Stroud           | We recently bought a home in the neighborhood specifically because of its proximity to and views of downtown and the feel of a cohesive historic neighborhood that has been undergoing a revitalization over the last few years.<br>As real estate in the downtown area is limited and at a premium anyway and because most of the businesses in the area have moved well outside of the loop it seems rather backward thinking to bring it into the downtown area in the first place and shows a lack of understanding of where the city is heading in the future. High speed rail on the surface is a good idea but it feels that a central rail station is both unnecessary and needlessly painful for the surrounding neighborhoods in the city. I would suggest rethinking the proposed location of the station and locate it in an alternative location preferably outside the loop or east of downtown which will be connected to downtown via metro light rail anyway. Areas outside downtown would intrude less on established family residential areas. Please take this into account when discussing the project. At the very least rethink the proposed route as it will have a devastating impact on a lot of the historic homes close to the existing rail. Many people will lose their homes because of the proposed right of way.  | Cultural, Historical and Arch   |
| 1/7/2015   | Sherry Jordan         | Impact on Texas Historical Area – The BNSF1 line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed HSR line. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of this area is maintained and not irreparably damaged.   | Cultural, Historical and Arch   |
|            | Sierra Club           | 13. Historic and archeological features, including cemeteries, must be analyzed so that they are avoided, protected, and any damage mitigated. In particular, the green line alternative may affect, near Cypress Creek, a significant archeological site that was found where the Grand Parkway, Segment E, is located. Similar sites may exist along other locations on Cypress Creek and other nearby streams that the project crosses. Significant resources must be committed to ensure that archeological sites are not harmed by this project.  | Cultural, Historical and Arch   |
| 1/8/2015   | Steph McDougal        | BSNF Option 1 passes through Independence Heights, a historically significant neighborhood that is listed on the National Register of Historic Places. I'm an advisor to the Independence Heights Redevelopment Council. Are you planning to wrap Section 106 requirements (per the National Historic Preservation Act) into the EIS or pursue Section 106 compliance separately?<br>I have a message in to Linda Henderson, the TxDOT project reviewer and Section 106 compliance reviewer at the Texas Historical Commission, as well, but I'd appreciate getting that information directly from you.  | Cultural, Historical and Arch   |
| 1/9/2015   | Susannah Mitchell     | My name is Susannah Mitchell, and I support the HSR rail project in general. However, as a new resident of the Near Northside, and the Director of the Washington Avenue Arts District, much of my livelihood is based within very close proximity to either proposed route. I would like to voice my concern over the last few miles of the proposed Utility Alignment route.<br>The Utility Alignment projected path runs through the heart of the Washington Avenue Arts District, an area that was recently awarded Cultural District designation by the State of Texas due to the historically rich creative culture in the neighborhood.<br>Today, there are over 250 active creative studios, and at least 60 more under construction. Because of this, the Arts District boasts what is believed to be the highest concentration of working artists in the state of Texas, and possibly nationally. The majority of these studios are housed in a handful of converted warehouse buildings within a ½ mile radius of the proposed route. Furthermore, about half of the studios (those located in Winter Street Studios and the Silos On Sawyer) are within approximately 40ft of the current freight tracks along the Utility Alignment path. I worry that the existence of these, and other culturally important buildings, could be threatened by the construction of the HSR. Winter Street has been a staple of Houston's cultural offerings for 10 years. The Silos on Sawyer, which are currently under construction, promise to bring not only additional creative studios, but also exciting visibility to the creative campus that has blossomed in the past 10 years. Those Silos will be a true "beacon" and landmark for the District.<br>It is my belief that losing any one of these buildings would irrevocably damage the creative fabric of our neighborhood and also deliver a huge blow to Houston's thriving creative culture. Losing these studios would also mean losing a big part of what makes the area culturally significant in the eyes of the state. Moreover, an elevated rail would visually and physically divide the district in half, damaging the pedestrian-friendly connectivity that has been established between all of the creative offerings, and therefore destroying the progress that the neighborhood has made in becoming and remaining a multi-faceted cultural destination.<br>Attached are some resources that illustrate the legitimacy of the District and show the proximity of the proposed path to these cultural gems. These are my personal opinions and I am speaking for no one but myself. | Cultural, Historical and Arch   |
| 1/9/2015   | Suzanne E. Clevenger  | Impact on Texas Historical Area. The BNSF line runs through Historic Independence Heights. The city of Independence Heights was the first African American city in the state of Texas. Today, Independence Heights is a neighborhood on the brink of redevelopment. Spearheaded by descendants of the original settlers, the community has come together and developed plans that will guide the neighborhood revitalization. In 1989, a Texas Historical Commission marker was placed on the grounds of Greater New Hope Missionary Baptist Church to mark the city site as a Texas Historical Site. In 1997, the National Historical Commission identified a historic residential district and specific historic buildings within Independence Heights. The only park in Independence Heights borders the proposed route. Please require Texas Central Railway to provide a clear plan and document consultations with the Texas Historical Commission to ensure that the historical significance of any area is maintained and not irreparably damaged, specifically Independence Heights if the BNSF route is evaluated further.   | Cultural, Historical and Arch   |
| 10/29/2014 | Tami Merrick          | First Ward recently founded a Historic district as one of the original Wards of Houston and it is devastating to our community that high speed rail will slice it in half.   | Cultural, Historical and Arch   |
| 1/8/2015   | Tami Merrick          | Routing through Historical Independent Heights District  | Cultural, Historical and Arch   |
| 1/9/2015   | Terry Jeanes          | Adjoining Historic District. The BNSF line runs a 1997 designated National Historic District of Independence Heights. Here to the communities only park abuts the proposed HSR line.   | Cultural, Historical and Arch   |
| 1/8/2015   | Tinabeth Keaslin      | Some concerns that should must [be] addressed and studied: Impact on the heritage significance of property registered or nominated for provisional registration to future generations  | Cultural, Historical and Arch   |
| 1/7/2015   | Tom Dornbusch         | This routing will be detrimental to a state recognized Cultural Arts District and the city designated High First Ward Historic District.   | Cultural, Historical and Arch   |
| 1/11/2015  | Wayne and Jan Forster | Houston, a city which has no zoning, does not need another element which will aid in the destruction of old historic neighborhoods. Houston is legendary for the destruction of these neighborhoods.   | Cultural, Historical and Arch   |
| 12/4/2014  | Z. Brett Mize         | My concerns have to do with Historic preservation. Anderson Texas (Grimes County) is a little jewel of early Texas history. It's a pre-Texas revolution town that originally had a Spanish name. Two early Texas trails go through Andreson....La Habia Trail (1690s) and the Upper Coushatta Trace (early indian hunting trail adopted by Anglo immigrants coming from Louisiana into Texas in the early days. The original town well (which was a spring that the early indians used and the early Spanish and French explorers used) is still on Fanthop Street which was where all trails passed through. The courthouse building is included in the "Historic Courthouses of Texas" book. Anderson is also home of the "Fanthop Inn" state historical site. For such a small town, it has a very high concentration of pre-1850 houses (held together with wooden pegs and every smooth board is smooth only because a man with a hand-held wood plane made it smooth). My concern has to do with the sound pollution wrecking the ambiance of this little jewel of early Texas history....Anderson Texas. i would like for that train to be as far as possible from Anderson Texas, to maintain a peaceful atmosphere appropriate for a Historic Town. Thank You   | Cultural, Historical and Arch   |
| 12/16/2014 | A. Smith              | In addition to the safety issue, having a high speed rail within a few feet of residential neighborhoods will ... severely degrade our property values, not to mention our quality of life.<br>Having to buy out for eminent domain, the property values along the BSNF route alone should dissuade you from seeing it as a financially prudent to select that route. It makes much better financial and public relations sense to instead move forward along the proposed Hempstead highway route (which is already an industrial corridor) or any other industrial and high-transit corridor (freeway) routes. I also agree that locating a station at existing transit centers (park and rides) could better serve the regional transportation network. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.  | Economic Impact/Property Values |

| Date       | Contact Name   | Request/Comment  | Comment Topic                   |
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| 1/9/2015   | ACF  | The train would go through our neighborhoods every 15 minutes from 5:00 AM to 11:00 PM, which would destroy property values and our quality of life because of the incredible amount of noise. Again, property values and quality of life (and the right to live somewhere free of eyesores) are likely to plummet. The train would cross streets at street level, impeding traffic by residents--and congestion is getting worse every week due to the ongoing construction frenzy.   | Economic Impact/Property Values |
| 1/6/2015   | Ada and Robert Dueitt  | The horror story concerning the damage to the Texas economy and the economic damage that will spread throughout the United States is the impact the high speed rail line will have on the presently successful Southwest Airline business that brings in sizeable wealth to Houston, Dallas and points throughout our country. For these details, I refer you to the 3-page email (Exhibit I) provided by Saddle Creek Forest resident Howard Robinson. The economic devastation this rail line can have on Southwest Airlines and to the economy in Texas is shocking!  | Economic Impact/Property Values |
| 12/29/2014 | Adam Brock Director – International & New Ventures<br>Freeport-McMoRan Oil & Gas | Even if Eminent Domain is not utilized, house property values will likely be negatively impacted due to the highway-like structure in the middle of an urban area, the blocked views of downtown and the decreased walkability of the area. The required infrastructure to both accommodate a train of this nature and also not affect the existing freight line would be immense.   | Economic Impact/Property Values |
| 1/13/2015  | Adam Burns and Karla Olvera  | All this would lower the quality of life for residents and as well as local property values.<br>The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would render that a waste of tax-payer dollars.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.   | Economic Impact/Property Values |
| 10/29/2014 | Alexandra Orzeck   | I also believe this will negatively impact my property value.  | Economic Impact/Property Values |
| 1/7/2015   | Alicia Nuzzie  | Oak Forest's property values will also be significantly negatively impacted by the HSR. Ours has been changing with property values greatly increasing. Adding the HSR will reverse this trend, adding negative sight and sound burdens to the neighborhood.   | Economic Impact/Property Values |
| 1/9/2015   | Alicia Nuzzie  | The proposed routes would flow through dense residential communities that have seen much revitalization in recent years. Many of the neighborhoods that surround this railway are undergoing tremendous transformation at this time. Ifear a massive transportation project of this nature will negatively affect the positive changes that are currently happening in these neighborhoods. Both the Union Pacific/Washington corridor route and BNSF line, are busy tracks that see much freight travel during the day and night already. Adding a high-speed elevated railor another track would not be desirable.   | Economic Impact/Property Values |
| 1/6/2015   | Alisa Anderson   | Such infrastructure will undermine the land and property tax value in existing residential communicates which the system will not directly service.<br>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Economic Impact/Property Values |
| 1/9/2015   | Allison Drobniak   | Social and environmental ethical issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger input. I have many more concerns aside from the specific ones addressed in this letter. I am all for capitalism and the advancement of our transportation diversity. However, I am not for it when a public service fails to meet the benefit of the public.  | Economic Impact/Property Values |
| 1/9/2015   | Allison Drobniak   | Have economic studies been conducted to address the devaluation to properties caused by this project?  | Economic Impact/Property Values |
| 1/9/2015   | Allison Drobniak   | Have economic studies been conducted to address the devaluation to properties caused by this project?  | Economic Impact/Property Values |
| 12/3/2014  | Allison Matney   | Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing in the last 5 years, will plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim of exodus and a run-down area.<br>I urge you to listen to our reasonable concerns about this project ...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety and financial issues.   | Economic Impact/Property Values |
| 1/6/2015   | Allyne Halstead Awad   | The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks. The Garden Oaks area was listed as the "best zip code to buy in" last year. With the approval of high-speed ELEVATED rail – the neighborhood will now be the worst to buy in and live. You have to be blind not to see the negative impact your current plans will have on the neighborhoods you have targeted.  | Economic Impact/Property Values |
| 1/9/2015   | Allyson Faist  | Garden Oaks has substantial revitalization over the past decade and building a ghastly structure through the middle of the neighborhood with trains passing every 15 minutes would destroy the property value we have invested and built over the years.   | Economic Impact/Property Values |
| 1/9/2015   | Amelia Strickling  | My husband and I are greatly concerned with the proposed route of the Houston-Dallas High Speed Rail line because it would run less than one mile away from our home in Oak Forest.<br>First and foremost, we are concerned with the devaluation of our property with the addition of a structure fifty feet in the air that has massive trains barreling through every fifteen minutes.What about losing value in our homes? Will the company pay back home owners to make them whole again? How is losing value in a home not the same as a taking? What studies have been conducted to show the affect having such a rail through residential areas has on property value, damages, and injuries? What will the impact be to HISD, the City of Houston, and Harris County with respect to lost tax revenue? Currently, Oak Forest, Garden Oaks, Shepherd Forest, etc., are enjoying unprecedented growth in property values. What services will be lost or significantly diminished because those property values will fall? How many children and economically disadvantaged citizens will be affected because the government is not able to take in enough money? | Economic Impact/Property Values |
| 1/8/2015   | Amy Ackley   | We suggest using the money to widen I-45 to handle more traffic instead of building a train that will take people's land, devalue property and raise County and School taxes. County roads will have to be moved, and we know y'all will not pay for that, so it will fall onto the County tax payers therefore raising taxes. A school bus that used to drive one mile will now have to drive more miles, raising the school taxes to cover extra fuel, bus maintenance and pay for the drivers. The money could also be used to remodel or add to the Dallas and Houston airports and create more direct flights to handle the so-called flow y'all say is rising. Let them ride airplanes or helicopters with y'all's money. This would not inconvenience us citizens that do not want this railway.  | Economic Impact/Property Values |
| 11/12/2014 | Amy Bonneau  | I have a hard time understanding why the Winter Street route is even an option when so many homes and business will be hurt or destroyed and property value lost.  | Economic Impact/Property Values |
| 1/5/2015   | Amy Hernandez  | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |
| 1/8/2015   | Andrew & Kimberly Grimmer  | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will <b>undermine the land and property tax value</b> in existing residential communities, which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also <b>dramatically impact property values</b> .   | Economic Impact/Property Values |
| 1/9/2015   | Andrew Brown   | I am further certain that the Washington Avenue route will negatively affect our property value.   | Economic Impact/Property Values |
| 12/15/2014 | Andrew Fuhrmann  | In addition to the sound and sight pollution, this train will no doubt cost us a fortune in a reduction in our home value. I am begging you to consider other non residential locations.   | Economic Impact/Property Values |
| 1/7/2015   | Andrew Fuhrmann  | ...anticipated negative effect of home values. I share all of these concerns. These are all questions that we would like to have answered prior to a route being chosen. How can a decision be made on a route without addressing the significant impact it will have on the community. My wife and I have worked very hard and made many difficult decisions along the way to get where we are.   | Economic Impact/Property Values |

| Date       | Contact Name  | Request/Comment   | Comment Topic                   |
|------------|---|---|---------------------------------|
| 12/12/2014 | Ann Brock   | I am a small business owner of a flower shop located at 2126 W 34th Street in the Garden Oaks/ Oak Forest neighborhood. It is my understanding that the FRA is planning to place a bullet train just one block behind my shop. I am near the corner of Oakforest Blvd and having a system of this nature and magnitude would be detrimental to the survival of my business. I have been in this location for three and a half years. The building I occupy is over fifty years old and is a part of our neighborhood's history. Having this train would also put us in harms way, because should the train ever derail, it could be fatal and destructive.<br>Currently, we have quaint neighborhood with a lot of history and charm. We are also on the brink of a complete demographic change bringing in more upper to middle class young families who want to invest in our neighborhood and strengthen it. I beg of you to please change the direction of this train! I do believe it is a great idea, but it is not a great idea to place it going through a economically thriving neighborhood and thriving small businesses. Please take this into consideration..PLEASE! | Economic Impact/Property Values |
| 11/7/2014  | Ann Staples   | Concerns for people: It would cause an undue burden on rural land owners and as far as I can tell not be of benefit to them. Consuming rural land just because it is not crowded is not right. Lowering of land values. Separating property/dividing counties   | Economic Impact/Property Values |
| 1/10/2015  | Anne Fruge  | The train would go through our neighborhoods every 15 minutes from 5:00 AM to 11:00 PM, which would destroy property values and our quality of life because of the incredible amount of noise. Again, property values and quality of life (and the right to live somewhere free of eyesores) are likely to plummet.   | Economic Impact/Property Values |
| 1/6/2015   | Anne Vegsund  | • If the train is elevated, the huge massive concrete pillars reaching 50 feet high with electric cabling will make the value of our homes plummet. Even if this train is ground level it will destroy our property values. Our homes will be worthless and impossible to sell. We will owe more on our homes than the houses will be worth. This will also happen to business buildings.   | Economic Impact/Property Values |
| 1/9/2015   | Annet van Schie   | I am sure that other people have communicated about the impact of decrease of property value, risk of losing businesses such s restaurants, dog care facilities, churches etc. However I would like to make you aware that I foresee a need for public funding outside the building and operation of the line that can be significant.  | Economic Impact/Property Values |
| 1/6/2015   | Annette Spychalski  | Elevated concrete HSR structures simply are not compatible with residential developments in Houston. They are incredibly disruptive and will undermine the land and property tax value in residential communities which the system will not directly serve.   | Economic Impact/Property Values |
| 1/9/2015   | Anthony J. Romano   | Such infrastructure will undermine the land and property tax value in existing residential communities,which the system will not directly serve.  | Economic Impact/Property Values |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Impact on ag use land and the loss of income from the loss of property<br>Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study   | Economic Impact/Property Values |
| 1/9/2015   | Arthur Madrid   | I attended two of the informational meetings in which Mr. Robert Eckels discussed the planned rail and answered questions. There were many questions where he responded that he did not know the answer or that studies had not yet been done. I believe that these questions must be answered before this project is approved. Questions that need answers include:<br>Property values - How will an elevated rail project running through historic neighborhoods of Houston impact property values? How will this project impact quality of life for those of us in these neighborhoods?<br>Please require TCR to provide a detailed study showing how residents will be impacted before approving this project.  | Economic Impact/Property Values |
| 12/6/2014  | Ashley  | I wonder what the people who are proposing the project would feel like if someone tried to tell them they had to give up their family jewels or something that has been passed down for years through their family. That is what they are going to be doing to hundreds of people by building this train. Taking land like mine that I have grown up on and it's the land my grandpa grew up on. It is ridiculous that they can take it and ruin this beautiful land by putting a train on it. There are enough roads to get you from houston to dallas already. All this project is is a way for rich people to get richer and take away money from the small people. What happens to our land value once an ugly train is put on it? What about the small businesses that line 45 from houston to dallas? The big man is once again going screw the middle class and it is not right.   | Economic Impact/Property Values |
| 11/20/2014 | Ashley Martindale   | I could have just paid a lot less and lived next to an already existing train. How exactly will I be reimbursed for my loss of property value? I really don't think its possible. The resale on the property is greatly diminished and my equity gone.  | Economic Impact/Property Values |
| 11/22/2014 | Ashley Martindale   | I am also a rural landowner who will be impacted. The peace and quiet we have worked our lives to build will now be interrupted by the sound of a train. I could have just paid a lot less and lived next to an already existing train. How exactly will I be reimbursed for my loss of property value? I really don't think its possible. The resale on the property is greatly diminished and my equity gone. I haven't heard any talk on the hundreds of endangered and threatened wildlife species that will be impacted. Seems no voice has been given to them. What about the noise pollution and the environmental price? I'm concerned that the payoff may not be outweighing the negatives here. A corridor along 45 (an existing thoroughfare) would make more sense than cutting through rural ranch and farm land. I'm a concerned landowner. I hope our voices will be heard.  | Economic Impact/Property Values |
| 12/2/2014  | Ashley Martindale   | Our land values will depreciate. How will this be addressed?  | Economic Impact/Property Values |
| 12/1/2014  | Barbara Miles   | I was not in favor of it in the 1990's - not in favor of it now.<br>It is economically detrimental to our community and our county - due to loss of I-45/Hwy 79 traffic. Loss of tax revenue.<br>There is no benefit (sic) or economically (certainly not agricultualy) to Leon County.   | Economic Impact/Property Values |
| 1/8/2015   | Barbara Russell   | * Our property values will decrease substantially. These homes are our primary investment.  | Economic Impact/Property Values |
| 1/6/2015   | Barbara Walker  | It would diminish our local ad valerom taxes plus I think over time become an additional burden to our local resources in terms of maintaining infrastructure need if a station was built in the town or area of Shiro, the cons out weigh the pros on the additional revenue that stop could produce. I am also concerned about the health and safety issues it would cause. This project has little or no advantages to the citizens of this area that would ultimately be the ones paying such a high price for disrupting our way of life and our rural environment.  | Economic Impact/Property Values |
| 1/9/2015   | Barbars Sims  | I am writing to express my strong opposition to the route for the HSR going through the established neighborhood of Oak Forest, Houston TX, in which I am a resident and homeowner.<br>The value of my home plays a large part of my retirement plan, to either sell it or rent for income upon my retirement in 6-8 years. The homes have already started to lose value according to one area realtor, just because the route is proposed through the area. I do not have time to rebuild as much as I would lose if the rail goes in and the neighborhood suffers.<br>I feel like my investment in this growing, thriving neighborhood is being stolen by an opportunist who considered it the path of least resistance. I applaud my representatives who are listening to the residents' concerns and who want to protect our interests.   | Economic Impact/Property Values |



| Date       | Contact Name           | Request/Comment  | Comment Topic                   |
|------------|------------------------|--|---------------------------------|
| 1/8/2015   | Bem McCosh             | I do not understand why the train needs to run through densely populated residential areas. It seems the most logical route would run next to existing highways, where nearby properties are primarily commercial and there is less impact to the natural environment or residences. This routing would also help the farmers and ranchers whose land would be bisected under the current proposals. I find it interesting that the density study outcomes are primarily driven by cost and do not value impact to neighborhoods at the same weight. While running alongside highways may not be the most cost-effective route for TCR, the safety and well being of families, children, and the environment is more important and should be preserved. The cost to build the rail through a densely populated area may be less expensive for TCR, but it will be more expensive for the residents of Houston as property values in the affected neighborhoods will go down. People have a right to protect the value of their property, and the fact that every resident I know was only made aware that such an impactful proposal was on the table after the routes were narrowed down to two tells me that TCR is aware of the detriment to the neighborhoods, but does not care.  | Economic Impact/Property Values |
| 1/7/2015   | Beth Jez               | Having a concrete elevated rail above our homes, schools, churches and small businesses would undermine the land and property tax value. This railway can be built along existing major roadways like I-45. We love our neighborhood and support the growth of businesses and revitalization of the homes, schools and parks. But putting an industrial rail system right in the middle of it would be an eye sore, cause noise pollution and degrade the area.  | Economic Impact/Property Values |
| 12/30/2014 | Beverly Laubach        | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route, particularly the section within Houston.<br>My husband and I have just finished building a new home on Bingham Street, one block from the proposed train site along Winter Street in the First Ward of Houston. We moved here to be a part of the amazing transformation of this area. We have invested \$450,000.00 into our home, which we have occupied for two months.   | Economic Impact/Property Values |
| 12/4/2014  | Beverly McDaniel       | It seems that this will impact my environment directly. As this proposed route will take this through the farm where I live, my children live and my grandchildren live. We will derive no benefit from this project. I think that it is horrible to take peoples homes to make money for others. No matter what you paid for my home, you could not adequately compensate me or my family for the 60 years we have dedicated ourselves to this land. I have personally devoted 20 years to raising cattle on the property in order to keep taxes paid so that my grandchildren could go up here like I did. I wish you would go away.   | Economic Impact/Property Values |
| 12/4/2014  | Beverly Taylor         | Not on my property, who in Grimes Co will benefit from it, no one.   | Economic Impact/Property Values |
| 1/8/2015   | Bob McDaniel           | I am very doubtful that this will provide any real positive economic impact on the various towns, communities, subdivisions, farms and ranches it will intrude upon. To the contrary it will be a very negative for their very existence. There are many reasons to not build this railway but the most obvious is that it will not be for the good of the majority of people in the effected areas but will be a novelty just for the use of a few passengers who just want to try it and the self gratification of the mayors of Houston and Dallas to be able to say they brought high speed rail to their city. This is just plain wrong. The very definition of eminent domain is that the taking of property from individual owners must be for the betterment of the vast majority of the citizens in the areas effected. This proposal simply does not do that.  | Economic Impact/Property Values |
| 1/8/2015   | Bob McDaniel           | he various routes being proposed all have pluses and negatives. I doubt any one who lives within ear shot of the proposed routes will welcome the continuous noise every 15 minutes of a train going by at 150-200 mph. The property values of those in proximity will be harmed and the investments made into homes will be drastically reduced while taxes will be increased due to the promised positive economic impact. I am very doubtful that this will provide any real positive economic impact on the various towns, communities, subdivisions, farms and ranches it will intrude upon. To the contrary it will be a very negative for their very existence. There are many reasons to not build this railway but the most obvious is that it will not be for the good of the majority of people in the effected areas but will be a novelty just for the use of a few passengers who just want to try it and the self gratification of the mayors of Houston and Dallas to be able to say they brought high speed rail to their city. This is just plain wrong.   | Economic Impact/Property Values |
| 10/29/2014 | Bob Pohl               | This would destroy all of the new development/redevelopment of this historical area.   | Economic Impact/Property Values |
| 10/30/2014 | Bob Pohl               | This would devalue my home greatly and "destroy" the Historical First ward.  | Economic Impact/Property Values |
| 1/7/2015   | Bodenlm                | And, I hope that small business will not pay the price again.  | Economic Impact/Property Values |
| 1/3/2015   | Brandy Graham          | We believe the proposed high speed rail system would diminish the property values to such an extent that our whole intent of relocating here would be greatly affected. The reduction in property value would be devastating to our family.  | Economic Impact/Property Values |
| 1/8/2015   | Brenda                 | It will decrease property value in an area where growth from companies such as Exxon is highly expected. It will diminish emergency access to the residents by cutting off county roads.<br>This is a private, for profit, frivolous venture and should not be granted eminent domain.<br>There is not one single positive effect this train will have on Montgomery County.   | Economic Impact/Property Values |
| 1/9/2015   | Brenda Hilton          | I am 67 years old and just bought a very expensive town home in the First Ward. I cannot afford FINANCIALLY the impact this project would have on my property and I am too old to make up the loss. I live about 2 blocks south of the proposed BNSF right-of-way. This light rail project will destroy our neighborhood which is a very up and coming area and a part of the art district in Houston. It will significantly negatively impact the value of our property, and provide absolutely no value to those home owners, business owners, and residents that will be impacted.<br>It was mentioned at the January 5, 2015 public meeting that just the fact that the two proposed routes were published resulted in \$10,000 to \$20,000 reduction to my property value. This is has occurred just from an initial public communication. This project will have a devastating impact to our property value. Even if the project chooses to "take" our land via eminent domain we will in no way realize the value that could be obtained when selling on the market. Property values have increased substantially over the past years in this highly desirable area. This "Washington Corridor" area is an extremely sought after area in which to live with the soaring Houston skyline views and the growing art community. With the revitalization of Allen Parkway, it has made the area even more desirable as property values continue to increase. I rely on the value of my home for future retirement and financial security. This project will devastate our financial security. As was said at the January 5, 2015 public meeting to Mr. Eckels who was a cheerleader for the project, from one of the public speakers "all I can see now is money from my pocket going to your pocket." We agree with this statement. | Economic Impact/Property Values |
| 12/1/2014  | Brenda Scott           | Objection of Proposed Rail Through My Neighborhood. I strongly object to this rail line running through my neighborhood. There is nothing you all can sell me on that you could do to make this acceptable. When one works hard to purchase a home in a place where one loves, one ought not to be required to give up value or the right to peaceful enjoyment for a project that is motivated by other than need. There are other ways to accomplish the railroad without destroying the lives, neighborhoods, and property values of the great, hardworking citizens of this community. I certainly will rally with the citizens of the community to voice my objection; and file any class action suit that protects those rights.   | Economic Impact/Property Values |
| 1/9/2015   | Bruce Sanderson        | I am a resident of Garden Oaks and I am very concerned about the proposed route of the High Speed Rail through my neighborhood. I cannot believe that this super structure will potentially be built in our community at the <u>cost of our home values</u> , quality of life, and safety of our children.   | Economic Impact/Property Values |
| 12/19/2014 | C.D. Lawry             | Land values will decline (who wants to live next to a 200 mph train track).  | Economic Impact/Property Values |
| 11/13/2014 | Carla McEachern        | _It will cause the division of farms and ranches, displacement of residents and devaluation of property. I ask that you find another route besides Leon County, Tx.  | Economic Impact/Property Values |
| 1/7/2015   | Carlo Dechiro          | It would devastate our property values, deter growth and rejuvenation in these communities .   | Economic Impact/Property Values |
| 1/9/2015   | Carma L Sullivan       | How and when would landowners be compensated? Lost income? Extra mileage costs?  | Economic Impact/Property Values |
| 1/8/2015   | Carol and Scott Isbell | Thank you for reading our letter of concern and protest involving the proposed high speed rail between Houston and Dallas. This proposed rail will forever change and destroy many landowners properties, businesses and homes along the route. Many of us have worked long and hard to establish our current homes. This land is also home to cattle, dairy, corn, cotton, poultry and many other agricultural products that we consume every day. A disruption of these services will adversely affect our food supply in Texas and the rest of the U.S. Please consider all of our pleas to save our homes, land, environment and way of life in rural Texas. We do not go to the city and try to change your way of life, why should HSR be allowed to destroy our lives? Thank you.   | Economic Impact/Property Values |
| 1/9/2015   | Carol Hazel            | How will this impact the value of our homestead?   | Economic Impact/Property Values |



| Date       | Contact Name            | Request/Comment   | Comment Topic                   |
|------------|-------------------------|---|---------------------------------|
| 1/8/2015   | Carol Madrid            | Property values - How will an elevated rail project running through historic neighborhoods of Houston impact property values? How will this project impact quality of life for those of us in these neighborhoods? Please require TCR to provide a detailed study showing how residents will be impacted before approving this project.   | Economic Impact/Property Values |
| 1/9/2015   | Carol Terrett           | I am opposed to the current preferred route going through Garden Oaks because of the close proximity to schools, churches, homes and businesses. I am 72 years old and still working. My home is my main investment. I cannot afford for it to lose property value and it surely will if you chose this route for the HSR.  | Economic Impact/Property Values |
| 12/12/2014 | Carolyn and Saul Melger | Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing the last 5 years, would plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim or exodus and a run-down area.   | Economic Impact/Property Values |
| 10/21/2014 | Catherine Cuellar       | I also work in the downtown Dallas Arts District and HSR would add vibrancy to our community and increase cultural tourism, generating positive economic impact.  | Economic Impact/Property Values |
| 1/9/2015   | Catherine Winkler       | I was counting on the sale of my home to pay for my care when the time comes. My home value will be greatly affected by this which effects my future.   | Economic Impact/Property Values |
| 11/13/2014 | Cathy Nichols           | Property values will decrease, farms and ranches will be bisected for a for profit foreign company! Channel 13 of Houston reported the ticket prices would be approximately the same as an airline ticket, so fly to Houston from Dallas or vice versa if you must get there so quickly! It is not as if there are options available for a fast trip. I do not know anyone who wants a train moving 205 miles per hour, running every 30 minutes in their back yard. Do you?  | Economic Impact/Property Values |
| 12/1/2014  | Cathy Nichols           | Ranches and farms will be bisected and not be accessible or usable for production. Property values will definitely decrease. Who is going to purchase property with a high speed rail train going through it every thirty minutes, seven days a week.<br>It will not benefit Leon County economically. Once the rail is built, it is said it will bring 750 jobs, but those jobs will be in Houston and Dallas, since there will be no stops along the line. Economy in Leon County will be adversely affected if people travel the rail line rather than the Interstate.<br>Bottom Line: The train will not help with reduction of pollution since it is very energy-intensive.<br>Property values will decrease throughout the county. No economic advantage since there will be no stops in Leon County or any plans for stops along the line. The railway will benefit a foreign, for-profit company. The foreign company and investors will receive federal tax-exempt financing opportunities, which means it will money will come from taxpayers. The railway will be a luxury for the wealthy. We have several modes of travel between Houston and Dallas. Cars, planes, buses, do we really NEED another option? I think NOT.  | Economic Impact/Property Values |
| 1/8/2015   | Cathy Stephen           | Property values in Garden Oaks and Oak Forest have finally gone up with a huge effort to reclaim the neighborhood and reduce crime.   | Economic Impact/Property Values |
| 1/9/2015   | Cathy Winkler           | My home value will be greatly effected by this which effects my future.   | Economic Impact/Property Values |
| 12/3/2014  | Charles Ingram          | I represent the Acres Homes community. I represent 17 civic clubs, and I'm a fireman as well as a policeman. I have not done an extensive study on this. They had me come here. They wanted me to come to get the information and disseminate it and bring it back. I see that it's going to do three things. It's going to affect the people, the people, and the people in a negative manner because the people here will make a determination whether they want high rail to go from point A to point B; but in doing so, you've removed a lot of business, opportunities, schools, tax. And then you have what they call? When they want the land? What is that word we use? Eminent domain. See I understand they say it's a free, privately owned. Nothing is free. They're getting some tax breaks somewhere along the line.<br><br>And what we're looking at right now is we're looking at our future. I'm not looking at Charles Ingram. I'm looking at my children and grandchildren. When I travel, I can stop at a motel, whether it's mom and pop. I can get a burger at Whopper Burger (sic) or maw and paw. I can do a number of things. And then I'm looking at the parks. I'm looking at the historical sites. I'm looking at all of these things that are important that makes America what we are today. And what we say -- there's also somebody entrepreneur that's going to go from point A to point B, but we're the ones that's going to pay the tax. Yes, we're not paying now, but once it gets installed what you have, there will be a charge. And this is going to be our children, our children's children. Some of these guys here have land that have been in their family for years. Some of them have land just for recreation or for just relax or what have you as an inheritance. And we're coming in with something. We always say environmental, whether it's for water or whether it's for wildlife or what have you. We understand it all too well, but if you want to be so hard, then you tackle that problem. Do that right. You have what we call -- what you call the toll road. We have a situation where we can travel from point A to point B, but this is kind of abrupt. You're just throwing something at a person. Boom, boom. You do this and do this it's going to improve or what have you. But what about the living? These guys are paying taxes. These guys are entitled to live the way they want to live and -- okay. Thank you. I have to do some extensive studying on this, and I mean extensive, because I don't see the benefit and -- I mean, the whole for the group. I don't see it. | Economic Impact/Property Values |
| 1/7/2015   | Chasity West Cooper     | Not to mention, the addition of this monstrosity in my beautiful neighborhood will no doubt undermine the land and property tax value in my neighborhood.   | Economic Impact/Property Values |
| 12/4/2014  | Cheryl Fugarty          | Number 3, property devaluations of the affected property owners and homeowners  | Economic Impact/Property Values |
| 1/8/2015   | Cheryl McCosh           | I do not understand why the train needs to run through densely populated residential areas. It seems the most logical route would run next to existing highways, where nearby properties are primarily commercial and there is less impact to the natural environment or residences. This routing would also help the farmers and ranchers whose land would be bisected under the current proposals. I find it interesting that the density study outcomes are primarily driven by cost and do not value impact to neighborhoods at the same weight. While running alongside highways may not be the most cost-effective route for TCR, the safety and well being of families, children, and the environment is more important and should be preserved. The cost to build the rail through a densely populated area may be less expensive for TCR, but it will be more expensive for the residents of Houston as property values in the affected neighborhoods will go down. People have a right to protect the value of their property, and the fact that every resident I know was only made aware that such an impactful proposal was on the table after the routes were narrowed down to two tells me that TCR is aware of the detriment to the neighborhoods, but does not care.   | Economic Impact/Property Values |
| 1/9/2015   | Cheryl Oldweiler        | I am not opposed to this rail project, in general. I have LOTS of concerns with the proposed routes. I am a REALTOR in the Oak Forest/Garden Oaks area and having the rail come through on the BNSF rail line (BNSF1-through Garden Oaks/Oak Forest) is a tremendously bad idea. This rail will have a devastating affect the property values. One appraiser estimated that the MERE MENTION of the possibility of this rail coming through the neighborhood will decrease property appraisal values by at least \$10,000-\$15,000 anywhere in the area. This will mean homes will likely be unsalable, negatively affecting neighbors by messing with (likely) their biggest investment--their home. This, in turn, could lead to a decline intax revenue. Plainly, it will have a very negative ECOMONIC IMPACT   | Economic Impact/Property Values |
| 12/31/2014 | Chris Arnold            | My family and I purchased a home in the Oak Forest Subdivision in Houston (1730 Chippendale Rd). It is 4 blocks north of the railroad route on BNSF Option 1. I have provided a couple of bullets below why and I am not in support of BNSF Option 1.<br>-Economics: Oak Forest is an up and coming neighborhood. Older homes are being replaced with new larger homes. There is significant investment and economic prosperity occurring in the area. A high speed rail through the neighborhood would significantly impact my neighbors and my home values and would slow economic development.   | Economic Impact/Property Values |

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|-----------|-------------------|---|---------------------------------|
| 1/7/2015  | Christa Burk      | My parents home, and the structures that house our farming equipment would be to the east of the proposed railway. My brother's home would be on the west. Two hay fields would be on the east, three hay fields on the west, one of which would be divided by the railway. Property currently used for grazing would be divided as well. How do you propose that we get our tractors, shredders, rakes and bailers across an above grade fenced-in railroad? How do you propose that we transport cattle from one area to another? Will the railway provide crossovers at County (dirt) roads? Assuming that there will be a crossover at major roads, we will now be congesting these roads (State Highways 90 and 30, specifically) on a daily basis during the summer with slow moving equipment. This will have a tremendous impact on our community. Will the County or State be responsible for road improvements due to increased slow moving vehicles? If so, then we are adding to our tax burden. I thought this project was not suppose to require any tax dollars. Are Dallas and Houston residents more important than rural residents, that we are to give up our property in order to improve their commute times while we then decrease our own? We also lease our property to deer hunters during deer season. Will the deer still reside on property that has a 200 mile per hour train crossing it every 30 minutes? Will we then lose the income that this lease provided? What happens to our property if the railway fails? Can we then, demolish it in order to take back our land? Or will the right of way be sold to some other company looking to ruin our way of life?   | Economic Impact/Property Values |
| 11/4/2014 | Christie Larner   | I want to thank you for adding another burden to the ranchers and farmers along the proposed route. Not only are we trying to recover from a devastating drought, the ecological impact of the drought, and the economic impact but now we have the threat of a high speed train plowing through our property. The route "option 1" will cut my property right through the middle. This will take out our houses (all family houses) 4 total, but render our pastures virtually useless and valueless. I think of all the blood, sweat, and tear we have invested in our land and you just Come take it away. The worst thing of it all is we can't even fight back. All you people thinking of how nice this will be, how it will make you life so much better. Oh and it needs to be at the airports and the downtown area live in a fools paradise.  | Economic Impact/Property Values |
| 1/6/2015  | Christina Windham | The compensation will be minimal and there is no amount that could compensate for the loss of familiar ties to the land. In the areas where property values may increase, the residents of the county will not be able to afford to live in their own county.<br>The Texas Central Railway was created for the sole purpose of bringing the rail to Texas, it is a revenue producing project. It has no concern for the noise or the vibration effect of residents or animals.<br>Economically, very few long term, high skill jobs to residents of those counties along the rail will come from the project, instead low skill, dead end service jobs to most of the potential employees of the rail, and most of those will come from Houston or Dallas residents.  | Economic Impact/Property Values |
| 1/8/2015  | Christine Adams   | Safety aside, if a high speed rail system is built through one of these densely populated neighborhoods property values will plummet despite claims to the contrary by TCR. We are all familiar with the expression of what not to do on my leg and tell me it's raining yet TCR makes the preposterous claim on their website that "We respect and value the property rights of Texas landowners. ...that impact on landowners will be minimized...[that] We are committed to finding land-use solutions that work for everyone." Clearly, all these statements are PR marketing statements that do not hold up under close examination. They want to minimize their costs and do not care about the interests of the residents in these neighborhoods or for the interests of Houstonians at large for that matter.<br>We already have some data that strongly suggests a high speed rail will impact property values in a dramatically negative way. Just ask any Realtor about the differences in values and ease of selling homes adjacent to railroad lines, highways, commercial properties or unsightly electrical towers compared to the values and speed of selling of homes not near those undesirable features. I can guarantee you that a house on W. 34th in Section I of Garden Oaks that backs up to the current rail line does not command the same price as a comparable property not by the railroad nor will it sell as fast. Our property values in Section I of Garden Oaks for all the homes are suppressed because of the traffic noise from I-45 and Loop 610 make our section less desirable than properties in the other sections which do not have that issue. The train would be not just an inconvenient eyesore but grotesque. HSR elevated structures are massive (40 to 50 feet tall) and hideous in residential neighborhoods. The train and supporting structures required would be several times higher than the many, many homes it would pass by and for many homes, it would pass within feet of their backyards which should be a place of relaxation and peace - not like a tenement project next to an urban elevated commuter train.   | Economic Impact/Property Values |
| 1/9/2015  | Christine Adams   | First, if not exact, at least a more equivalent comparison of rapid rail routes through these densely populated residential areas would be that of an airplane runway being put in these neighborhoods for the following reasons. Both an airplane and train are not going to be used often enough by the impacted residents to make either a runway or train track be a benefit to them. Both would be grotesque eyesores and have a negative impact on quality of life and <b>property values in those neighborhoods</b> . A more fitting analogy to the building of 610 Loop West would be a commuter rail that residents can use frequently providing a greater return of benefit for the negative impact on them.  | Economic Impact/Property Values |
| 1/6/2015  | Christine Crowell | A project such as the rail line proposed would be a stark and disrespectful contrast to the ideals we hold very dear in our community and, specifically would lower our property values and increase noise and vibration (in great abundance compared to what we already experience with current railroad on 34th).   | Economic Impact/Property Values |
| 1/6/2015  | Christine Lukin   | A project such as the rail line proposed would be a stark and disrespectful contrast to the ideals we hold very dear in our community and, specifically would lower our property values .   | Economic Impact/Property Values |
| 12/1/2014 | Christine Workman | If I understood you correctly, you stated that TCR will actually own and operate the rail? Because looking at TCR's website right now, they're claiming that TCR will not be the owner, developer, implementer, nor operator of the railroad. So I do think we need some clarification on who actually will be owning this rail project. Yes. And I will follow up, will we be notified of who the owner of the rail will be since we will be owning property with them? I would still like my full three minutes since I didn't get to speak. <b>I am a property owner that will be negatively impacted by the high speed rail if allowed to progress.</b> First, let me say there are many questions that remain unanswered. Why have property owners on the proposed route not received any notifications? What power source will be used to run the train where will it come from? Will you be connecting to existing transmission lines? When will you provide plans for the elevated sections of the line and where and when will you provide the responses to all of the questions and concerns that are being asked at these scoping meetings? What security measurements --Okay. Let me also add when it comes to the environment, the environment is vital to Leon County. I know that there are currently 33 rare, endangered, and threatened animals listed with Texas Parks and Wildlife Department that you will need to address. However, when you speak of the environmental aspect, you must not exclude the people of this county because the environment sustains the people here. <b>The land is very precious to us. We depend on the land to raise cattle, for poultry and farming, for hay production and wild game harvesting. We depend on the land to put food on our tables. Leon County cannot afford to have part of our county destroyed by high speed rail. This rail will bisect agricultural land, significantly decrease property values and in turn decreasing county tax revenue.</b> it will destroy wildlife habitat and displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas. | Economic Impact/Property Values |
| 12/3/2014 | Christine Workman | This rail will significantly reduce property values, will, in turn, then reduce tax revenues, including those needed for EMS services and schools.<br><br>You will not be able to cross this fence track. TCR has not said where it's going to be elevated or where it's going to be at-grade. So we don't even know that information. There is really no telling how this will impact the environment because this has never been before in the United States. In reality, this rail will not run just in easements. There will be dedicated closed right of way 80 to 100 feet wide solely for the use of this train alone. Jamie also mentioned that TCR and affiliates own this rail. Let me clarify for you. TCR does not own, operate, nor will they maintain this rail. They state very clearly on their website. That means that these affiliates are the ones that are going to be maintaining this rail. This rail is being financed by said international investors and owners that Texas Central Rail has declined to name. Please remember that there is the no-build alternative, and I encourage you to select that alternative as the best decision for the people and the environment of Texas; and I would encourage all of you to contact the people of your community to let them know about this. And I would also encourage you to collect -- to contact your local and state officials and let them know why you oppose high-speed rail through Texas.   | Economic Impact/Property Values |
| 12/3/2014 | Christy Lambright | ...decrease property values.  | Economic Impact/Property Values |

| Date       | Contact Name                        | Request/Comment  | Comment Topic                   |
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| 1/6/2015   | Cindy                               | Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization; these routes could impede the development needed to help renew these areas and dramatically impact property values.   | Economic Impact/Property Values |
| 1/6/2015   | Cindy Falschlehner                  | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Economic Impact/Property Values |
| 1/8/2015   | Clara Timmerman                     | We have lived here and have made many sacrifices to pay for our land and then to keep our land. Our land offers our income to live here with the cattle industry and recreation industry. We know too that this project will lower the land value greatly; therefore, there are not any benefits to us for this project to invade our part of the country that we love and planned to live here for the rest of our lives and to pass the land down to our children for them to take care of preserving the country life and environment.  | Economic Impact/Property Values |
| 1/9/2015   | Clara Timmerman                     | Our family is impacted directly by the Utility Route. If the path runs through or near our property our lives will change forever. No amount of compensation can change the fact that we will effectively lose our way of life. For our children and grandchildren, the value of all we have worked to leave for them would be lost. NO one, no matter what you can guess, speculate or try to convince us of, will want to live next to a high speed train of ANY kind. NO one will want to ranch in the area. No one will want to buy land in the area. There is no benefit at all to us, or any family who owns land near this project, to the implementation of this rail. But yet we are supposed to yield that which we hold most dear to make "Texas" better. Texas is about tradition and family. It is about the roots that so many before us have laid down to establish the legacy we wish to leave behind. That will soon be lost if this train project is approved. Our family won't be able to ranch the land we love if we have to have it sold or divided for a train that seemingly is not necessary. With dozens of flights a day from Houston to Dallas, I tend to be taken back when I listen to the rhetoric associated with "why Texas Needs this train."  | Economic Impact/Property Values |
| 1/13/2015  | Cook                                | The purpose of this letter is to go on record about our opposition to the high-speed rail project from Dallas to Houston proposed by the Texas Central High-Speed Railway, LLC (TCR). The project could prove to be a detriment to the affected region we represent.<br>Although our counties may benefit from the creation of a few jobs during the construction phase, we believe the long-term costs potentially far outweigh any temporary benefit. This project forecasts real consequences for our constituents, their property and possibly their livelihoods. Farm and ranchland, often held by families for generations will be divided, which creates a loss in access and in revenue for those who rely on farming and ranching to make a living. In summary, the proposed high-speed rail line could result in substantial harm for the counties we represent.<br>Historically, eminent domain financial settlements have not fairly compensated landowners for the true economic losses sustained. TCR's eminent domain authority must take into consideration concerns of landowners during negotiations.<br>Moreover, the value of nearby land will likely decrease due to the sight, noise and restricted use of property caused by the high-speed rail.   | Economic Impact/Property Values |
| 12/1/2014  | Cozetta Taylor                      | The property is going to be totally devalued.  | Economic Impact/Property Values |
| 1/9/2015   | Cynthia Ohlenforst                  | We appreciate the hard work that so many are doing to evaluate the feasibility of a proposed high speed rail line between Dallas and Houston. It appears, however, that the planners may not recognize that portions of the currently proposed routes would cut through - and irreparably harm - working ranches and residential properties. Specifically, the proposed routes through Navarro County would do irreparable damage to property that includes well-developed working ranches, including the Morgan Creek Ranch, which is located on FM 709. this property is a full time working ranch, with multiple ranch activities (including raising cattle and producing hay). It is also home to multiple residences. This ranch and the adjacent ranch are important in meaningful ways not only to the owners, but also to the surrounding communities that benefit economically from these ranches. In addition, the regular use of these properties for charitable events (e.g., at the arena on the Morgan Creek Ranch) and for other purposes (e.g., as a bird sanctuary) would also be severely, adversely impacted by a high-speed rail through the property. If the high speed rail is to be feasible, it is critically important that the proposed route be adjusted so that, instead of doing irreparable economic and environmental harm to properties like the Morgan Creek Ranch, the route instead runs through property that would not be adversely impacted in the ways the proposed routes would impact this Ranch. Thanks you very much for considering these comments.        | Economic Impact/Property Values |
| 1/8/2015   | Cynthia Schumacher                  | I am writing you to let you know that I am VEHEMENTLY OPPOSED to the HSR running through my neighborhood!!! I live about one block from the BSNF railroad track along W. 34th St. If the HSR is built as you are proposing, the tracks will be almost to my front door! My property values are already diminished; some Realtors say by about 10-15% by the very thought of such a project in my neighborhood.   | Economic Impact/Property Values |
| 1/9/2015   | D Wayne Forster and Janet F Forster | For the above reasons, the TCR HSR will make adjacent properties if not uninhabitable, at the very least, result in a profound decrease in the value of homes, the most significant investment of a large majority of the families along the route.  | Economic Impact/Property Values |
| 1/9/2015   | Damian O'Grady                      | If the true compensation for the devaluation of property along the residential route (and in the vicinity of the residential route) was considered it is likely that such a route would become less attractive. However, adequate compensation will likely not occur.  | Economic Impact/Property Values |
| 1/9/2015   | Damian O'Grady                      | Elevated structures are eyesores that do not just affect their immediate surroundings, but affects the entire aesthetics of the neighborhood and ultimately the value of the homes in those neighborhoods. Elevated roads and rails notoriously attract graffiti and vandalism, have a "dead zone" around them, in which plants do not effectively grow, or are prevented from growing due to safety and maintenance considerations.<br>This train, if built, will be a visual focal point of our quiet, middle class neighborhood and will have a profound impact on the impressions of those seeking to buy or sell property in our neighborhood.  | Economic Impact/Property Values |
| 11/12/2014 | Dan Agan                            | This rail line will ruin over 200 miles of rural properties and for all properties within several miles on both sides. Thousands if not tens of thousands of property owners will be impacted or destroyed.  | Economic Impact/Property Values |
| 1/5/2015   | Dana Gerard                         | It is my hope the High Speed Rail does not follow the BSN rail line for many reasons. First it would most likely drop the value of my home and the surrounding neighborhood at a time when the neighborhood has begun to spring back to life. Having sunk most of my life savings into keeping my home and its value in the neighborhood up to standard only to have an elevated 40 foot high rail line running right down the street will bring down that home value. If it were decided to run the rail on the ground through the Tidwell corridor near Antoine it would make an already congested intersection a nightmare. Running every 30 minutes my neighbor's backyard life will be destroyed as well as their property values.<br>I also coach at Lutheran High North on 34th street. I have no doubt this move will impact the playing fields of the school in a way that will destroy the school's draw to the community in terms of small school education where a child can play all sports. These fields are critical to the life of the school; particularly a school that has impacted thousands of lives up to now and will hopefully continue to do the same for many decades to come.<br>It is my belief that while many will profit off of this rail line, there will be many neighborhoods that will lose years of invested money in home values. It is my hope that the Commission finds a different route that would impact fewer people economically.<br>Economic Reasons- HSR does not create much new development; it merely redirects development from one area to another. | Economic Impact/Property Values |
| 12/2/2014  | Dani Moore                          | My primary concern, other than reduced property values...  | Economic Impact/Property Values |
| 1/6/015    | Daniel Cheng                        | These neighborhoods are middle to upper income parts of the city. Having the rail will definitely have a negative impact on property value.<br>Effects on local businesses. There is no upside for local small businesses in the area.   | Economic Impact/Property Values |

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| 12/4/2014  | Darrell Bushman        | Landowner Compensation: If the project does get forced upon the citizens of Texas, then the project needs to compensate those landowners unfortunate enough to have their land cut apart by the rail line. An overpass or underpass sufficient for the landowner to go from one side of the tracks to the other must be provided. If not, then the landowner should be compensated for having to build additional cattle lots, fences, barns, water supply, and even farming equipment (tractors, trailers, hay equipment, etc.) so that he can continue to utilize his land profitably (as if the rail project was never built). He should also be reimbursed for the additional travel costs (truck and fuel costs at the least) over the full life of the project to drive around the rail line to get to his "cut-off" property. If there are no public access roads to the "cut-off" property, then the project either needs to provide right-of-way for the landowner to access it, or else purchase the "cut-off" property at the future value for the land (today's value plus the amount of future income the landowner loses for the life of the project).<br>I, and all the affected residents of Grimes County, sincerely hope that this project does not get past the current planning stage.   | Economic Impact/Property Values |
| 1/6/2015   | David and Linda Cato   | After attending one of the informational meetings about the high speed train proposal, we walked away with the following impressions:<br>Despite all the talk and rhetoric about preserving the environment and the positive impacts on the state and local economy, at no time were personal property rights or values addressed. This railway would benefit a small number of people who would not be impacted by the negatives, and the people most impacted by the negatives would not have any benefits.<br>In addition to the adverse impact on personal property rights there are a large number of other negative issues: the use of taxes to support the project at the benefit of the investors, disruption to the wildlife, possible terrorist issues along the train tracks, to name a few. But let us take one of these a little further, possible, (and probable), fires along the tracks.   | Economic Impact/Property Values |
| 12/5/2014  | David Fitzmorris       | I went to the meeting last night in Navasota and was VERY disappointed to hear that the two routes being given top consideration would severely impact my land. I saved up for years to put a downpayment on land outside of Normangee. My plan has been to stay in Houston while I build on the land--each month I've been able to make a little more progress towards making that dream a reality. But it appears now that my dream might be turning into a nightmare. The Utility Alternative would pass in front of my land, about 50 yards from where my front porch would've been--that would ruin my land; it would be like living in a train station. Option 1 would be about 3 miles from my land; I can already hear the train 3 miles away so I KNOW I will hear this high speed rail. If I could get fair market value for my land, plus the money I've put into it so far I could live with that, because I could always start over somewhere new--but who knows if that will happen. What kills me is that I now have to stop building and just wait for at least a year to learn what my options are. This is a very frustrating turn of events.  | Economic Impact/Property Values |
| 12/4/2014  | David Tullos           | It's an economic disaster. It's going to destroy our property values, our way of life, and it's a gross misuse of the power of eminent domain;   | Economic Impact/Property Values |
| 1/7/2015   | David Tullos           | The FRA tries to minimize the impact upon local citizens by telling us that they only need an 80 foot corridor to build the railroad. Texas Central Railway even offers as a benefit that it will only need "surface access," so lucky condemnees will actually get to keep their land. But according to the FRA, the railroad ROW will be a completely "closed system" isolated by a security fencing. So the "landowner" will be prohibited from entering upon his land or making any use of it whatsoever. The land will effectively belong to the railroad; the landowner will retain the obligation of paying property taxes on land that he or she cannot use or sell.   | Economic Impact/Property Values |
| 1/10/2015  | David Winston          | 4. How would the HSR project compensate homeowners whose homes (or other properties) are impacted by the HSR train line? There will likely be significant property value loss along the route, especially where it is near residences.<br>Thank you for considering these comments/questions.  | Economic Impact/Property Values |
| 12/10/2014 | Debbie Okin            | Our five yr old pond is about 120 ft from easement. we breed catfish & minnows which the white cranes love to eat. The pond provides for the wildlife as well as a food source for ourselves. For TCR to take 100 ft or more of our land will further endanger the wildlife, habitat, our property values and our way of life.   | Economic Impact/Property Values |
| 1/5/2015   | Debbie Strang          | I am sending this letter as a plea to consider the alternative routes for the High-Speed Rail from Houston to Dallas. I am in opposition of the High-Speed Rail that has been proposed by Texas Central Railway along the BNSF route.<br>I have lived in Candlelight Oaks Village since 2002, in Houston, Texas; a small quiet neighborhood that borders the BNSF 1 route. The construction of TCR along the BNSF 1 rail line would have a disastrous impact on private property values, increase noise pollution, decrease the quality of life, and general property rights.<br>There are numerous schools, churches and shopping centers that border BNSF 1, these important public buildings will also be affected by the bullet train. A loss of these institutions would be devastating to the community. A recent phone poll of 5,000 households, taken by Concerned Citizens of Oak Forest, shows that only 10% support the idea of HSR in the neighborhood, while 62% oppose.<br>People work hard to buy a home, pay for it, and hope to retire. If this railway is built in neighborhoods, the value, livability, and accumulated wealth will be worthless. This does not only affect the homes bordering the rail line, but those of the entire neighborhood. When one cannot sell their home or it is destroyed, then the property values will decrease throughout the community. | Economic Impact/Property Values |
| 12/2/2014  | Deborah Arndt          | If this goes thru a rural area, when it takes away our livelihood. We moved to the country to get away from all that.  | Economic Impact/Property Values |
| 1/7/2015   | Deborah Pfeiffer-Traum | While I support HSR, I am opposed to the proposed route cutting through Oaks Forest, Garden Oaks, and Independence Heights in Houston. Since there is no zoning in Houston, residential communities for families in the heart of the city are precious. Is it truly necessary to route the train through the largest neighborhood cluster in Houston, next to homes, schools, parks, and churches? I am concerned about... the drop in property values...  | Economic Impact/Property Values |
| 12/3/2014  | Dee Franco             | Also, if you have a farm or ranch, how does the farmer or rancher get to tend the land on the other side or his cattle on the other side? Now, if he can't use that land, that's going to cut back on what he can produce. If he produces less, that means eventually we're going to have a shortage of groceries. What does that go to our grocery prices? It raises them. So we got to consider that. We don't want raise our grocery prices. I don't think anybody wants their grocery prices raised. And my other mention is, you did not mention that Central Japan Railway Company will be one your biggest investors. There goes our good American money overseas again. That's all I have to say.  | Economic Impact/Property Values |
| 1/7/2015   | Dena Fake              | Own property in Grimes County  | Economic Impact/Property Values |
| 1/7/2015   | Dennis Paul Reed       | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |
| 1/8/2015   | Dennis Robinson        | In fact, it creates serious consequences... These include: negative economic impact...and, in the event of failing to profit, it will create an increased tax burden.  | Economic Impact/Property Values |
| 1/7/2015   | Desi D. Burns Porter   | So many are worried about property value, which is a major concern...but we are worried about losing our farm for which we have worked so hard. This isn't just some of our hundreds of acres or a weekend place or somewhere in the back forty we never see. If the railroad goes through where it is currently slated (as seen in the attached image), we will lose complete access to our property. If it moves over just a bit to the west, it will go directly through the middle of our property. And if just to the west of our property (which is unlikely because of the location of the current railroad and Lake Creek), we will be left with land that no one will buy which will ruin us financially. We are not against high speed rail, but we also don't want to have to explain to our daughters that someone can just take your land. This was not something we dreamed they would learn by living in this beautiful place. Unaware that her home is in jeopardy, our seven year old told me recently as she was readying for bed, "I'm so glad God made this place so we could have our farm here." And we haven't even begun to realize the extent of our dream for this place. We are just beginning. We are hoping to continue moving forward with plans for our home that we will build ourselves. Please don't let those dreams get derailed.                        | Economic Impact/Property Values |

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| 1/9/2015   | Dexter Handy     | The High Speed Rail is a very important component to the future of mass transportation in and around the Houston-Galveston Metropolitan area, and should be completed. We believe the best transportation solutions are those that support the greatest number of people who need to use transit.<br>However, the impact on the urban areas needs to be a positive impact. If the HSR must terminate in a downtown location (vs at the Northwest Transit Center), it must not depreciate property values, negatively affect current transit routes, or negatively impact current residents.<br>The HSR should enhance, not depreciate property values along the planned inner city routes, and should/must coordinate with Metro, Houston Planning Department, and other developers to be a wholly integrated part of our livable walk-able bike-able drivable transportation infrastructure.   | Economic Impact/Property Values |
| 1/7/2015   | Dian Austin      | More specifically, there is no credible research that would support that the proposed routes would have minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reducing in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the "preferred" routes benefits anyone but a few investors in the project.<br>Again, only a dishonest person would dare suggest that placing a high speed rail in our residential neighborhood would not ruin us financially by rendering our property worthless (no one will buy a house in a neighborhood with a high speed rail running through it except a slum lord). For most of us, our house is our most valuable financial asset. For me, my house is my retirement fund. This project, if the preferred routes through neighborhoods are approved, will devastate our financial security and quality of life. And just one derailment would be catastrophic. There can be no guarantee that there will never be an accident along the route through the neighborhood. We residents would take that risk - not the owners of the train   | Economic Impact/Property Values |
| 1/8/2015   | Diana Endris     | We are currently building a new home on our property at Perfection Ranch subdivision, a quiet equestrian community, in Montgomery, Texas. I am very concerned about recent emails that I've received about this proposed route. In a nutshell, if I had known that a high speed rail was projected to pass near Perfection Ranch subdivision, I would not have purchased the land. Since most of us own and ride horses in the area, this is definitely a liability since:<br>The Project developers are proposing 68 trips per day between Houston and Dallas (34 in each direction), with a train passing in close proximity to Perfection Ranch approximately every 15 minutes throughout the day (no trips are planned to occur during a six-hour period at night).<br>In addition, we have all invested a lot of our hard earned money into creating this quiet environment for both owners and our beloved horses. A high speed rail will affect our property values, create noise pollution, and be displeasing to the natural surroundings.<br>The noise pollution will directly affect Montgomery ISD schools and proposed schools in the area as well.<br>Please reconsider the proposed route that will affect so many home, property owners, and communities. Please keep us posted.  | Economic Impact/Property Values |
| 1/8/2015   | Diane Kemnitz    | Many of the neighborhoods the proposed routes of the new high speed rail project would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.  | Economic Impact/Property Values |
| 1/7/2015   | Diane Simmons    | Opposition to High Speed Rail. I attended Monday night's (January 5th) meeting in Houston to hear Robert Eckels' presentation on HSR. My husband and I are definitely opposed to this rail project coming through our neighborhood areas. Our property values would decrease...   | Economic Impact/Property Values |
| 1/2/2015   | Don Agan         | B. Not only must market prices be paid for the actual land taken for the HSR, all landowners within 5 miles of either side of the HSR route, must be compensated for loss of value to their property due to the noise, pollution, traffic disruption, wildlife disruption and general property unattractiveness.<br>C. Any landowner within 2 miles of either side of the HSR route must be bought out by TCR, for the entire property, at market rates (rates before the HSR plan became public information), if the landowner so opts.<br>D. Any landowner whose property has the HSR running through it, and whose business on that property is financially impacted, must be compensated for business losses as a result of the HSR. The landowner/business owner should have the option of either, 1) being compensated for business losses due to HSR for the next 20 years, or 2) having TCR purchase the business at fair market rates (rates before the HSR plan became public information).   | Economic Impact/Property Values |
| 1/5/2015   | Donald R. Wasson | The construction of High-Speed Rail along the BNSF1 rail line through the Oak Forest Area would have a devastating impact on private property values, noise pollutions, quality of life and property rights in general. Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. High-Speed Rail running through or along these subdivisions will cause the values to decline, leading to a decline in tax revenue. Residents do not know what this will do to nearby properties- will homes be demolished or parts of residents lots taken for the right-away.   | Economic Impact/Property Values |
| 1/7/2015   | Donna Henson     | We are paying hefty property taxes in this area and the bullet train will cause values to plummet. Or it's possible the company will need more land for the project and make a land grab. Please abandon the route along the BSNF and 34th St. for this proposed bullet train. Hard working people should not pay the price of their home equity, i.e. retirement, to bring a bullet train to Texas. There has to be another way.   | Economic Impact/Property Values |
| 11/10/2014 | Dorothy Parungao | I want to let you know the impact this high speed railway has on me personally. I know I am only one person and can not do anything to change things, but I want to express how I feel about this high speed train. I live in the southern portion of Grimes County off of CR302 next to the utility alignment. I spent my entire life savings buying this beautiful piece of property. This property is very peaceful and quiet, perfect for our retirement place. We are currently under construction and building a nice place for me and my husband to retire to. Now we get news that this bullet train is coming through our backyard. What a disappointment since we are heavily invested in this property. We as landowners in that area do not benefit from the this rail system at all and have to "accept" all of the negative impacts of this high speed railway. This railway will disrupt our quiet and peaceful way of rural life. We have chosen this way of life to escape from city life that, frankly, we are tired of.<br>Because I live in the area right next to the utility easement and I am considered a high impact landowner, can I take legal action for diminished value of my property through inverse . condemnation? The property will certainly be worth less as no one will want to buy a piece of property that is next to a raised high speed rail line. Would YOU buy a piece of property located next to a bullet train that runs past every 30 minutes? Probably NO!<br>I know this is a "not in my backyard" view, but when you spend your ENTIRE life savings on something you really don't want it in your back yard, PERIOD! | Economic Impact/Property Values |

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| 12/4/2014 | Doug         | <p>The high speed rail crossing Waller County is no different than targeting Waller County for development pursuits such as the Green Group Landfill and the Hwy36A Coalition. Why? Because Waller County has become a target for developers of such projects because it is one of the last remaining open undeveloped pristine spaces in the region. lacking protective restrictions. Developers see Waller County as open territory and a potential of great wealth if they can capture this area. This march by these groups can be effectively stopped by Waller County residents and especially the Waller County Commissioners if restrictions are placed on properties and usage if areas as many areas already have. Noise abatement restrictions, easement requirements from electrical, water and sewer installations, Commercial development requirements as well as protecting existing restrictions which are already grandfathered in as with housing subdivisions.</p> <p>There are numerous residential developments as well as ongoing future developments that have in place strict deed restrictions.</p> <p>These cannot and should not be violated as they were purchased by the land owners and investors with these restrictions in place of which they desired and paid for.</p> <p>Lastly, The City of Houston, Harris County owns Hobby Airport. One of the strongest allies to Waller County and other affected areas should be the City of Houston and Southwest Airlines as they will lose hundreds of millions of dollars of revenue which is profited from numerous airline flights to and from the Dallas Fort worth area each and everyday. I fully expect Houston and especially Southwest Airlines a long time profitable and well managed Corporation which employs thousands of worker and supporting companies to stop the proposed high speed railway in its tracks.</p> <p>It is a shame that TxDot is utilizing Texas tax payers monies to conduct an environmental study of which it has been obviously lobbied by and has been paid by and to Engineering firms which rely on and profit by tax payer paid long term multi-million dollar studies such as this. Same as they are attempting to do with the 36A Coalition study.</p> <p>This effort will fail but Engineering firms and lobbyists will profit from tax payer paid monies</p>   | Economic Impact/Property Values |
| 1/8/2015  | Doug Wheeler | <p>Who gets harmed other than every resident and business land that is in near proximity of a High Speed Rail traveling thru its proximity every thirty minutes of everyday during a sixty trip per day business model?</p> <p>If the ever weakening current Railway Union is interested in supporting a foreign firms conquest to harm property residential and commercial values, Texas jobs, and long established Texas Corporations such as Southwest Airlines and to even go further to impact the City of Houstons airport concessions revenue then the railway should utilize their own pre-existing eminent domain seized railway lands to compete with Southwest Airlines. They already control them, they own them, and they are already surveyed and geologically deemed acceptable for such developments. This would save the developer billions of dollars of lawsuits and revenue in their quest. Additionally, the Railway Union could further develop manage and operate this High Speed Railway generating many years of ongoing billions of dollars revenue while never harming any untouched lands.</p> <p>This County and all other affected Counties, their commissioners, business owners and residents are all armed for bear if you will and are very prepared to fight this development for many, many years expelling whatever funds and pressure that is required to end this proposed development by a Foreign firm who is hiding under the skirt of the Texas Railway Commission.</p> <p>I hope the Railway Association who is being used along with the Development Foreign Railway Firm have all eaten their Wheaties. They will need it.</p>   | Economic Impact/Property Values |
| 1/9/2015  | Doug Wheeler | <p>Recap</p> <p>a. \$1,560,000.00 per day<br/> b. \$10,920,000.00 per week<br/> c. \$567,840,000.00 per year</p> <p>The High Speed Rail is in pursuit of this revenue. No improvements to the State or the existing business's or the existing commercial or residential residents and owners. And especially no concern of harm to any Texas land especially being a world away. Simply a pursuit of a percentage of an already successful well proven Texas Corporation with no regard for short and long term damage.</p> <p>Southwest Airlines seriously harmed for number one. Second the City of Houston itself. Houston owning Hobby Airport and its concessions will lose hundreds of millions of dollars yearly. Even if the High Speed rail development was successful with taking even 10% of the existing business model.</p> <p>Third a massive degradation of residential and commercial property values affected by every pass of the rail. Sixty times a day coming and going equating to a High Speed Rail pass by 21,900 times per year by each and every business and residence in its proximity. And for what? A conquest to not alter or improve road traffic State wide but to simply take as much percentage of a pre-existing Texas Corporations business as possible for an Internationally managed Corporations financial gain.</p> <p>So why did the High Speed Rail firm involve the Railway? We all know. The Union and their political influences to invoke eminent domain land seizures. Seizures made for the benefit of a foreign firm with intentions to ultimately take revenue from a Texas based Corporation.</p> <p>If the ever weakening current Railway Union is interested in supporting a foreign firms conquest to harm property residential and commercial values, Texas jobs, and long established Texas Corporations such as Southwest Airlines and to even go further to impact the City of Houston's airport concessions revenue then the railway should utilize their own pre-existing eminent domain seized railway lands to compete with Southwest Airlines. They already control them, they own them, and they are already surveyed and geologically deemed acceptable for such developments. This would save the developer billions of dollars of lawsuits and revenue in their quest. Additionally, the Railway Union could further develop manage and operate this High Speed Railway generating many years of ongoing billions of dollars revenue while never harming any untouched lands.</p> <p>This County and all other affected Counties, their commissioners, business owners and residents are all armed for bear if you will and are very prepared to fight this development for many, many years expelling whatever funds and pressure that is required to end this proposed development by a Foreign firm who is hiding under the skirt of the Texas Railway Commission.</p> <p>I hope the Railway Association who is being used along with the Development Foreign Railway Firm have all eaten their Wheaties. They will need it.</p> | Economic Impact/Property Values |



| Date       | Contact Name                          | Request/Comment   | Comment Topic                   |
|------------|---------------------------------------|---|---------------------------------|
| 1/9/2015   | Doug Wheeler                          | I reside in Waller County Texas personally and Corporately. My firm Eagle Proud Investments LLC focuses in the Waller County vicinity on commercial and residential developments and acquisitions. Acquisitions and development focused on improving existing dysfunctional and non revenue producing areas or at minimum improving existing remaining properties which reside within areas that are or want improvement. The High Speed Rail is no doubt in my professional opinion an effort which if successful not only greatly harms some of the most attractive remaining lands this county has to offer in the State but harms pre-existing successful business revenue as well as working employees of Texas. I want to focus on the real reason for the push to develop the High Speed Rail. Most, whether admittedly or not understand that the HSR project is not proposed to help or enhance the State of Texas or any of the regions it is proposed to pass thru. Economic statistics of why a Foreign firm wants to develop a rail. A rail that is very specific in nature and is focused on a well established travel route with a long term proven predictable revenue stream. Who gets harmed other than every resident and business land that is in near proximity of a High Speed Rail traveling thru its proximity every thirty minutes of everyday during a sixty trip per day business model? Whose business is the High Speed Rails foreign owner and developer after? They are after the revenue of one of this States longest running most respectable and successful Corporations business. Not an effort to assist travel or to reduce costs but to take a percentage of this established Texas Corporations business. Only because of its proven and reliable revenue stream. Reliable and proven in both up and down economies.<br>SOUTHWEST AIRLINES - STATISTICS<br>1. Houston - Hobby Airport employs 4,000 Texas residents to support its Houston Hobby to Dallas Love Field travel route.<br>2. Dallas - Love Field employs 5,000 Texas residents to support its Dallas Love Field to Houston Hobby travel route. Dallas Love Field is Southwest Airlines Corporate headquarters.<br>Currently there are 30 flights to and simultaneously 30 flights returning totaling 60 flights per day seven days a week. Average price per ticket is \$200.00 each. There are on average 130 passengers on each of the 60 flights.<br>Lets do the financial math of why a Foreign Company wants to develop a High Speed Rail specifically for this particular long time revenue producing route.<br>60 flights per day with 130 passengers each = That's 7,800 passengers each day seven days a week paying on average \$200.00 each.<br>In other words on average a Texas founded and operated Corporation is grossing \$1,560,000.00 per day each and every day. | Economic Impact/Property Values |
| 1/9/2015   | Dr. and Mrs. Michael Shoemaker        | 4. Rising property values. Many homeowners will lose thousands of dollars in equity due to this rail line. This train will greatly lessen current and any further development of the neighborhood.  | Economic Impact/Property Values |
| 1/4/2015   | Dr. Shanan Roth                       | On a personal note, the primary proposed route for the HSR runs very close to my property, which will certainly reduce my property values and negatively impact my ability to sell such property at a future date. I adamantly oppose this HSR project, and am actively lobbying all of my elected state officials to do the same.  | Economic Impact/Property Values |
| 1/7/2015   | Dustin Kerr                           | The HSR, located either on ground level or on elevated structures within the residential neighborhood will severely undermine the land and property value.  | Economic Impact/Property Values |
| 1/6/2015   | Ed and Sue Walmsley Amash             | This proposal does not directly serve our neighborhood in any way while it diminishes our property value. This in turn would erode the neighborhood over time, when the goal should be to continue to improve it. By lowering the values, you will lower the quality of life, tax revenues, and drive out concerned citizens who uphold the community.  | Economic Impact/Property Values |
| 1/7/2015   | Eddie Battenfield                     | We have seen a great revitalization and this will dramatically impact our property values!  | Economic Impact/Property Values |
| 1/7/2015   | Eddie Battenfield                     | We have seen a great revitalization and this will dramatically impact our property values!  | Economic Impact/Property Values |
| 1/8/2015   | Elaine Rachac                         | I am writing these comments to let you know that we moved out here into the country to get away from the city environment and now we have invested much of our life savings and time into our dream place and this project is supposed to help people in Houston and will definitely destroy or make our place worthless and useless. If it goes through our place, or is near our place I understand that our land value will drop desperately. We have worked hard for our money and invested it our land and now we are facing what can be a nightmare.  | Economic Impact/Property Values |
| 1/9/2015   | Elected Official - Ben Leman          | WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the negative impact the high-speed train would have on property values affected by the construction and maintenance of such rail line; and<br>WHEREAS, the Commissioners Court of Grimes County, Texas foresees little economic benefit to the citizens of Grimes County as a result of the high-speed train;   | Economic Impact/Property Values |
| 1/13/2015  | Elected Official - Senator Schwertner | We write today in unified opposition to the high-speed rail project from Dallas to Houston proposed by the Texas Central High-Speed Railway, LLC (TCR). The project would only serve as a detriment to the affected counties we represent.<br>Although our counties may benefit from a few jobs during the construction phase, the long-term costs far outweigh any temporary benefit. This project holds real consequences for our constituents, their property, and their livelihoods. Farm and ranchland, often held by families for generations, will be divided, creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.<br>We are also concerned that TCR's costs estimates are too low and their ridership estimates are unrealistic, which will result in a need for supplemental funds from taxpayers. We are adamantly opposed to the use of public funds to subsidize this private venture and will fight to ensure that state dollars are not appropriated for this purpose.<br>We appreciate the opportunity to comment during this public scoping process. If you should need any additional information, please do not hesitate to contact us.  | Economic Impact/Property Values |
| 1/6/2015   | Elisa Cuellar                         | This train would cause irreparable financial and community damage. I strongly urge that you route this train so that rather than going to downtown it stops at the Northwest Mall. It's route would be through an industrial area rather than a thriving urban community, revitalize an area of town that has been in decline and take advantage of much cheaper land. People in this neighborhood have been consistently putting increasing money into their homes. That investment will be lost because our homes will loose tremendous equity value.   | Economic Impact/Property Values |
| 1/6/2015   | Elisa Cuellar                         | I am a resident of Garden Oaks Section one, having lived here for twenty five years. One of the biggest benefits of this community is the large treed lots and sense of living in the country. That will be taken away with them introduction of a high speed train that is elevated and will be clearly visible and heard from every house in Section One. People in this neighborhood have been consistently putting increasing money into their homes. That investment will be lost because our homes will loose tremendous equity value.  | Economic Impact/Property Values |
|            | Elizabeth and Ben Fairchild           | Are you aware homes are selling at over \$300 a square foot?  | Economic Impact/Property Values |
| 12/4/2014  | Elizabeth Robinson                    | Resulting decrease in property value for thousands of property owners<br>There is no economic benefit for the counties along the route.<br>Since moving in, we have spent more time, money, and effort making things just right. There is no amount of money, no "fair" market value for our HOME.  | Economic Impact/Property Values |
| 1/8/2015   | Elizabeth Vargo                       | ... cause disruption and loss of income for many small businesses which are vital to a vibrant community.   | Economic Impact/Property Values |
| 1/8/2015   | Elizabeth Vargo                       | ... and cause disruption and loss of income for many small businesses which are vital to a vibrant community. However, elevated concrete HSR structures are also not compatible with residential developments. Such infrastructure will undermine the land and property tax value in my community and those around me. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Economic Impact/Property Values |
| 12/3/2014  | Elizabeth Wanner, MD                  | What is the effect on the value of my property in my subdivision.   | Economic Impact/Property Values |
| 1/6/2015   | Ellen R. Cohen                        | Since learning of this project over the past few months, my constituents in these neighborhoods have shared with me their overwhelming opposition to the currently proposed routes, citing concerns over the potential for decreased property values...   | Economic Impact/Property Values |
| 10/27/2014 | Elvert Seiber                         | Increased noise levels in the vicinity of new tracks could pose problems in the area of lowered property values...  | Economic Impact/Property Values |
| 1/6/2015   | Emily Bugaj                           | The revitalization of the Garden Oaks and Oak Forest areas of the City of Houston will be greatly impeded by the presence of a High Speed Rail. This revitalization process of these two areas is of much greater economic and cultural value to the Houston Metropolitan area, than that of a High-Speed Train.  | Economic Impact/Property Values |

| Date       | Contact Name                        | Request/Comment   | Comment Topic                   |
|------------|-------------------------------------|---|---------------------------------|
| 10/27/2014 | Eric Yeargain                       | My family home is less than 200' from the utility line. According to your map, the roof will likely shake with up to 36 trains per day going by. This would render my home unusable, and a million dollar property unsellable, and devastate my family financially.<br>Explain to me how your plan will "minimize impact on property owners" in my case.  | Economic Impact/Property Values |
| 12/4/2014  | Eric Yeargain                       | effects on our land value<br>Next they say it's affordable but who really knows. And finally they say it's convenient. Maybe for some riders in the city but not for the hundreds or thousands of property owners whose way of lives would be devastated, and we find that decidedly inconvenient.  | Economic Impact/Property Values |
| 1/9/2015   | Erin Borstmayer                     | I am a first-time home owner, and we sought long and hard before finally deciding on this location and building our dream home. This rail line will destroy our home value and the beauty of the neighborhood.  | Economic Impact/Property Values |
| 1/9/2015   | Ernest D Fruge                      | Due to the proximity to downtown Houston and the physical charm of Garden Oaks, our property has become very valuable. There are no studies to demonstrate the financial and quality of life impact on neighborhoods like ours of a project like this. This route would destroy our property values and thus the most significant financial asset we have. There is no way that a program of compensation for lost value would adequately replace the financial or aesthetic value that would be lost if this structure is placed here.   | Economic Impact/Property Values |
| 1/7/2015   | Ernest Fruge                        | Due to the proximity to downtown Houston and the physical charm of Garden Oaks, our property has become very valuable. There are no studies to demonstrate the financial and quality of life impact on neighborhoods like ours of a project like this. This route would destroy our property values and thus the most significant financial asset we have. There is no way that a program of compensation for lost value would adequately replace the financial or aesthetic value that would be lost if this structure is placed here.   | Economic Impact/Property Values |
| 12/25/2014 | Eugene and Delmy Karagodin          | We will lose substantial property values due to the above factors. We may lose our properties altogether as over time they may be condemned by the City as run down due to above factors  | Economic Impact/Property Values |
| 1/9/2015   | Eva Anderson                        | ... lower our property values...  | Economic Impact/Property Values |
| 11/18/2014 | Felix Zacarias                      | I live on SummerSt in Houston and my backyard is next to the current railroad track<br>My house market value is \$700K and if you're willing to pay for my house then I will all for this project otherwise<br>This is an economic issue for me since this is my retirement nest egg.<br>I will for sure get my lawyer to sue this project<br>"STAY AWAY FROM WINTER STREET"  | Economic Impact/Property Values |
| 1/1/2015   | Frances Hooper                      | One of the proposed routes would bring it across our land. Land we have owned 55 years with three generations presently living on it. Why destroy families, cemeteries, businesses, homes and much more just to please a few people. We have plenty of transportation as it is. Airplanes, Cars etc. for folks to travel in without destroying our land. We have worked a life time to have a good place for our children and grandchildren. Please do not destroy our livelihood.  | Economic Impact/Property Values |
| 11/23/2014 | G Leiman                            | This will have a major impact on our neighborhood and property values.  | Economic Impact/Property Values |
| 1/8/2015   | Gary Gray                           | Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Economic Impact/Property Values |
| 1/8/2015   | Gary Gray                           | Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Economic Impact/Property Values |
| 12/4/2014  | Gayle Grubbs                        | I'm glad to hear you do understand -- That y'all understand that environmental issues are just not dedicated bugs and bunnies. You know, there's the American farmer and rancher, endangered species, also;   | Economic Impact/Property Values |
| 12/4/2014  | George Chen                         | Being built as a "closed" system, there will be total property loss. Property values are already trending lower for our county in response to the announcement of the HSR potentially being built in Grimes County.   | Economic Impact/Property Values |
| 1/9/2015   | George Craig                        | The Oak Forest Area has seen explosive growth in recent years and I have no doubt my property value will decrease as result of this, especially since my property is so close to TC Jester. Property taxes have increased exponentially and I have no idea why anyone would risk damaging the new tax base in this area. Running a rail through this area would no doubt result in the loss of these newer high income residents and therefore eventually losses to the City of Houston and Harris County. I doubt that you, as the Owner, would like to be held accountable for the loss of this growth and tax base.  | Economic Impact/Property Values |
| 1/9/2015   | George Craig                        | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.   | Economic Impact/Property Values |
| 1/8/2015   | Geraldine Cox                       | Have you done a study on the economic impacts of having hundreds of rural farms and ranches partitioned by a deer/hog/cow-proof rail embankment and fence? Will the mostly elderly and low-income property owners be compensated for land that they and their livestock can no longer access?<br>Does environmental justice matter? Following an existing transportation corridor would at least reduce these impacts, since the damage there was done years ago.<br>Your "Utility Alternative" crosses a large area of reclaimed lignite mine, with 100 – 200 feet of constantly settling mine overburden to deal with. Is this still-unstable subgrade really where you want to put a 100 mph bullet train?<br>If you'll do some digging, you'll find that the mine was configured as it is in order to avoid some populations of Navasota ladies-tresses and other rare species that your greenfield/utility alternative would likely hit.<br><br>Will you compensate landowners for ongoing income lost from oil and gas wells? You say that the line has to be straight without turns, so it's likely you'll permanently remove a number of producing wells with your new location/utility line. Will you compensate landowners for ongoing lost income from grazing/cows? If my 200 acres is crossed by the line and you don't build a livestock underpass (which you said you won't do except at major roads), then the severed 100 acres has been subject to taking by the government, and my cow-calf operation is suddenly decimated. Will you pay yearly payments to folks who depend on income from agriculture and no longer have access to their lands, or have to sell part or all of their herd? Taking land and reducing or eliminating cattle carrying capacity is just like buying out a business—you can't just treat it like a one-time commodity payment. How do you intend to address impacts to rural businesses in your EIS? | Economic Impact/Property Values |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | There is already an inability to resell property within a 2-3 mile perimeter of routes TCR is considering – no-one wants to purchase close to the line<br>There will be a huge decrease in tax revenues for Grimes and other affected counties due to abandoned and decreased value properties<br>There is a preponderance of older rural residents who have committed their life savings to a quiet rural retirement and had intended to translate their home investment to comfortable assisted living in the future. Now with values cratering they cannot afford to move away from the noise and nuisance, nor will they be able to afford any reasonable quality of assisted living when their time arrives.<br>Question(a) Does TCR intend to compensate displaced homeowners with an amount commensurate with what the property was worth before TCR came along? (b) What is the figure for the number of yards away from the track route that TCR intends to purchase property? (c) What is the figure for the number of miles away from the track route that TCR intends to compensate property owners for noise, structural and health issues? (d) Has TCR considered purchasing homesteads that are not immediately adjacent to their track but cut off from amenities and emergency services? (e) What annual \$ figure – or what would that figure be calculated based on - was TCR considering as reasonable compensation to Texas rural counties for greatly diminished tax revenues from property owners – or will an operating railroad pay annual taxes to the counties through which it runs?  | Economic Impact/Property Values |

| Date       | Contact Name                                | Request/Comment   | Comment Topic                   |
|------------|---|---|---------------------------------|
| 12/1/2014  | Gina Greenslate                             | We strongly encourage you to find a safer, less-intrusive route than the one Texas Central Railway has proposed. If this railway is built adjacent to our neighborhood, the value and livability of it and every other home along the line will be drastically reduced.   | Economic Impact/Property Values |
| 12/3/2014  | Gina Greenslate                             | I live in a gorgeous in 1939 neighborhood with 1400 homes, whose property values are going through the roof right now. This project, obviously, has the impact to undermine our quality of life as well as our property values.   | Economic Impact/Property Values |
| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | Please address how the natural and human elements listed below will be impacted by the construction and operation of a HSR system. The utility corridor does bisect our land (as well as others land)... makes almost 75 acres of our prime land virtually inaccessible and remaining acreage would be made uninhabitable by humans, 4) violates the integrity of generations of family land, 5) desecrates the land for future generations to use and enjoy, 6) hunting interrupted & or terminated, 7)recreational use interrupted or terminated, 8) loss of income through agriculture.  | Economic Impact/Property Values |
| 1/9/2015   | Greg Lukin                                  | Second, based on the scarce information that has been provided, I am very concerned about property values in the area. The few close-in subdivisions in Northwest Houston have seen an incredible increase in property values over the last 15 years and are in high demand. These growing areas are important for revitalizing Houston's urban family growth, and keep Houston proper as both a commercial and residential city. No study has been provided on the impact that four-to-five-story high, freeway-like elevated track system would have on property values in our or any other neighborhood. Clearly, such a structure will cause values to decline, leading to uncertainty or even financial hardship or ruin for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or affected, potentially affecting the retirement years for many of our area's older and long-term residents and destroying their quality of life and retirement. At a minimum, The FRA and TxDOT should require TCR to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |
| 12/2/2014  | Greg Payne                                  | And I was going to bring up a lot of the issues that a lot of these other folks are bringing up. I don't need to bring them up now because, quite frankly, it's a private company making a profit. It's not going to benefit anybody in Waller County. If the train track comes through where it's being proposed at and from what I can see, the value of my property goes down. I've lived in this county 20 years. I've been trying to be a cattleman for most of it. And some friends of mine can say I'm not very good at it. However, it's my dream to do so. This train coming through not only hurts me but hurts my family for the profit of a private organization and not for the benefit of Waller County. That's all I have to say.  | Economic Impact/Property Values |
| 1/6/2015   | Heather McKeown                             | We pay a housing premium to be able to live in this neighborhood and our most significant investment (and that of many others) is at risk with the proposed HSR route along 34th Street. There are several solutions to the HSR, assuming that it is even deemed a viable project, that will not affect the largely residential <5miles stretch along 34th Street. Why should the livelihood of an entire community be jeopardized for the profit of a few wealthy investors? Why not terminate the line north of the Houston city limits – where the rail is welcomed; can be utilized by employees of the new Spring ExxonMobil campus; near a large international airport; and close to existing and well-utilized Park and Ride lots;? Do you really think the folks who make regular trips between Houston-Dallas are also willing to ride a Metro bus or the light rail once they are dropped at an inner-city train station? It seems to me that little thought has gone into thoughtful planning of the HSR in a way that will result in a successful project for investors or the communities affected!  | Economic Impact/Property Values |
| 1/5/2015   | hjobinson                                   | You have every cause to be concerned. There has been a negative impact on property values in my neighborhood with just the prospect of the line cutting through it.   | Economic Impact/Property Values |
| 11/13/2014 | Howard Okin                                 | I am a land owner in grimes county.I have spent years developing my ranch,invested a large sum of money.You want to run a 200 mph train right thru my property.We are against what you are trying to do.You will kill my property value and the peace and quiet that we have here.Please do not continue with this plan.Find another route or invest your money elsewhere.  | Economic Impact/Property Values |
| 12/23/2014 | Howard Robinson                             | By reducing the number of private vehicles it will also result in less tax collected by the State of Texas on petrol sales, thus reducing the monies available for future road construction and maintenance in the State.<br>It is the intention of Texas Central Railway to lure travelers away from the airlines and onto the high speed train. This approach will result in the loss of numerous jobs in the aviation industry as well as in all the ancillary services connected with both the airlines and airports effected in Houston and Dallas. It will also result in a huge loss of income to the City of Houston from income derived from, and taxes levied upon, the airports which will adversely the economics of the area and cause a substantial reduction in the services presently provided.   | Economic Impact/Property Values |
| 12/23/2014 | Howard Robinson                             | The presence of this rail line will greatly reduce the value of the properties within the sub division and greatly affect the ability of residents to sell their homes if they are required to move locations for either employment or age related problems. In fact, residents will become virtually imprisoned in their present properties due to the rail line greatly reducing the resale value of their homes. Property values along the route would greatly decrease which in turn would mean a lowering of the county tax base. This loss of tax income will undoubtedly result in a reduction of services to the citizens of the effected counties.<br>By reducing the number of private vehicles it will also result in less tax collected by the State of Texas on petrol sales, thus reducing the monies available for future road construction and maintenance in the State.<br>It is the intention of Texas Central Railway to lure travelers away from the airlines and onto the high speed train. This approach will result in the loss of numerous jobs in the aviation industry as well as in all the ancillary services connected with both the airlines and airports effected in Houston and Dallas.<br>It will also result in a huge loss of income to the City of Houston from income derived from, and taxes levied upon, the airports which will adversely the economics of the area and cause a substantial reduction in the services presently provided. | Economic Impact/Property Values |
| 1/8/2015   | Ian Penfold                                 | TCR, with its niche downtown Dallas to downtown Houston business market, will have no economic benefit for the neighborhoods most affected.   | Economic Impact/Property Values |
| 1/8/2015   | Ian Penfold                                 | These neighborhoods have become particularly desirable places to live. Both longtime and new residences to the area will see a significant drops in their property values.  | Economic Impact/Property Values |
| 1/9/2015   | ibrother7                                   | What are the economic impacts to neighborhoods impacted by the HSR?   | Economic Impact/Property Values |
| 1/6/2015   | Imogene Giesinger                           | When the route leaves the BNSF about 2 miles south of Dobbin in western Montgomery County, veers to the east then rejoins the BNSF aboaut 2 miles + north of Dobbin it causes a devastating economic impact on this area.   | Economic Impact/Property Values |
| 1/9/2015   | Isabel Nart                                 | This route will ...lower property values and hurt a number of public properties, including a post office, city parks, & at least 2 schools, costing taxpayers. It could also increase flooding to the neighborhood (part of which is currently in the 100 year flood plane).  | Economic Impact/Property Values |
| 1/8/2015   | Jack van Zeelst                             | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will significantly lower property values not only for those neighbors living literally feet from the rails but also those several blocks in both directions.   | Economic Impact/Property Values |
| 10/22/2014 | Jackie King                                 | How does a rail line through a farm affect the overall value of the land not excluded in the easement?  | Economic Impact/Property Values |
| 12/3/2014  | Jacquelyn and Jeremy Hornell                | We completely oppose the bisecting of agricultural land, displacing residents, farms and businesses and encroaching on wildlife habitat and devaluing private property. My husband and I purchased property in Waller County in a gated community with incredible trees and wildlife. The proposed rail will run directly through our neighborhood along the utility easement and will be within 100 feet of our property line. We bought this property to build our dream home. I am a high school science teacher. How am I supposed to recoup losses from the devaluing of my property when this goes through?   | Economic Impact/Property Values |
| 12/3/2014  | Jacquelyn Hornell                           | I oppose the devaluing of my property ... Will I be compensated if my property value decreases as a direct or indirect result of this rail going within my neighborhood?  | Economic Impact/Property Values |
| 11/13/2014 | James Robert McEachern                      | I have worked day and night to acquire my small acreage and modest home, only to find out that my property is within the proposed route of the high speed rail in Leon County, Texas. It disgust me to know that a private entity may build a high speed rail adjacent, on, or above my property, which will certainly devalue my land...   | Economic Impact/Property Values |
| 1/6/2015   | Jamie Emory Trevino                         | There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?<br>1. Reduction in property value and the ability to sell property due to the impact of the rail line   | Economic Impact/Property Values |

| Date       | Contact Name         | Request/Comment   | Comment Topic                   |
|------------|----------------------|---|---------------------------------|
| 1/5/2015   | Jane Ann Durbin      | ...and the reduction of property values will be devastating. The stress and worry of having the property that we worked so hard to obtain changed so drastically is something that we never felt could happen in our great state of Texas.<br>We are asking that you please consider the information above. We will continue to contact others to protest and to protect our land. We will seek the right to live life in rural Texas without having the devastation that will be caused by the HSR project.  | Economic Impact/Property Values |
| 1/9/2015   | Jane Martin          | For all these reasons, it would also negatively affect property values.   | Economic Impact/Property Values |
| 11/23/2014 | Janet Davis          | Property values would be significantly reduced, and quality of life would be greatly diminished, with trains running almost continuously.<br>If a high-speed rail line must be built (and I don't know that it does), let it be along the I-45 corridor and include a station in The Woodlands or Conroe. That would at least make more sense.  | Economic Impact/Property Values |
| 12/2/2014  | Janet Jones          | Loss of valuation. Now our property is going to be less than what it is now. So is our tax dollars, our -- now our county and school districts will be making less money because our valuations are going down. Who wants to have a bullet train in their yard? I will be looking at a bullet train going by every 30 minutes -- did they say every 30 13 minutes, seven days a week that a train will be going by? That is not desirable.  | Economic Impact/Property Values |
| 1/5/2015   | Janet L. Davis       | We're opposed to the TCR HSR project as currently proposed. A few Public Scoping comments:<br>- My husband and I find it difficult to support an HSR system that is going to plow right through neighborhoods, whether in the city or rural areas, or that would require taking or otherwise destroying private land and farmland, etc. We live in a wooded subdivision called Saddle Creek Forest (400+ homesites with 60+ homes currently completed) that is located in Waller and Grimes Counties along the proposed "Utility Alternative." The lines would run through our subdivision, alongside (or maybe on top of) the community pool and other recreational facilities, a lake, a children's playground, a riding trail, and homesites. There would be no more quiet retirement life in the midst of nature. The local wildlife (including migratory birds) and residents' horses no doubt would be negatively affected by the noisy, vibrating, speeding trains.<br>Forest would have to be removed. <b>And property values would of course plummet.</b>  | Economic Impact/Property Values |
| 1/8/2015   | Janet Simoneaux      | The loss in property value for me, would be devastating. I purchased my home less than 8 months ago, using a significant portion of my personal assets to do so. This would cause a reduction in net worth and personal wealth for everyone impacted. Although it was stated that there would be an opportunity for compensation for loss of value, there is no guarantee, and the loss in property value is permanent. All of the homeowners whose property values would be affected are essentially contributing to the funding of this project, and I cannot afford to do so.  | Economic Impact/Property Values |
| 1/9/2015   | Jason Charles Dubose | Routing through these neighborhoods will impede or completely destroy these efforts and dramatically impact property values. Regardless of property values, routing a HSR through residential neighborhoods would significantly undermine our quality of life. This type of infrastructure is simply not compatible with our residential developments.  | Economic Impact/Property Values |
| 1/6/2015   | Jason Funderburk     | Once my neighborhood is ruined, and the home that I built in 2008 loses its value, who will compensate me for this large loss? Many families here have built and but a large investments in their homes.  | Economic Impact/Property Values |
| 1/8/2015   | Jason Funderburk     | Why are you choosing to route a bullet trian through a family neighborhood? #2 Why are you not choosing to build on/or around business/industry areas? If you do... what speed do you plan on going through my neighborhood? When you destroy the pleasntry of my neighborhood (Garden Oaks), who will compensate me for the loss in property value. When will a final choice/route selection be made? When would construction begin and end? What known and unknown health concerns exist to families living in close procmity to this powered rail way?   | Economic Impact/Property Values |
| 1/7/2015   | Jason Tan            | I strongly support the HSR to Houston. I believe it would reduce traffic and improve property values by improving access to the area. I believe that with new technology the trains can be made to be unobtrusive and quiet. I look forward to riding this train to Dallas.   | Economic Impact/Property Values |
| 1/6/2015   | Jason Theriot        | Instead, the 50-foot elevated rail lines, constant noise pollution, construction and regular maintenance, and accidents would lower property values and harm the viability and livability that these neighborhoods have worked so hard to achieve.  | Economic Impact/Property Values |
| 1/9/2015   | Jaunda Payne         | If homeowners lose the value of their homes/property as a result of the new HSR - how will this be corrected? It is likely that we will be able to see the 40'-50' high structures of the HSR from our home and definitely in our subdivision of Candlelight Oaks - the visual impact of the constantly running train and the potential sound of the train will absolutely deem our homes unsellable and equally as important uninhabitable. This will surely affect multiple communities along the trains pathway.<br>HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Economic Impact/Property Values |
| 1/8/2015   | Jeff Magee           | The following are specific to the proposed route of BNSF Option 1 within Harris County's west bound section between I-45 N and White Oak bayou.<br>1. The effects of floodplain impact considering the amount of concrete needed to support such an elevated structure need to be evaluated. Existing city drainage projects are changing the floodplain for the neighborhoods impacted by the above noted section of HSR route option. <b>Further changes can negatively impact residents on property value</b> , vehicle access due to increased flooding, and inability to maintain indigenous plants and animals.   | Economic Impact/Property Values |
| 1/9/2015   | Jeffrey C Fye        | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>Property Values - Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.<br>Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. | Economic Impact/Property Values |
| 12/9/2014  | Jen Ledesma          | The development of the high speed rail will create local jobs with private investment improving Texas transportation while decreasing the overall environmental impact by reducing flights and personal vehicle transportation.<br>However, as a resident of the Garden Oaks Court neighborhood located in Houston, TX (77018), the BNSF Option 1 route will negatively affect my personal quality of life and the value of my property. The frequency of the train passing only a block from my house every half hour from 5AM to 11PM will cause constant noise and vibration every moment in my life. Due to the proximity of road crossings, the train will likely be elevated near the neighborhood, and will become an eyesore for all the home owners and local businesses. The noise, vibration and poor aesthetics will cause sharp declines in property values and investments for local businesses and home development will suffer.   | Economic Impact/Property Values |
| 1/6/2015   | Jennifer Funderburk  | These two routes run through neighborhoods in Houston undergoing massive revitalization efforts and these routes would undermine these efforts as well as have a negative impact on property values in these areas.   | Economic Impact/Property Values |
| 12/17/2014 | Jennifer Garcia      | Creating what will essentially be a freeway through the middle of these neighborhoods will not only decrease property values but will have a significant impact on the quality of life of its residents and future growth potential.  | Economic Impact/Property Values |

| Date       | Contact Name            | Request/Comment   | Comment Topic                   |
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| 1/5/2015   | Jennifer Hayes          | I strongly believe this proposal will cause property values in Northwest Houston to decline dramatically. This is an area that has been growing exponentially in recent years due to the great location, good schools, and supportive community, which will likely be negatively impacted by a high speed rail. Further urban redevelopment in the area will be hindered by this proposal. Texas Central Railway has not provided an adequate study of what impact an elevated rail system will have on the surrounding property values.  | Economic Impact/Property Values |
| 1/8/2015   | Jennifer Smith          | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.  | Economic Impact/Property Values |
| 1/8/2015   | Jerry Peruchini         | As the City of Houston's Mayor Pro-Tem and Council Member representing District H, I write to express concerns with the currently proposed routes for Texas Central Railway's proposed high-speed rail line connecting Houston and Dallas. While I am a proponent of innovative transportation concepts like the high-speed rail line and envision a very successful Houston – Dallas connection, it is imperative that my constituents are able to have their concerns addressed before any further action is taken.<br>Over the last few months, Houstonians have become informed on the proposed high-speed rail line through a series of presentations to our City Council and to our communities by the private Texas Central High-Speed Railway. While I commend Judge Robert Eckels and their entire team for their efforts to inform our citizens and to hear community concerns, I would like to see comprehensive plans that address major issues raised by District H residents, some of which are:<br><b>Potential for decreased property values and burdensome right-of-way acquisitions.</b><br>Blighted neighborhood aesthetics caused by the elevated rails running continuously each day.<br>Noise pollution and vibrations caused by the proximity of the proposed routes to our neighborhoods.<br>Lack of interconnectivity to existing public transit options, lack of consideration of existing neighborhood transportation plans.<br>As this proposed project moves forward, I would like to encourage Texas Central High-Speed Railway to address the concerns recapped above and to take advantage of existing major transportation corridors like I-610 and I-45 to connect Houston and Dallas. As our cities continue to grow, this increased interconnectivity has the potential to positively impact our entire state; let us ensure that our communities remain at the table throughout the process.<br>Should you have any questions, please do not hesitate to contact me directly.  | Economic Impact/Property Values |
| 1/7/2015   | Jewett Brown            | The proposed high-speed train would definitely bring property values down. Who in the world wants to move to a noisy neighborhood?  | Economic Impact/Property Values |
| 12/18/2014 | Jill Moorhead           | This route will almost certainly reduce property values in Oak Forest and Garden Oaks, areas that are currently experiencing somewhat of a renaissance. It would be a shame to reverse the good trajectory of a community and damage many families' peace of mind when other train routes are available.  | Economic Impact/Property Values |
| 1/8/2015   | Jill Moorhead           | However, I still have significant concerns about the proposed route traveling near 34th street through the Oak Forest/Garden Oaks area, where I live. I think this is likely to lower property values in the immediate area and may have an impact on surrounding neighborhoods. This is particularly unfortunate since our area of town has been experiencing somewhat of a revival in recent years.   | Economic Impact/Property Values |
| 1/9/2015   | Jim Pauloski            | Please accept this email as a public comment on this matter, and factor the points into the FRA's considerations of the routing for the Houston-Dallas High Speed Rail. At the public forum in Houston on Monday, 5 January, 2015, Mr. Robert Eckels made a statement that caused me great concern. He stated that he preferred the route through near-north Houston, across the BNSF ROW, over the route that comes in from the Northwest, and runs along I-10 / Washington corridor, because the I-10 / Washington route requires that TCR acquire property, and the BNSF route does not. Yes, because TCR would not have to buy out properties, Mr. Eckels suggests that the BNSF route is a better deal for property owners. This is not a better deal. I request that the following perspectives be taken into account. As and when such a project requires acquisition of private property, the property owners must be compensated, at fair market value. There are reasonable checks and balances to ensure that property owners subject to loss of property for the good of the community are compensated fairly. We must re-frame the argument, and consider the impacts to property owners on a comparable basis, and ensure that investors must act responsibly and equitably across all scenarios. It is easy to say that the BNSF route does not require TCR to outright acquire parcels of property. And it may be that no properties must be condemned, and the owners compensated. However, the TCR would be, in very real terms, acquiring portions of each property owner's asset. But at no cost to them. If a property along Washington is condemned, the owner walks away with the fair market value of his or her investment. Granted, being forced to move is not a desirable outcome for most. But the owner suffers no financial loss. If a property along the BNSF route is impacted, as thousands and thousands surely would be, the property owner sees his/her value decreased, yet gets no compensation from the investors who profit. In essence, these property owners have had a portion of their asset condemned. Perhaps 25%. Or 33%. Or 50%. This is likely to be a big number. I am still gathering details, but offer the following as a conservative starting point for the conversation. At least 10,000 homes are in the neighborhoods directly affected, including Garden Oaks, Oak Forest, and many others. These homes have significant market value, averaging \$400,000-500,000. The market value of these homes easily adds up to \$4 to \$5 Billion. A 25% impact to home values translates to an economic loss of \$1 Billion. Knock-on effects to area businesses drives this number up further. I fear that current laws provide no requirement for investors to compensate property owners for such economic impairment. I request your careful consideration of our concerns. | Economic Impact/Property Values |
| 12/3/2014  | Jimmy Fogarty           | I want to put in my vote for no bill. Sometimes the very best comments have already been made this evening echoed by many people, but I do evaluate the benefit versus the impact. I really wouldn't evaluate which station's best, which route's best. We all know that this affects tons of families. Just think mile by mile as you drive through your car and the different property owners that you pass along the way, not that 240 miles. Just think from driving from here to Magnolia how many you pass. Now, magnify that to Dallas. How many families are affected? How many communities are affected? Will you be driving from Tomball to Houston? An hour-and-a-half to catch a 90-minute train to go to Dallas and go through all the inconvenience of that. This community is not going to be benefitting by using this rail. If you're in Magnolia, Buffalo, Centerville, you're not going to be benefitting by that. You're going to be affected by it, but you're in the benefit from it. It's affecting families that have had their properties for 75 years, three generations. And it's not just going to affect the next generation. It's going to be affecting generation after generation after generation. The usage for those communities may be none. You made an excellent point earlier. Are you going to be stopping in Buffalo to get a burger? Are you going to be supporting those communities if you drive through them? They have no benefit whatsoever. The usage -- does the usage outweigh it? I've already pointed it out. These communities that are not downtown Houston and that are not downtown Dallas and those people are not using it. So you're affecting tons of citizens of Texas for generations to come, and the usage just doesn't equalize. I vote for a no bill.   | Economic Impact/Property Values |
| 1/9/2015   | Jimmy Fogarty           | The Proposed high speed rail in Texas Will negatively affect thousands of citizens in multiple counties across Texas. Yet Those same citizens and counties will receive no benefits from this private equity project. For the counties, cities and communities themselves, any commerce that these communities could have benefited from by vehicle traffic will be lost. Hotels, convenient stores, restaurants and cafés, and travel related attractions will no longer see those visitors.   | Economic Impact/Property Values |
| 1/9/2015   | Joellen Snow            | detrimental to property value,...   | Economic Impact/Property Values |
| 12/3/2014  | Joey Frederick          | 2. If the project follows the BNSF line, any and all property will already be cross sectioned by the existing BNSF line and minimize the impact on property owner.  | Economic Impact/Property Values |
| 1/8/2015   | John and Barbara Arnett | This project would have an immediate negative impact on property values. It seems to be a very incongruous area to place a high-speed train with its large footprint and all that goes with it. The BNSF route may be the most economical for TCR, but the money they will save will come out of our pockets.   | Economic Impact/Property Values |
| 1/8/2015   | John and Cindy Bartos   | We believe that there will be impacts on property values in the neighborhood, there will be noise and vibration impacts, safety and quality of life impacts, impacts to wildlife in the many parks and natural areas in which it will travel.   | Economic Impact/Property Values |

| Date       | Contact Name                | Request/Comment  | Comment Topic                   |
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| 11/13/2014 | John Huffman                | Cost should not be the final factor to determine the best route. The two preferred routes at this stage will cause considerable fragmentation of the landscape and production lands the cities of Houston, Dallas, and Austin depend on. The services these rural lands provide to these communities should also be considered in the cost analysis. Consider the economic value that the lands along the proposed routes provide for purifying the air and water which are at the head of several public drinking water sources for Houston, Dallas and others communities. Also consider the value of the recreational loss the rail may cause to lands used for hunting, fishing, or other non-consumptive uses. Consider the value of the agricultural crops, livestock and energy production that comes from these lands. Projects like this seem to always choose to "inconvenience" the smaller populations rather than those of larger population centers.<br>It is not justice to force the direct impacts to be bore by the rural communities like Done and Teague inordinately. The rail provides no benefit to the rural communities through which it passes. It provides no long term jobs, only transient construction jobs most likely staffed by residents of the larger cities of Houston or Dallas etc. It adds no value to the landscape it bisects in rural communities. The communities of Dallas and Houston, principally served by this rail should also share the "inconvenience" and societal costs of the HSR line if it proceeds.   | Economic Impact/Property Values |
| 12/4/2014  | John Richard Bond           | My wife Nancy and I live in Saddle Creek Forest. It's a gated acreage community consisting of over 400 residences. The subdivision straddles the county lines between Grimes and Waller counties and one of the proposed HSR routes bisects our community. Over 100 homesites as well as our main entrance, one of our lakes, riding-in-nature trails, and two parks fall within this corridor on either side of this proposed route. We chose Saddle Creek Forest because of its peaceful natural setting. Our residents run the gamut from young couples with school-age children to senior citizens all living in harmony, most of the time, with each other and with nature. Over the last three days, we've heard a great deal of talk about the negative impact a high speed rail system will have on many areas of our state. I believe all of these concerns are valid and based on real issue and accurate information. If I may, however, I would like to focus on two realities regarding the creation of this system: noise pollution and <u>property values</u> . An article accomplished in the Southern Medical Journal titled, 'Noise pollution: the Modern Plague,' stated, "Greater annoyance has been observed when noise is of low frequency, is accompanied by vibrations that contain low frequency components. Annoyance is greater when noise progressively increases rather than remaining constant. Average outdoor residential day/night sound levels below 55 decibels were defined as acceptable by the Environmental Protection Agency." In the study regarding the building of high speed rail in California, it was determined that a high speed train traveling at approximately 200 miles per hour would produce a noise level in excess of 971 decibels; 2 The effect of noise pollution railways studied; 3 expressed -- exposed to high level noise interrupts sleep; 4 and adds stress to a person's life as well as how many; 5 times have we talked about this, reducing quality of; 6 life. Sleep loss causes lost productivity, distraction; 7 and high blood pressure. I can attest to the high blood; and 8 pressure since I heard about this two weeks ago. | Economic Impact/Property Values |
| 12/4/2014  | John Richard Bond           | Over the last three days, we have heard a great deal about the negative impact a high speed railway system would have on many areas of our state. I believe all of these concerns are valid and based on realistic and accurate information. If I may, however, I would like to focus on two realities regarding the creation of this system. NOISE POLLUTION AND PROPERTY VALUES.<br>One California study on high speed railway calculated that property values along the route would be adversely affected. The result of the study was that the two routes to be considered would follow existing Interstate Highway system right-of-ways. The construction of California's HSR, which was approved in 2008, has yet to be started, due in part to multiple law suits filed by many concerned citizen groups, churches, school districts, and local governments. Their anticipated costs have also skyrocketed, due to changes that had to be made in order to win approval.  | Economic Impact/Property Values |
| 1/9/2015   | John Soh and Silvia Unzueta | Construction of the rail line through Saddle Creek Forest can only result in the lowering of property values, a loss of wildlife habitat, restrictions on how we use the amenities and a reduction in the quality of life which was a factor when I originally purchased my property.<br>Lowering of property values will result in a reduction of the tax base which will reduce funds available for schools, roads, EMS and other services at present provided by the Counties effected.   | Economic Impact/Property Values |
| 1/8/2015   | Jon Kane<br>Erin Kane       | I am writing to comment on the prospective Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. My wife and I recently purchased and restored a late 1890's vintage home in the (newly zoned) High First Ward Historic District. Our home on Crockett Street lies only feet from the proposed right of way on the current Union Pacific track that runs through the Washington Avenue corridor (along Winter St).<br>I would like to start by saying that I greenly support both mass transport and rail. The project undoubtedly has the potential for great economic impact to our region BUT I am greatly troubled by the current proposal with regard to the "last mile" in Houston. Running the line down the Union Pacific rail track that runs through the Washington Avenue corridor, which I understand is your preferred option, will be highly problematic. The available information indicates that an 80-foot right-of-way is required. The existing right-of-way is much narrower than that; in the First Ward, where it runs right down the middle of Winter Street, it's approximately 24 feet. But acquisition of additional right of way would decimate the properties on either side of Winter Street. I am deeply concerned about the negative impact that the rail line would have on one of the oldest neighborhoods in the city.  | Economic Impact/Property Values |
| 1/8/2015   | Jon Kane<br>Erin Kane       | The edge of the new Historic District lies half a block from where the proposed line would run (our house is the first in the district). Many people are diligently making investments to save these homes; the proposed plan along winter street would cripple this effort. It is my belief that this proposed plan (and the accompanying infrastructure) would disturb the visual integrity of the area and foster an artificial division.<br>The neighborhood's identity as an arts district and home of a Historic District would be irreparably compromised should this proposal be accepted.   | Economic Impact/Property Values |
| 1/9/2015   | Jonathan Lyssy              | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>Property Values – Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.   | Economic Impact/Property Values |
| 12/2/2014  | JT Spurr                    | The last part of that is my property value that I've worked very hard for will go down with a 200-mile-an-hour train flying by.  | Economic Impact/Property Values |
| 12/1/2014  | Judge Byron Ryder           | The thing that I've talked about is I've gone to and talked to appraisal districts. I've talked to appraisal people. I've talked to realtors. Not one of them, not one of them have told me it'll increase our appraisals. All of them have said it'll decrease the appraisals. Reality of all this is the reality. They say that people will not want to come to a county where there's trains running through each county like there will be here. They sure won't want to buy land next to a train track. So if you've got land that's going to be next to the track, you've got a problem trying to sell it if you decide you want to move somewhere.  | Economic Impact/Property Values |
| 1/7/2015   | Judi Foster                 | It will decimate land values in that area!!<br>The route needs to be up IH-45!!!!  | Economic Impact/Property Values |
| 1/9/2015   | Judith Roesler              | It will devalue our property just when our property value is increasing, due to revitalization of our neighborhood. I am opposed to all BNSF options.  | Economic Impact/Property Values |
| 1/8/2015   | Julia Nolte                 | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>; it will also lower the value of the property.   | Economic Impact/Property Values |
| 1/9/2015   | Julie Falcon                | hurt small businesses in the area. All of this eventually leads to lower property values which means LESS taxes for the county!  | Economic Impact/Property Values |



| Date       | Contact Name      | Request/Comment   | Comment Topic                   |
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| 1/9/2015   | Julie Villaescusa | Elevated trains create slums, not commerce<br>Mr. Eckles said that perhaps shops and restaurants could flourish underneath the train in the Washington corridor. This is ridiculous. For one, there will be a freight train underneath the bullet train. The same type of commerce that is currently found underneath our freeway overpasses will be found under the bullet train – homeless encampments and panhandling. Mr Eckles provided some nice pictures of the bullet train. It will end up looking more like this: <a href="https://gma.yahoo.com/photos/local-train-moves-elevated-track-over-slum-area-photo-155842871.html">https://gma.yahoo.com/photos/local-train-moves-elevated-track-over-slum-area-photo-155842871.html</a><br>Agreements that limit the train to terminating in the CBD<br>Mr. Eckles indicated that they had contracts that require them to build the train station in the Central Business District. These agreements should not enter into any decisions about the best route. Mr. Eckles himself could be the person that added that clause the contract. Our neighborhoods should not be sacrificed so that 9 or ten investors can make a lot of money. If the train can't be built if the Houston station is outside the 610 Loop, then it can't be built.<br>The historic First Ward – with a designated Historic District and marked Historic buildings – is known for its outstanding views of downtown. The bullet train will destroy these views. The bullet train will make every home in First Ward worth less. The bullet train will make the First Ward worthless.  | Economic Impact/Property Values |
| 12/5/2014  | Juliet Mellenger  | Builders are starting to build million dollar homes here, as it's a prime Houston location. All that will end if we have a train.   | Economic Impact/Property Values |
| 1/9/2015   | K Gahm            | My specific areas of concern with the proposed high speed rail route along the BNSF rail corridor include:<br>For most individuals, their home is their largest financial investment and if the Texas Central Railway (TCR) high speed rail line was built within the neighborhood, it would decrease home valuations and be financially devastating to homeowners. Money invested in our homes, many of them quite substantial in value, would be at risk. The ability to sell a home that is within a mile of the proposed high speed rail route would be reduced and the price would need to be discounted. At the most recent community meeting, one citizen stated that she'd spoken to a real estate appraiser in our area and that merely the rumor that the rail line was a possibility already decreased home values between \$10,000 to \$20,000.<br>Mr. Robert Eckels, president of the TCR has stated at multiple community meetings that there would be the possibility of payments to homeowners from TCR that suffer economic losses related to the high speed rail line. It was not stated, but clearly implied, that this was a possibility, not a guarantee. What is guaranteed is that the city and county will experience reduced property tax revenues for the many homes that will drop in value. When I mentioned this at a recent meeting, Mr. Eckels countered with a statement regarding tax revenues that would be brought to the area as a result of the TCR. Locating the station outside of the downtown area would avoid reduction in property tax valuation and would not impact the TCR's ability to do business in the Houston area, generating jobs and tax revenues. Houston needs to have adequate tax income so that services and capital improvements can be made to serve citizens now and in the future as the area grows in population. | Economic Impact/Property Values |
| 1/9/2015   | Karen Francis     | In planning for my retirement, I bought my home due to its appreciating market value, so I could sell in 15 years and use the gains as my primary retirement fund. Per HLAO, between 2009 and 2014, my property's appraised value has increased 41 %, from 312,865 to 441,818. If the HSR is built behind my house, my property value will significantly decrease, end.. i will not have the planned retirement funds available on which to live. Although Mr. Echols could not specifically answer why HSR would not go up the Hardy toll route, as a CAA, I know it is about the money. This private entity is not willing to pay .. that rail system wants in compensation His entity want to have a ... cost railway use down the tax payees' throats; Those of us who live in significant ... neighborhoods. This is unacceptable! In closing, I am opposed to the 34th Street BNSF HSR "preferred" option!  | Economic Impact/Property Values |
| 1/9/2015   | Karen Francis     | In planning for my retirement, I bought my home due to its appreciating market value, so I could sell in 15 years and use the gain as my primary retirement fund. Per HCAO, between 2009 and 2014, my property's appraised value has increased 41%, from \$ 312,865 to \$441,818. If the HSR is built behind my house, my property value will significantly decrease, ensuring I will not have this planned retirement funds available on which to live.  | Economic Impact/Property Values |
| 11/13/2014 | Karrie Isbell     | <u>Also I do not see any possible revenue from this endeavor that will benefit anyone in this county, this area, or the state.</u>  | Economic Impact/Property Values |
| 1/9/2015   | Katherine Stinson | ... impact on home/land values for these revitalizing neighborhoods.  | Economic Impact/Property Values |
| 1/9/2015   | Katherine Wyrick  | The potential for decreased property values in the neighborhood, which have been rising dramatically in recent years due to revitalization - the rail would likely cause home values to plummet, thereby affecting countless families, retired citizens and other individuals.<br>I strongly encourage you to consider alternate routes!  | Economic Impact/Property Values |
| 1/8/2015   | Kathleen Dix      | As stated earlier, I have lived here since 1977 and have seen my house appreciate in value. Now I'm afraid that this track will make potential buyers hesitate to buy my house so close to the line. The appearance of the pylons alone would keep that fact in front of them in spite of all the trees surrounding my house.<br>I don't think that I should be asked to sacrifice my investment in my house so that Texas Central Railway doesn't have to spend money on acquiring right of way.   | Economic Impact/Property Values |
| 1/8/2015   | Kathy             | The potential for decreased property values in the neighborhood, which have been rising dramatically in recent years due to revitalization - the rail would likely cause home values to plummet, thereby affecting countless families, retired citizens and other individuals.<br>Blighted neighborhood aesthetics caused by elevated or street level rails.<br>The potential for loitering, engaging in illegal activity, sleeping by those who are homeless, and other potential activities that could occur in areas under the rail that are not continuously monitored.<br>I strongly encourage you to consider alternate routes!   | Economic Impact/Property Values |
| 1/8/2015   | Kathy Huber       | Our homes are our lifetime investments, where we've raised and are raising our children. For years, we've been working to revitalize our communities, and we've made such progress. We ask that you not allow the economic destruction of what we've worked for or the destruction of our quality of life. Our home values would bottom out; no one would ever buy them. We could not even enjoy sitting in the back garden much less trying to get a decent night's sleep. We lose. The rail investors win if high speed rail travels down 34th street toward downtown Houston.  | Economic Impact/Property Values |
| 1/10/2015  | Kay Zepeda        | the negative effect the railway will have on property values for the neighborhoods.   | Economic Impact/Property Values |
| 12/29/2014 | Keli Call         | and the loss of income from the loss of property. Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.  | Economic Impact/Property Values |
| 1/8/2015   | Kelly Gaines      | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.   | Economic Impact/Property Values |
| 1/8/2015   | Kelly Gaines      | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.   | Economic Impact/Property Values |

| Date      | Contact Name                | Request/Comment  | Comment Topic                   |
|-----------|-----------------------------|--|---------------------------------|
| 1/8/2015  | Kelly Lutz                  | I truly feel that all of the public efforts to fight the development of the high speed train is nothing more than an effort in futility and that our opportunity to express our thoughts are falling on the deaf ears of investors who really don't care about the public's opinion unless it supports their efforts to make money. This really seems to be a case of "You can't fight City Hall/Big Business." As a very passive and typically, quiet and unassuming person, I have to say this is a situation that I cannot be quiet about and would be against the project even if it did not impact my personal property. I do not own a big ranch in central Texas and have been informed that those who do will be compensated for their property loss. It is impossible to calculate the loss that my residential lot and accompanying home would face irrespective of the financial deficit. There is no price to pay for the loss of peace in a family home.<br>I will actively stay involved and continue to voice my opposition to this project, and hope that the voices of many who feel the same way that I do will make an impact on your decision because it is painfully obvious that the decision that you make will certainly have an impact on us. It would be nice to think that there is some compromise, but again, that takes trust, and I seem to be losing mine.   | Economic Impact/Property Values |
| 1/8/2015  | Kelly Lutz                  | However, I am thoroughly concerned about the impact that a high speed rail (raised 40 feet in the air with continuous traffic) would have on the economic and physical character of our property, as well as our neighborhood, parks, and small businesses that surround us. I cannot imagine what will happen to the value of our property if the high speed rail runs behind our house, through our neighborhood and others, past our parks, schools and small businesses and churches. Is there anything sacred, meaningful and worth maintaining throughout the Houston landscape, or is every piece of vacant land an opportunity to build more in the name of making money?  | Economic Impact/Property Values |
| 1/8/2015  | Kelly Lutz                  | I cannot imagine what will happen to the value of our property if the high speed rail runs behind our house, through our neighborhood and others, past our parks, schools and small businesses and churches. Is there anything sacred, meaningful and worth maintaining throughout the Houston landscape, or is every piece of vacant land an opportunity to build more in the name of making money? Is there any integrity, sense of pride, preservation, and desire to maintain the very few small places of beauty, peace and tranquility that Houston has left? Or is the desire to make a profit while marginalizing the places where people live, work, study and worship more important?<br>I truly feel that all of the public efforts to fight the development of the high speed train is nothing more than an effort in futility and that our opportunity to express our thoughts are falling on the deaf ears of investors who really don't care about the public's opinion unless it supports their efforts to make money. This really seems to be a case of "You can't fight City Hall/Big Business." As a very passive and typically, quiet and unassuming person, I have to say this is a situation that I cannot be quiet about and would be against the project even if it did not impact my personal property. I do not own a big ranch in central Texas and have been informed that those who do will be compensated for their property loss. It is impossible to calculate the loss that my residential lot and accompanying home would face irrespective of the financial deficit. There is no price to pay for the loss of peace in a family home. | Economic Impact/Property Values |
| 12/1/2014 | Ken Cope                    | Secondly, if we look at the economic development piece of it, as you heard Mr. Hiles speak just a few moments ago, the only economic benefit is going to be to Dallas County and Harris County at the expense of the other counties in between. Ellis County is going to be dissected in numerous ways. When we look at transparency, we look at tax effect. Who's paying for a first responder response team? Who's paying for security elements for those? Where is the tax base? There's no tax benefit within Ellis County, so Ellis County is going to lose from the socioeconomic and the environmental side of this project. Lastly, I am in favor of economic development for this community and for Ellis County. We're here today talking about Ellis County. I raise myself in opposition to this project as a private corporation with absolutely no transparency as to who the owners are, the benefactors, and what is the cost to us as citizens.   | Economic Impact/Property Values |
|           | Ken Navarro                 | Although I value the attempt to provide alternative transportation options, I strongly believe that building a HSR line through First Ward would have a devastating impact to the community and to the economic value of this neighborhood.  | Economic Impact/Property Values |
| 12/1/2014 | Kenneth C Kern & Assoc Inc. | I am sure that property values will decline and potential oil and gas development will be curtailed.   | Economic Impact/Property Values |
| 1/9/2015  | Kevin and Liz               | The plan to place it in our neighborhood at an elevation that will likely result in increased noise without the benefit of lower elevation buffers (trees) will likely hurt the property values of many people in the area at the enrichment of few.   | Economic Impact/Property Values |
| 1/9/2015  | Kevin J. Fogarty            | House property values are expected to be negatively impacted due to the highway-like structure in the middle of an urban area, the blocked views of downtown and the decreased walkability of the area. Eminent domain can and will be used to tear down homes and businesses. This would increase the chance of receiving below market value for your home.   | Economic Impact/Property Values |
| 1/9/2015  | Kevin Mineo                 | Garden Oaks/Oak forest is a re-developing area, a lot of people are moving and building in this area. Needless to say the home values have risen in value and I have personally put a lot of money into our new house being constructed there, which in turn generates a lot more tax revenue. However if the HSR comes through the neighborhood twice an hour, the prices are sure to fall, and my neighborhood could take a turn for the worse. I already now friends who have stopped their renovation plans and moving plans because of this threat. Why should we let another one of our historical neighborhoods fall.   | Economic Impact/Property Values |
| 1/9/2015  | Kevin Shannon               | The proposed HSR will add to noise pollution and increase the unsightly presence of the RR in our neighborhood. Because of the noise pollution and awful appearance of a RR (40 feet in the air), home values will fall along with tax revenue from the area. This would come at a time when Houston needs more revitalization of older inner city neighborhoods.  | Economic Impact/Property Values |
| 1/1/2015  | Kevin Warzon                | the loss of income from the loss of property. Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.   | Economic Impact/Property Values |
| 1/9/2015  | Kim Smith                   | I am writing to you as a Leon County, Texas homeowner to inform you of my opposition for the High-Speed Rail ("HSR") routes under consideration of Federal Railroad Administration and Texas Department of Transportation. I believe this would negatively impact my community.<br>A HSR train frequently running through this county would be detrimental to homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. The route(s) could reduce homeowner privacy and be generally out of place with the traditional rural lifestyle of our county. All this would lower the quality of life for residents as well as lower local property values. Furthermore, all of the routes will negatively impact property owners depending on annual deer hunters to lease land, not to mention coon hunters and hog hunters. Also, I just can't imagine the loss of land use whether it is the loss of trees or grass or just loss of use of property. Also, the county would have to relocate so many county roads. Therefore, the decline in property values from leveraging the HSR would likely cause a hardship on the county and taxpayers.   | Economic Impact/Property Values |
| 1/9/2015  | Kimberly Kay Lopez          | Oak Forest is currently in a revitalization period with restoration of classic 50s homes and new homes being constructed in the 800000 to 1000000 range. This project would greatly impact real estate values and all but squash this new revitalization effort. Again, as a property owner and tax payer I oppose the proposed route of this high speed rail. Please listen to people who would be actually impacted by this effort   | Economic Impact/Property Values |
| 1/9/2015  | Kristi M. Grizzle           | 3. No data has been presented to show how the HSR will affect property values if built through our neighborhood.   | Economic Impact/Property Values |
| 12/2/2014 | Kurt Watzek                 | Also, the economic impact that it will have on all the land or the values of the land for all the people that have bought in there and put up houses that have a value today that won't be the same value tomorrow if that train comes right through there at 200 miles an hour, through the property. So we definitely have some concerns.  | Economic Impact/Property Values |
| 1/6/2015  | Kurt Watzek                 | The obvious reasons for our objection to the location of the line include the devaluation of ours and all of our neighbors property values. We moved to Waller County to escape the city and enjoy the benefits of the country life. We invested a large portion of our savings to purchase property of our dreams. Having a 200+ mph rail line within a stones throw of our home will definitely devalue our home immediately and I will not let this happen. I will use every legal means to have the location of these rail lines be rerouted away from our home.   | Economic Impact/Property Values |

| Date       | Contact Name           | Request/Comment  | Comment Topic                   |
|------------|------------------------|--|---------------------------------|
| 1/7/2015   | Kyle Lutz              | I am writing this letter to express my concerns with the Texas Central Railway's proposed route for the high-speed rail in my area. The exact route that I am opposing is down 34th Street that eventually ends in downtown Houston. This route would pass directly through neighborhoods that have been long established and in recent years have become highly desirable areas to live as well as promoted the growth of countless small business. These "revitalizing" areas would be dramatically affected by this monstrosity of a rail system. Housing values, as well as resident's quality of life would be destroyed if this train is allowed to be built.  | Economic Impact/Property Values |
| 1/10/2015  | Kyle Lutz              | This property backs up directly to the train tracks and would be all but worthless if this route is chosen.  | Economic Impact/Property Values |
| 11/11/2014 | Lacie Goolsby          | The HSR would also ...devalue private property.  | Economic Impact/Property Values |
| 1/9/2015   | Lad Tufo               | I'm writing this email with a heavy heart. Since I purchased my home, I've been relying on this investment to eventually take me out of poverty. My mother is a teacher and my dad a preacher, so needless to say, I never had a lot--but my home. This is my biggest investment. I know it will never make me rich, but it will provide me a way to live more than just paycheck to paycheck. If you build this railway along 34th street, my property value will decrease. There's no debating this. It will. You and I both know this. As will other property owners, and the once thriving Houston will spiral downwards...again.  | Economic Impact/Property Values |
| 1/13/2015  | Larry Jacobs           | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |
| 1/9/2015   | Laura Denning          | Many residents are very concerned about the negative impact the planned Texas Central Railway high speed rail route along the Burlington Northern Santa Fe tracks in Oak Forest and Garden Oaks in Houston will have on homeowner's property values. Some residents have lived there for 30 or 40 years, and have their entire life savings invested in their homes. Others are younger people, who may have purchased their first home, in anticipation of living in a family-friendly neighborhood, and seeing their investment grow in value. Without question, the TCR's planned route along 34th Street in northwest Houston will destroy much of the equity that homeowners along the route have accumulated. The president of the TCR believes that he and his partners have no accountability in this matter. At one town hall meeting, a homeowner said that realtors have told her that her home will lose 20% of its value, and asked Mr. Eckels what his plan is to compensate her. His response: "We will consider this on a case-by-case basis, and I'm not familiar with the specifics of your situation." A home builder owner then stated that his company had purchased land to construct 80 homes, which now turn out to be directly adjacent to the TCR's route. He asked how the high speed rail line would affect his ability to market and sell those homes to prospective homeowners. The president of the TCR responded by ignoring his question and changing the subject, saying only that there would be no impact whatsoever. Do not let the TCR build its rail line in North Houston! | Economic Impact/Property Values |
| 1/7/2015   | Laura Havel            | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods. * Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Economic Impact/Property Values |
| 1/13/2015  | Laura Rahman           | In theory, this new rail line seems like a wonderful idea. A quick, inexpensive method of traveling between two major cities in Texas would be a godsend for many who have frequent business in both locations, and may increase tourist dollars spent in both locations. For the businesses and residents along the proposed path, however, this would be a nightmare. Garden Oaks enjoys not only a quiet, deed restricted neighborhood in a prime location in Houston, but it also has had steadily increasing property values and new construction. The high speed railway would completely destroy the property value in the neighborhood.  | Economic Impact/Property Values |
| 1/8/2015   | Lauren Anderson        | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |
| 1/1/2015   | Lauren Michaelides     | My major concern with regards to this project surrounds the assumption that the train should come into Houston's Central Business District. Likely many others have commented on the destructiveness of the two routes proposed by TCR- one going down Winter Street and the First Ward; the other through the Oak Forest area. Both of these neighborhoods have heavily gentrified over the past years with enormous investment made by homeowners and businesses along the proposed routes. In the First Ward, the Winter Street route takes the train a half block from the High First Ward Historic District, slices through a major Arts District which is home to hundreds of artist studios, and would irrevocably devalue residential properties which have been located to take in dramatic views of downtown. These very views would be eradicated by the height of the high speed rail.   | Economic Impact/Property Values |
| 1/6/2015   | Laurie Clothier        | We are highly opposed to this project entering dense, residential communities. This will ...reduce values of our homes.  | Economic Impact/Property Values |
| 1/8/2015   | Laurie Hazzard         | If the HSR is approved on the proposed red route, it will go through my subdivision 1/2 block from my home. My neighbors & I are opposed to this route as it will dissect our community. The elevated structure an HSR will require along this route will require massive concrete pylons, plus higher electric cabling structures reaching 30-40 feet tall. That is not compatible with a residential development in America. Such infrastructure will negatively affect the land & property tax value in my neighborhood which the train will not serve directly.  | Economic Impact/Property Values |
| 1/9/2015   | Lawrence B. Echterhoff | As with many areas close to downtown Houston, this area has been undergoing a revival in interest as a residential neighborhood with older homes being either restored or replaced with new, high density housing. A significant amount of the area has been rebuilt with attendant increases in property values. A number of commercial spaces have been repurposed as artist studios. The first ward now encompasses a recognized Art District as well as a designated Historic District. It is essential that any consideration of a TCR route through this area take into account the most current and planned status of this neighborhood revitalization as well as current property values.  | Economic Impact/Property Values |

| Date       | Contact Name         | Request/Comment  | Comment Topic                   |
|------------|----------------------|--|---------------------------------|
| 10/27/2014 | Lawrene Hegar        | Lawrence Hegar. Business: Hegar Hay and Cattle. Possible affected Land and business. All land family owned since 1850's Farm and Ranch 3,500 acres of contiguous property under threat of the proposed route. Land Area Corridor - Highway 290 and Hegar Rd. (Hockley, TX) Possible additional land affected under concern. Family owned since 1850's, affected by right of way or attest usually. Louetta Rd is mapped to potentially go through our land. Bridgeland to the south, 282 acres owned. (See diagrams on comment card).<br>I have been through multiple condemnation suits before so I, we as a family, are fully aware of how these specific types of endeavours are conducted. So not to complain here, but more or less explain my situation and concerned land. Our family has been settled in Texas since 1850's and have farmed and ranched this land for over 150 years. I am the 5th generation of ownership and am very blessed to be part of this family heritage. The 290 proposal has potential to (part) if (NOT ALL) of what our family has worked hard to pass down through generations. At the end of the day, I do understand why certain projects are of a necessity for future growth for us as a society, in respects to our transit mobility and economic progress. As a city, state, nation. It also holds much potential to propell the areas of Houston and Dallas into larger players in the world market, which is of major importance. That being said... from landowners perspective... we as a unit, want honesty form the entities involved. T o not be treated as the ones who are causing the problems just because we are in rejection of the project. We want honest evaluation of land values and the impacts of the project on values. Progress is good, but only as good he people w/ in the progression.   | Economic Impact/Property Values |
| 12/23/2014 | Leanna Sparacino     | And the neighborhoods' identity as quiet, family friendly communities would be irreparably compromised. Not to mention the deflated property values.   | Economic Impact/Property Values |
| 1/3/2015   | Leanne Floyd         | impact on ag use land and the loss of income from the loss of oproperty. Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.  | Economic Impact/Property Values |
| 1/7/2015   | Leroy Juanita        | ... would lower property values,   | Economic Impact/Property Values |
| 1/9/2015   | Leslie Randall       | It is unfair for rural families to have to give up land that has been in families for generations for this. Also, it is farm and land for cattle which helps feed and clothe people. Progress is good, but not at the expense of providing goods to the population. For someone who lives in Dallas or Houston it MIGHT be convenient, but it will destroy peoples way of life and what they have worked for for so long - more people will be negativelyaffected than the people who might benefit from it.   | Economic Impact/Property Values |
| 12/25/2014 | Leslie Sparacino     | <u>Not to mention the deflated property values.</u>  | Economic Impact/Property Values |
| 1/9/2015   | Linda Bay            | ...this would be detrimental to property value...  | Economic Impact/Property Values |
| 1/13/2015  | Linda Burroughs      | Reduction In property value and the ability to sell property due to the impact of the rail line<br>The reduction in property values would result In less property tax revenue, calling for a tax rise to make up the deficiencies or a reduction in services.<br>.Livelihoods would be ruined resulting in loss of employment<br>No short term stimulus effect on local economy<br>Loss of business to airlines resulting in lost jobs in Houston and Dallas and loss of revenue to the two cities. Southwest Airlines and Hobby Airport will be our champions.  | Economic Impact/Property Values |
| 1/13/2015  | Linda Kelly          | All this would lower the quality of life for residents and as well as local property values. Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.  | Economic Impact/Property Values |
| 1/9/2015   | Linda W. Echterhoff  | As with many areas close to downtown Houston, the First Ward has recently been undergoing a revival in interest as a residential neighborhood with the older existing homes being either revitalized and restored or replaced with new, high density housing and a designated historic district being established within the First Ward to preserve the rich history of this grand neighborhood through its older historical homes. With the recent positive changes in our neighborhood demographics, a revival of interest in revitalizing and repurposing existing and previously abandoned commercial properties is transpiring, with much of this revitalization occurring along the Washington Street Corridor in the form of new restaurants, social venues and office spaces for small businesses, with an even more significant amount of this revitalization and repurposing occurring within the boundaries of the First Ward neighborhood. A number of unused and previously abandoned commercial spaces have been revitalized and repurposed as artist studios as well as other commercial spaces. The First Ward now encompasses a recognized Arts District as well as a designated Historic District. Even though a significant number of the properties of the First Ward neighborhood have been revitalized or redeveloped, with attendant increases in real estate property values, the First Ward revitalization and redevelopment are in their infancy. At its current stage, our First Ward neighborhood is at significant risk of witnessing our revitalization and redevelopment tremendously slowed, perhaps even stopped, and our real estate property values negatively impacted by the addition of the new infrastructure necessary to support the TCR HSR Project. Therefore, it is. essential that any consideration of a TCR HSR route alignment through this area take into account the most current and planned status of the First Ward neighborhood revitalization and redevelopment, both within the proposed rights- of-way route alignments and in those areas adjacent to the proposed rights-of- way route alignments, as well as current real estate property values and the impacts thereon by the TCR HSR Project. | Economic Impact/Property Values |
| 1/9/2015   | Lindsey Banigan      | I am all for advancements in public transportation but I do have concerns with the proposed high speed train.<br>Il have concerns about the increased frequency that a high speed train would be running by - about every 15 minutes in one direction or the other compared to a freight rolling through 3-4 times a day. I am concerned about the impact this train would have on the quality of living at our new home and the financial impact it would place on the resale value of the property.<br>My other request is if you are indeed going to go forward and build this high speed rail despite protests from the people it will affect, why not compensate us? At the most recent meeting in Garden Oaks there was mention of compensating farmers for land that they are cutting into. But what about residential owners whose back yards are disturbed by the sound and vibrations of the rail? I think that reasonable compensation is to set up "quiet zones" where the train passes through - Garden Oaks, Oak Forest, etc.<br>I hope that some kind of agreement can be met.  | Economic Impact/Property Values |
| 12/31/2014 | Lisa Collins         | I, along with the majority of homeowners along the Texas Central Railway proposed elevated high speed rail system along the BNSF are very much opposed for the, but not limited to, following reasons.<br>OPPOSITION TO HIGH-SPEED RAIL IDEAS Objections to Texas Central Railway construction of high-speed rail along the BNSF rail line, or BNSF1.<br>Neighborhood Impact-The construction of TCR along the BNSF rail line would have a devastating impact on private property values, noise pollutions, and quality of life and property rights in general. Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. HSR running through or along these subdivisions will cause the values to decline, leading to a decline in tax revenue. Residents do not know what this will do to nearby properties- will homes be demolished or parts of residents lots taken for the right-away.<br>People work hard to buy a home, pay for it, and hope to retire. If this railway is built in neighborhoods, the value, livability, and accumulated wealth will be worthless. This does not only affect the homes bordering the rail line, but those of the entire neighborhood. When one cannot sell their home or it is destroyed property values will decrease throughout the community.   | Economic Impact/Property Values |
| 11/11/2014 | Lisa Hughes-Robinson | This project will negatively impact our property values,   | Economic Impact/Property Values |
| 12/4/2014  | Liz Machac           | This is unnecessary to have in Grimes County. If Bryan College Station wants the train then send it through their backyards. Go out 290 and north on Hwy 50 so to the west side of Bryan College Station. There is NO reason to have this mass destruction done to the rural communities of Texas. SEVERE de-evaluation of land values in EVERY county it goes through.<br>NO BUILD! ANYWHERE!   | Economic Impact/Property Values |
| 1/8/2015   | Liz Stevens          | Sir, I am a real estate agent. I sell properties in the Blackhorse and Cypress Creek subdivisions. Myself, along with the owners I've sold there, strongly object to putting a rail in this area!!! Property values will decrease, as will growth for more business. If this is to happen, we certainly encourage you to consider the other route!   | Economic Impact/Property Values |
| 1/8/2015   | Liz Tharp            | What this industrial eyesore of a train track would do to my property value and the small businesses in the areas no longer being attracted to the boom of Garden Oaks   | Economic Impact/Property Values |

| Date       | Contact Name           | Request/Comment  | Comment Topic                   |
|------------|------------------------|--|---------------------------------|
| 1/6/2015   | Logan Palmenberg       | I am concerned that this route will reduce the value of my property, create nuisance noise, and put my children and family at risk should a derailment occur. I am also concerned about the potential negative economic impacts on the local economy.<br>Corridors along IH-45 or US 290 make much more sense than this BNSF Option 1 route.   | Economic Impact/Property Values |
| 12/2/2014  | Londa Sessions         | Also, I am sure that the value of our home and property would be much lower after a rail ran along side it. And, who would want to buy the house from us? Finding a buyer would be very difficult.   | Economic Impact/Property Values |
| 1/9/2015   | Lori Fischer           | Property values for many blocks on either side of the rail line would be significantly lowered, wiping out property owners' largest lifetime investment and thus lowering tax revenue as well. Trains running along these rails every 15-30 minutes 18 hours a day would increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked so hard to achieve, while not directly serving these neighborhoods. These systems belong in high-speed freeway or industrial corridors, or should stop before entering long-established urban neighborhoods.   | Economic Impact/Property Values |
| 12/17/2014 | Louis Mize             | I would like to formally state my opposition to the plans to construct a High Speed Rail from Houston to Dallas thru Leon County, Texas. We are landowners and cow/calf and hay producers here. One of the proposed routes being considered passes over our land. This rail would permanently damage our property and prevent us from using it for the purpose we have purchased it for.<br><br>Although I may be dead and buried before this thing is completed, my children and grandchildren won't be. They are also strongly opposed to this project. Please allow our voices to be heard, and our concerns addressed. Thank you for allowing me to voice my opposition.   | Economic Impact/Property Values |
| 11/9/2014  | Lynda Brackett         | This can also result in landowners being land-locked with portions of property inaccessible and unsellable. The loss of use of this property could have an impact on rural landowners livelihoods. How many small business are likely to be sacrificed as a result of the project?? Texas Central estimated how many construction jobs are likely to be created (thus to end upon completion of construction). Why not hold someone accountable (someone without a vested interest) to estimate the impact on those surrounded by the rail and how they may lose property usage and be unable to sale, be displaced and unable to sale their homes (due to 36 trains passing through daily), the displacement of wildlife, and the sustainability of small communities when traffic has been diverted around the town in the name of progress.<br>This is not a sound project. Dig deep...very deep in the performance of the environmental impact analysis; it is not just a few animals or a few people. | Economic Impact/Property Values |
| 1/5/2015   | Lyndon Tiu             | I am Lyndon Tiu. I live in Houston, along the Washington corridor, Zip Code 77007. I am concerned about the planned HSR between Dallas and Houston. I wish to submit my scoping comment to you for inclusion in the scoping report.<br>I find it hard to accept that a private for profit company will be profiting at my expense. I can see my property values plummet and my community whither if the HSR goes through my neighborhood.  | Economic Impact/Property Values |
| 1/8/2015   | Lynette Adams          | Plus thanks to this just being proposed my property values have already gone down.   | Economic Impact/Property Values |
| 1/5/2015   | Lynn Betts             | It is economically unfeasible to build overpasses for all of these roads. The wildlife in this area must also be considered. This route goes through an area of Texas that has a high number of properties elased for hunting. Without high-fencing, there will be a very high number of incidents with collisions with deer and wild hog.<br>If this railway is to be built, it needs to follow existing railroad easements.  | Economic Impact/Property Values |
| 1/7/2015   | Lynn Dechiro           | It would devastate our property values...  | Economic Impact/Property Values |
| 12/10/014  | Lynn H Dechiro         | It would devastate our property values, deter growth and rejuvenation in these communities.  | Economic Impact/Property Values |
| 1/6/2015   | M Fisher               | ...where a 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values...   | Economic Impact/Property Values |
| 1/6/2015   | M Fisher               | would lower property values,   | Economic Impact/Property Values |
| 1/9/2015   | Marcia and Thomas Otto | However, in the absence of a local train station, as the Texas Central Railway (TCR) proposed, residents are left only with unfavorable effects of high-speed train line. According to the World Bank, neighborhoods and cities along train line without train stations suffered decreased business activities. Another study conducted in France reported that noise and visual impact from line implementation drained away economic activities such as local business and new developments that are currently undergoing in our neighborhood. Oak Forest-Garden Oaks is currently receiving an increasing number of investments, which is positively changing our community. The construction of a high-speed line, if approved, is highly likely to stop and even revert this process, leading to irreversible social and economic loss to individuals and the whole community.  | Economic Impact/Property Values |
| 1/9/2015   | Marcia and Thomas Otto | Another study conducted in France reported that noise and visual impact from line implementation drained away economic activities such as local business and new developments that are currently undergoing in our neighborhood. Oak Forest-Garden Oaks is currently receiving an increasing number of investments, which is positively changing our community. The construction of a high-speed line, if approved, is highly likely to stop and even revert this process, leading to irreversible social and economic loss to individuals and the whole community.  | Economic Impact/Property Values |

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|------------|------------------------|--|---------------------------------|
| 1/9/2015   | Marie Kallus           | <p>Please include my following comments in the impact statement for the proposed Texas Central Railway (TCR ) high speed rail line between Dallas and Houston, Texas. Especially the current preferred route that follows the BNSF railroad right-of-way through Oak Forest in Houston,TX</p> <p>I am a homeowner in Oak Forest in Houston, Texas. Oak Forest was established in the 1950's and is centrally located just North of the 610 Loop. It is convenient to airports, downtown, the Galleria, Energy Corridor, Med Center, sports arenas, etc., and has been going through gentrification in recent years. As the third largest neighborhood in Houston, Texas, with 5,000 homes, Oak Forest is one of the fastest growing neighborhoods with new-build custom homes in the million dollar range. And residents have worked to improve the school system in Oak Forest, which is sought after as it is part of the Houston Independent School District (HISD) Vanguard program.</p> <p>Unlike most of Houston, Oak Forest has residential deed restrictions that remain in place and are enforced. And in a city (Houston,TX) without zoning, deed restrictions are coveted and add value to the neighborhood. And now, after years of the residents continually working to improve and add value to our neighborhood, a private concern with eminent domain powers wants to cut through our 5,000+ homes, green space/parks, and schools with a high speed bullet train... quiet on the inside and a source of noise pollution on the outside. And because TCR is a private concern, they do not have to gain our approval, answer our questions, or care about our concerns. Please enlighten me as to what value this bullet train is going to add to our residential community.</p> <p>Points to Consider</p> <p>Because Oak Forest is deed restricted, there is a limited amount of commercial property. And in some respects, it is lacking in size in comparison to 5,000 homes. Part of this proposed rail line will be cutting through the limited amount of commercial property that we currently have in Oak Forest. And if this property it is taken through eminent domain or downgraded in value to where no business will want to inhabit the space as a result of TCR expanding the rail lines, it cannot be replaced and will thereby cripple expansion of businesses in the area. In turn, the amenities expected by residents will be crippled as well. The current BNSF rail line borders the property of three high schools in Oak Forest (one public and 2 private). The high pitch whine and ground vibrations produced by the bullet train running alongside the current tracks will definitely affect the learning environment of the students in these three schools. And once again, if they are forced to relocate, I do not see where that would be possible within the neighborhood that they serve.The land deemed as "non-residential" is just not there to support schools/playing fields/facilities of this size.</p> <p>Although meeting participants have asked for information concerning the decibel level of the operational noise associated with the N700-I Japanese Bullet train, there has been no substantial feedback from TCR. But in going to U-Tube, one can view and listen to the various recordings Japanese have made of the N700-I. And it is not quiet. It may be quiet in the train, but it is a different matter outside the train. In addition to the high pitch whine, the vibrations are substantial. In fact, I would rate it higher than that of a conventional freight train. The N700-1 may not have a train whistle, but it still runs on steel wheels and at a higher rate of speed than a freight. And TCR proposes to run these trains every 30-minutes from 6:00 AM to 11:00 PM daily. Noise pollution? Absolutely.</p> <p>Oak Forest is currently "ringed" by the BNSF rail line. Both major and minor roadways cross the tracks. Only one major roadway (Shepherd) has an underpass that is not affected by rail. I would expect that emergency services such as fire, ambulance, and police will be negatively affected by TCR's rail project. At one meeting it was mentioned that the rail will be elevated at crossings. At another meeting it was stated that the rail will not be elevated at crossings. In any case, traffic congestion into Oak Forest as well as within Oak Forest proper will increase and services will be hindered.... possibly leading to loss of not just property but life.</p> <p>Although the Japanese bullet train has a sterling operational record, I think it would be impractical not to consider that at some point the bullet train will derail into the highly populated Oak Forest residential neighborhood that it will cut through. Depending on the speed and size of the train, the damage would be catastrophic. But when asked, TCR keeps pointing to the safety record that has been in place for 50 years. And it does not seem that they will even broach the possibility of failure as TCR has no plan of action. And if the unthinkable would occur, the response to it will also be hampered by the roads/streets</p> | Economic Impact/Property Values |
| 12/19/2014 | Marie Lawry            | <p>Also i feel the value of my land will be depreciated and we would not be able to sell. I would like some land evidence on both these issues. The land is a fifty years accumulation for our family and may be worth nothing when the train project goes through. I would like the post poning of any decision about this project until we have answers to ALL and questions.</p>  | Economic Impact/Property Values |
| 1/9/2015   | Mariette Garcia        | I fear that such a project will lower my property values...  | Economic Impact/Property Values |
| 1/8/2015   | Marilyn Sadley         | But so many would have to pay a price for this, uprooting and relocating can be a traumatic venture for many of us. What kind of compensation would be worth it. There are probably many more concerns that I have, but since I did not attend the first meeting (my daughter attended), I would like to know more. I plan on attending future meetings. Also when will this project scheduled to begin.   | Economic Impact/Property Values |
| 1/5/2015   | Mark and Sally Carter  | <p>The high speed rail will destroy property values and agricultural uses of land for miles around the track. Texas is an agricultural state and contributes greatly to the U.S. agriculture outputs the U.S. has already begun a decline in any type of production and cannot/should not continue this decline! Why would our government even entertain the thought of reducing any type of production in this country? Why rely on other countries for all production?</p> <p>The rural counties are being considered for the route due to lower land costs. It is not fair to these counties to be doormats for big cities such as Houston and Dallas without any commerce received from this track. The landowners directly impacted will be compensated for their land; however, all surrounding landowners will be significantly impacted yet will not be compensated. This is an unfair process.</p>  | Economic Impact/Property Values |
| 1/9/2015   | Mark Saranie           | The HSR would dampen the attractiveness of our neighborhood and stifle the renewal that our area has been experiencing the last decade. The HSR will dramatically impact property values.  | Economic Impact/Property Values |
| 1/8/2015   | Mark Stubbs            | Please do what you can to stop this project entering long-established neighborhoods - lowering property values and severely harming high-quality livability these neighborhoods have worked hard to achieve.   | Economic Impact/Property Values |
| 12/16/2014 | Marlon Sanchez         | I am deeply concerned with the negative impact to my property values.  | Economic Impact/Property Values |
| 12/23/2014 | Marsha and Dave Watson | <p>We want to state our strong opposition to the high speed train being proposed from Houston to Dallas. Upon studying the pros &amp; cons &amp; available facts to figure it does not appear to be economically feasible &amp; we are asking our legislature to evoke laws so that Texas taxpayers money will not be speant to subsidize the project should it fail. We use I-45 all the time &amp; find it an economic &amp; convenient way to get around. Texans like the conveniences of our cars because our state is spread out. uprooting peoples homes &amp; lives, decreased property values, leading to decreased tax revenues &amp; possibly endangering lives with loss of funds for law enforcement, for outweigh any cons. There is already a car or bus if you have time &amp; airlines like Southwest if you're in a hurry. Something else to consider seriously is that all of the schools in the Leon ISD are located in an area that will be far too close to this train for their safety 7 wellbeing. All that we are asking is that you be sure to completely look at &amp; study all facts &amp; figures concerning both the positive &amp; negative effects &amp; impact that this train can have on the citizens of Texas.</p>   | Economic Impact/Property Values |
| 10/21/2014 | Martin Molloy          | I support the HS Rail project. I think it will be great from the perspective of economic development.  | Economic Impact/Property Values |
| 1/6/2015   | Martin Parr            | and adversely impact property values.  | Economic Impact/Property Values |



| Date       | Contact Name        | Request/Comment   | Comment Topic                   |
|------------|---------------------|---|---------------------------------|
| 12/15/2014 | Marty               | <p>The powers to be are heavily promoting a High-Speed Rail system that slices through Ellis County departing Dallas and heading to Houston near I-45. That is the first of two that are planned to cut through Ellis County. The other will go from Dallas to Austin near I-35E. They will both be completely fenced and/or wall elevated to avoid any accident when traveling at 205 mph. Unfortunately, there will absolutely be no station/s or stops in Ellis County.</p> <p>At the public meeting (that was lightly advertised) there were well over 200 people. During public comments every single speaker opposed the Hi-Speed Rail system for various reasons, including the negative economic impact on the county, property rights of farmers and ranchers, and more. Some of the speakers were elected officials, economic development advocates, business owners and private land owners. TCC's spokesperson main issue was the economic development impact on Ellis County. TCC economic development experts have thoroughly reviewed this Hi-Speed Rail project for weeks and at this time with the public information that's been disclosed they could only conclude that these two High-Speed Rails (as currently proposed) will have a major Negative economic impact on Ellis County. But a positive one for Dallas and Houston, and those agencies, politicians and individuals who have a vested interested financially or politically. Will anyone please explain what positive benefit or impact this will have on Ellis County? One can fly from Love Field in less than an hour vice a two hour Hi-Speed train ride.</p> <p>Ellis County is currently growing economically into its own identify and it's time Dallas and other government agencies begins a relationship of mutual respect vice the predominantly parental to child relationship that currently exists.</p> <p>If a project of this magnitude does not benefit Ellis County, its businesses, jobs market, citizens, communities or our tax base, then opposition will only grow while proclaiming, where are the jobs, the passenger station/s, the economic advantage, the lack of transparency, property rights, and so much more.</p> | Economic Impact/Property Values |
| 12/1/2014  | Marty Hiles         | <p>I'm from Texas Concerned Citizens. We're stationed in Ellis County. We have an economic development team we've been working on behind the scenes for in Ellis County, and all of a sudden this pops up. And believe me, we're pro business, capitalism, but we're reviewing all the material you've given us. We've got a world-class team, believe me, in our group, and we're looking at what economic benefit. Does this benefit Ellis County? All we're seeing is one wall going down 45 and another one, if that's coming to come out of Dallas, going down to Austin, two walls basically splitting the county in thirds. The farmers can't even - if you look at eighteen feet, you're talking these overpasses. The farmers got equipment taller than that. How are they going to get to the farm on the other side? And if you cut through and split down their farm in the middle, you're going to have inoperative land more than likely. You're going to devalue their property. It's going to devalue property all the way around us, and there's not even a station stop here for Ellis County, so economically, I mean, we've tried to see what benefit this benefits Ellis County, and we just see it as an economic negative, not a positive for us, and I just find that just unacceptable for us here in Ellis County. That's what I have.</p>  | Economic Impact/Property Values |
| 12/22/2014 | Marty Hiles         | <p>Economic Development<br/> Fact: 1. What impact will this have on economic development of opportunities.<br/> Impact: a. There is planned to be neither passenger stations nor stops for either High Speed Rail trains in Ellis County thus denying the County any economic gain.<br/> b. Making farm, ranch, agricultural, businesses, residential land inoperable or inaccessible will have a major impact on property values, taxes and jobs.<br/> c. The construction crew will be trained to build a high tech rail system, thereby generating few if any jobs in Ellis County.<br/> d. Construction will be for a short duration with little economic impact for the county.<br/> e. Permeant maintenance crews will be stationed every 30 miles, possible generating a few jobs which will have little economic impact on the county job market.<br/> f. Two high speed rails traversing Ellis County will split the county into 3 parts with an elevated fenced wall dividing the county. This elevated fenced will give the appearance of the Berlin Wall or the Great Wall of China. That will greatly impact the communities social and cultural lifestyle.</p>  | Economic Impact/Property Values |
| 12/22/2014 | Marty Hiles         | <p>Property values should be protected and any degradation to quality of life in and around the affected areas should be kept to an absolute minimum. (Property devaluation can be aggravated by pollution including noise and light etc. and every effort needs to be made to minimize such impacts.)</p>  | Economic Impact/Property Values |
| 12/22/2014 | Marty Hiles         | <p>Proper and thorough cost benefit analysis should be done on the areas affected by the proposed routes. We must ensure that due diligence has been done on any decision made and that efforts are made to create a win/win situation for all.<br/> All economic benefits envisioned by this project must be considered in light of the long term economic impacts to the areas involved. (Here we are referring specifically to jobs and the future of Ellis County's growth.)</p>  | Economic Impact/Property Values |
| 12/4/2014  | Mary Barling        | <p>My husband and I own 70 acres in Grimes County. We reside there, raise cattle and hay, hunt dove and deer, and enjoy the peace and quiet. Honestly, this railway will completely change our way of life, all the things that we have worked hard for, and the ultimate re-sale value of our place. Would you want this railway in your backyard??? Neither do we.</p>  | Economic Impact/Property Values |
| 12/18/2014 | Mary Beck           | <p>The property values in the area also would decrease significantly - no matter how nice it looks no one wants to see a very high speed and high frequency train go by ever 30 min.</p>  | Economic Impact/Property Values |
| 1/9/2015   | Mary Beck           | <p>The Houston to Dallas High Speed Rail is a good idea in theory only. The implementation plan is beyond poor. The costs to Houston far outweigh the benefits.<br/> The Costs:<br/> It goes through residential neighborhoods, including right behind a high school, through various parks - lowering the Quality of Life for many Houstonians, not to mention their property values. Ensuring students have a place conducive to learning is far more important than individual profit.<br/> Supposed Benefits<br/> Increase Houston business - no one has shown how. Only 5% of business resides in downtown. People will have to travel in and out of the city to get to the train and will need to find a way to get to wherever they need to be - Energy Corridor, Galleria area etc.</p>   | Economic Impact/Property Values |
| 11/9/2014  | Mary Haddox         | <p>And it will come so close to my home that it will destroy my peace, take my land or ruin my property values. I do not intend on giving up a property I have worked so long to buy.</p>   | Economic Impact/Property Values |
| 1/9/2015   | Mary Lynn Porter    | <p>Due to the height of the structures plus the electric cable structures, it will have a negative impact on our land values. T</p>   | Economic Impact/Property Values |
| 12/6/2014  | Mary Noble          | <p>...reduce property values</p>  | Economic Impact/Property Values |
| 1/9/2015   | Mary Wisnoski       | <p>Has consideration been given to the deterioration of the value of our homes, decreases in property tax revenues for the City, noise and vibration impacts, safety issues, destruction of Texas historical areas and concerns for our wild life. The list goes on. Is this what Mayor Parker and the elected officials of the City of Houston support for the families of Garden Oaks and Oak Forest ?</p>  | Economic Impact/Property Values |
| 1/8/2015   | Maryilyn Sadler     | <p>I've seen in Chicago where there are rail systems that have been operating there for years, but not the magnitude of travelling 200MPH, so fast that it will take only an hour and a half to get to Dallas. That sounds great! But so many would have to pay a price for this, uprooting and relocating can be a traumatic venture for many of us. What kind of compensation would be worth it.</p>  | Economic Impact/Property Values |
| 10/29/2014 | Matt Martin         | <p>Jewett City Council is currently discussing tax abatement ordinances for incoming businesses. Jewett has centralized water and sewer with capacity to expand and meet the needs of growth. There are currently four hotels with 200 rooms in Jewett, a civic center that seats 400 people for conferences and training events, and Leon County Expo Center approximately 15 miles away. State Highway 79, a major east/west corridor system that leads to Austin, Texas, runs through the city.</p>  | Economic Impact/Property Values |
| 1/6/2015   | Megan Frazier Salch | <p>Bringing the HSR along 34th Street and into our neighborhood would impede this revitalization and dramatically impact property values. Lower property values means less money collected in property taxes for Harris County. Is Harris County prepared for the large loss in future taxes?</p>   | Economic Impact/Property Values |

| Date      | Contact Name           | Request/Comment  | Comment Topic                   |
|-----------|------------------------|--|---------------------------------|
| 12/5/2014 | Melanie Bartis         | Concerns about HSR rail option #1. I am a concerned Houston resident with property within 200 feet of the current BNSF track that travels north of I-610 in Houston (in the Garden Oaks area). When I purchased my home, I was very aware of the proximity of my home to the current BNSF tracks, studied the safety of the train, and researched train accidents along this line. Had I known this line would potentially house HSR, I would not have purchased this property. Discussions about the line have indicated that the rail could be as high as 18 feet off the ground. Because of this, my primary concerns are twofold: safety and property value loss. There are several other potential lines that are not located near established residential areas.   | Economic Impact/Property Values |
| 1/13/2015 | Melanie M Long         | Property Values - Neighborhoods along the proposed BNSF rail line are in high demand and associated property values have risen significantly over the last 10 years. Should this rail line be chosen property values will be impacted not only by the noise levels but also from the unknown potential damage caused by vibration. Texas Central Railways lack of planning is clearly evident as to the impact on the surrounding neighborhood along the BNSF rail line currently being considered. They have provided little to no studies as to what the high speed train coming through a city neighborhood would look, feel or sound like. These studies must be completed and provided in order to analyze the impact on landowners, residences, schools, churches, businesses and wildlife.  | Economic Impact/Property Values |
| 1/7/2015  | Melinda Hughes         | I am a landowner in Grimes County, Texas and this will destroy my property value.  | Economic Impact/Property Values |
| 1/9/2015  | Melissa Hamous         | This would be a permanent negative impact on the property owners' enjoyment of their homes, and could make them completely unmarketable to future buyers. Payment for reduced property value will not make those property owners whole if they are never able to sell their property. Will Texas Central Railway agree to buy property from owners who do not wish to live next to or near their proposed rail, and assist them with relocation?<br>Property values will be negatively impacted, even for property not immediately near the rail. Our community has been told by the president of Texas Central Railway that there will be mechanisms in place to compensate property owners for depreciation suffered due to the rail should it be constructed, but has not offered any details. This leaves us confused and unsure of the validity of the claim. Who will ultimately make the decision as to which property's values are impacted and how the owners are compensated? Will property owners who believe their property value has been negatively impacted have a way to present their claim, and to whom? Who will decide the outcome of those claims?  | Economic Impact/Property Values |
| 1/7/2015  | Melvin Guider          | ... reduce property value of homes in the areas  | Economic Impact/Property Values |
| 1/9/2015  | Michael Dreiss         | Opposition is based on the following points:<br>Negative impact on residential property values   | Economic Impact/Property Values |
| 12/4/2014 | Michael Graham         | We believe the proposed high speed rail system would diminish the property values to such an extent that our whole intent of relocating here would be greatly affected. The reduction in property value would be devastating to our family. We believe an appropriate Environmental Impact Study would support our opinions.   | Economic Impact/Property Values |
| 12/3/2014 | Michael Kuks           | I am against the rail line following the high volt power lines as this would cut through our gated community driving prices down. Bought in Waller as a retirement home.   | Economic Impact/Property Values |
| 1/8/2015  | Michael Petrini        | Oak Forest and Garden Oaks have substantially contributed to the local tax base over the past sixty-five years and this project's current trajectory will threaten neighborhood security, destabilize the local environment, financially devalue our homes and businesses, and degrade the overall quality of life in my community.<br>The introduction of high speed rail into urban areas will financially harm local homeowners and businesses. In fact, it's already begun in the local real estate market without even one shovel in the ground! During the scoping meeting, I had the pleasure to speak with one landowner/neighbor who was very distraught. He had a few lots of family property a couple blocks away from the rail line. Within two months, the offers he had been receiving for his clean titled property were cut nearly in half by several hundred thousand dollars which were completely due to several buyer concerns over the growing media coverage of TCR's plans along 34th Street. There are no studies of how property values are affected in the United States by high speed rail. Please do not use our heavily populated community as a guinea pig! Our residents and businesspeople have sacrificed greatly to own their property without interference from a private interest such as TCR. Many of our residents' largest investment is their home, and wiping that value in half or worse would devastate our communities. We deserve better treatment as taxpaying citizens! I will be closely watching the real estate market to see how news of this redundant project has affected my own property value.<br>Oak Forest and Garden Oaks have substantially contributed to the local tax base over the past sixty-five years and this project's current trajectory will threaten neighborhood security, destabilize the local environment, financially harm our homes and businesses, and degrade the overall quality of life in my community. | Economic Impact/Property Values |
| 1/8/2015  | Michael Remson         | ... area property values. Any discussion about compensating area homeowners for lost value to homes is not only farcical but would far surpass the additional expenses involved in selecting one of the "less preferred" routes.   | Economic Impact/Property Values |
| 1/6/2015  | Michele Nicol          | My name is Michele Nicol and I just built a \$1 million home with my husband in Oak Forest 1. We did a lot of research before selecting the lot in late 2013. With the possibility of a high speed rail line going in 4 blocks from our home, we are concerned about the economic impact this will have. While the idea of an improved commute to Dallas is great, I feel it's in the best interest of current homeowners to oppose putting the line through a highly populated residential area - one that is undergoing a huge gentrification period with property values soaring and working families moving in. I fear that the rail line will decrease our market value and you will have a large group of people with a mortgage on a \$750,000+ home that is no longer worth that amount.<br>* Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.  | Economic Impact/Property Values |
| 11/7/2014 | Mike and Janeth Nevill | I would like to thank you for the opportunity to comment on the proposed HSR from Houston to Dallas passing through Grimes County. I also want to thank you for holding another public hearing in Grimes County on December 2 since most of your initial public hearings were held in counties not affected by the project. We are strongly opposed to HSR as potentially affected landowners and taxpayers. Our place is on the utility ROW. HSR will negatively affect our lifestyle, our livelihood, divide our property and affect our property values. We raise timber and lease our land for cattle operations. Having a 205 mph train running across the back third of our place every thirty minutes will render it useless for cattle operations and inaccessible for timber operations and destroy the ability to hunt.  | Economic Impact/Property Values |
| 1/9/2015  | Mike Hindman           | I am currently having a new home built at [sic] and I have recently been informed of a "High Speed Railway" that will possibly be built in my neighborhood. Not only will it be running 50' from my house it runs right next to my church and the school that my children will attend. This railway will also hurt all the property values in this neighborhood. Please take this route out of consideration for these reasons.  | Economic Impact/Property Values |
| 12/4/2014 | Mike Neville           | I'd like to thank you for holding a public hearing here in Grimes County so I can speak here in Grimes County instead of having to speak in Huntsville like I did the last time. We're strongly opposed to high speed rails, potentially affecting landowners and taxpayers. Our place already owns two utility right-of-ways and we have a pipeline that's coming through it. High speed rails will negatively affect our lifestyle, our livelihood, and affect our property values. We raise timber and lease our land for cattle operations. Having a 205-mile-per-hour train running across someone's property every 30 minutes will render it useless for cattle operations and inaccessible for timber operations and since it's that time, destroy the ability to hunt.   | Economic Impact/Property Values |
| 1/6/2015  | Mike Waltmon           | This train is going to to run back and forth from Houston to Dallas every ,that's every 15 minutes . This is totally unacceptable and will not only guaranteed run our property values down ,it will in all reality destroy our homes and quality of a basic existence period .  | Economic Impact/Property Values |
| 12/5/2014 | Milissa Danysh         | I realize a shorter trip between DFH and HOU is a convenience for those living in those cities- but why should convenience for those living 120+ miles from me trump my landowner rights, my family's quality of life, or threaten their homes? This rail line, from what I have read will have NO stops in Leon County, will bring no revenue or travelers here. In fact, if more people start using it, will it not cost hundreds of thousands, if not millions in lost revenue to business owners and employees in Buffalo and Centerville and surrounding small towns, which are major stops for travelers along I-45? That's not to mention the losses to landowners like myself, as well as the decimation of wild animal and plant life along the proposed lines.   | Economic Impact/Property Values |

| Date       | Contact Name    | Request/Comment   | Comment Topic                   |
|------------|-----------------|---|---------------------------------|
| 12/15/2014 | Milton Pyron    | The typical new home here sells for nearly a million dollars. This proposed railway could completely wipe out the potential for this revitalization, and stymie new home construction, as builders and homeowners will want to build elsewhere.<br>I'm concerned and disgusted that from what I understand the proposed routing could avoid neighborhoods such as this but this route is most cost effective for the investors. Why should helpless homeowners be forced to endure lowered property values so railway investors gain the most? This is obviously wrong and any reasonable governing body would not allow to proceed as proposed.  | Economic Impact/Property Values |
| 1/9/2015   | Mitch Blakely   | Oak Forest's property values will also be significantly negatively impacted by the HSR. OF has been changing with property values greatly increasing. Adding the HSR will reverse this trend, adding negative sight and sound burdens to the neighborhood.  | Economic Impact/Property Values |
| 12/3/2014  | Monica Mosqueda | Today, the train is a noisiness [non-issue] but if it were to be developed into a high speed train there will be years of constructions and it will devalue my life's investment which is our home. Years of construction will disturb our daily lives with traffic, noise, and pollution. Health for me is a great concern as I suffer from Asthma and allergies. Constant noise will be disruptive for the peace of daily lives as is not conducive for a healthy state. Constant dust will produce unhealthy environment for a home, vehicles and any home items as it builds up and deteriorates the life expectancy. Having this horrific site in front of my house will devalue the property of my home, preventing me from selling in the future. For these two main reason I am AGAINST this proposal. I do not want this in front of my house. Please respect our health, our lives and our future which many of us had chosen to live here because of what it provides and your project come to disrupt our lives.  | Economic Impact/Property Values |
| 1/6/2015   | Montie Grimes   | 1. Every home owner should expect a 30-to-60% tax reduction, due to the noise and loss of value in their homes<br>2. Where will the Houston, HISD and the other taxing entities make up the loss?<br>3. As of Jan 6th, the rumor alone has caused a 20% drop in my home's value.  | Economic Impact/Property Values |
| 12/2/2014  | Morgan Baruss   | This will be very close to our property, disturbing our livestock. Not many people raise livestock FOR A LIVING in the city. Not to mention we have hwy 36A coming through our property. YOU ARE DESTROYING MANY PEOPLES JOBS AND HOMES. It is quiet out in country. lets keep it that way.   | Economic Impact/Property Values |
| 12/3/2014  | Morton          | I have a home that I am trying to sell that the train will directly impact. Will I be compensated for financial loss? there is little hope of selling a home with this in the back yard!!   | Economic Impact/Property Values |
| 12/3/2014  | Ms. Moore       | the thing that concerns me is it seems like the financial impact for large investors will probably be higher than the financial impact of homeowners. In fact, I live in the same neighborhood as this gentleman that just spoke. The fact a lot of people are of retirement age. They've poured their retirement savings into the homes out there, and already there's been person you put the home up for sale and within the two weeks of announcement their home price was decreased \$9,000. So we know for sure that putting this rail system right through our neighborhood is going to plummet all of your investments and homes. That's something that most people cannot tolerate. And the other thing to it is through eminent domain. Some people's property will be purchased, but most of our property will not be purchased and we will definitely lose most of our retirement savings in your homes.  | Economic Impact/Property Values |
| 12/4/2014  | Nancy Bond      | We have a high proportion of property owners who have invested their retirement savings to enjoy the peace and abundant nature of rural Texas. We cannot afford to move. They cannot afford to move if their home values crater and their house suffers due to proximity of high rail speed.  | Economic Impact/Property Values |
| 1/7/2015   | Nancy Coyle     | Building the HSR through the rural countryside will only destroy property values. People who live in the country don't want a train going by their home every 30 minutes to an hour.  | Economic Impact/Property Values |
| 1/8/2015   | Nancy Michon    | Undermining the land (and property tax) values in our existing residential communities, who would not be directly served, in order to boost the profits of a private enterprise when high speed freeway corridors or industrial zones could be used instead is highly unethical. I'm sure no one would care to have this monstrosity looming over their communities, having rail traffic crash by every 15 to 30 minutes between 5 a.m. and 11:30 p.m. The communities in my area are already being subjected to an exponential growth in freight traffic along the lines that already exist during the past decade, not to mention the exploding growth all around us – from freeway construction to crazy zoning (non) laws allowing light industrial construction all around us. High speed rail? Seriously? Please choose the routes that make sense for the people who live here.  | Economic Impact/Property Values |
| 12/4/2014  | Nancy Perry     | I'm here tonight to take a stand against this high speed rail and to let you-all know that there is a large group of Grimes County citizens that have come together. The Grimes County Advisory Group that is heading up the fight against it, we will be having meetings routinely to get all the Grimes County citizens knowledgeable about what's happening and to unite not only Grimes County but the adjoining counties as well. I would like everybody to know that this is harming our property values even today, just the fact that it has been proposed is preventing people from buying and hurting the people that are trying to sell.   | Economic Impact/Property Values |
| 12/27/2014 | Napoleon Ranch  | We own and operate an exotic animal breeding facility for the sale and other commercial business use with the exotic animals. The ranch is located along the proposed railway at 8051 CR 118, lola, Texas and runs in places parallel to the railroad that is next to Hwy 39 running north and south (north side of lola).<br>If the Dallas-Houston high-speed rail system would be on the west side of Hwy 39 then the impact on our exotic breeding ranch would not be as significant. However, if the rail system would be on the east side of the railroad there would be significant impact consisting of, but not limited to:<br>1. Approximately 1/2 mile of our property would be affected by the high-speed rail being constructed on our property next to the existing railroad. That route would also be running over parallel & crossing pipelines on our property as well as the adjoining property on the south end that has an operating oil well. As to their pipelines, we are not sure as to how many are involved. Those companies having pipelines across our property would probably require the high-speed rail system to seek easements from them as well;<br>2. The construction of the high-speed rail would be taking property that would substantially reduce the area of land needed to provide a proper amount of land to continue the development of our exotic animal breeding ranch, affecting their natural habit, consume a major dedicated area of food source for the animals, cause a major reduction of exotic game population and be highly stressful to the stock, especially during the construction phase.  | Economic Impact/Property Values |
| 12/8/2014  | NEED NAME       | The proposed routes in question for this project will destroy property values in the Arts/Historic Districts that are just starting to rebound as the area is developing and becoming a prosperous place to own businesses and homes. The idea of granting easement and allowing a 200 mph train to pass through a neighborhood is absurd. Even if the venture decided to get generous and purchase right-of-way, that would still leave the surrounding property values depressed and their homeowners doomed without the economic option to move to other areas so close to the city. The First Ward area is already squeezed by the townhomes built along the Washington Corridor and Midtown and the ballooned values in the Heights and Montrose. Where are all the hardworking families to go now? And yet, would any of the board of directors willing to put this train through their own backyard? My guess is not. How about a single person who is supportive of this project? Anyone willing to give up their backyards and watch their property value take the impact? Again, my guess is not.<br>Once again, a group of businessmen has chosen to give capitalism a bad name by failing to consider the people who will be affected by this project. By unnecessarily pushing this project forward without a thorough and timely review and comment process, any merits of such a project are overshadowed. With all the other issues in the city of Houston – poor base infrastructure and status-quo traffic issues; massive pet overpopulation and lack of spay/neuter support; a sickening number of mentally ill citizens out on the streets or crowding jails... who had the grand idea that Houston-to-Dallas of all places should get the country's first High Speed Rail project? What a joke. | Economic Impact/Property Values |
| 1/7/2015   | Nelson Jarrin   | Farm and ranchland, often held by families for generations, will be divided, creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.<br>We are also concerned that TCR's costs estimates are too low and their ridership estimates are unrealistic, which will result in a need for supplemental funds from taxpayers. We are adamantly opposed to the use of public funds to subsidize this private venture and will fight to ensure that state dollars are not appropriated for this purpose.<br>We appreciate the opportunity to comment during this public scoping process. If you should need any additional information, please do not hesitate to contact us.   | Economic Impact/Property Values |

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| 1/7/2015   | Nelson Sos                          | The vibration caused by a fast train can also affect foundation in nearby houses, and all combined, affect real estate values.   | Economic Impact/Property Values |
| 1/8/2015   | Nicholas J. and Ashley Menage       | Furthermore, the elevated tracks would tower over most, if not all, neighborhood homes, which would reduce homeowner privacy. The rail and its effects would lower our quality of life and negatively impact our local property values.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks would likely impede any further redevelopment and cause our neighborhood to regress.  | Economic Impact/Property Values |
| 1/13/2015  | Nicholas J. Menage<br>Ashley Menage | The rail and its effects would lower our quality of life and negatively impact our local property values.  | Economic Impact/Property Values |
|            | No Name 1                           | Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing the last 5 years, would plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim or exodus and a run-down area.  | Economic Impact/Property Values |
| 12/15/2014 | Noah Taylor                         | Living next to a rail line whose freight traffic has increased significantly in the past five (5) years has been a struggle....which would undermine property values significantly and decimate a thriving community which the system will not directly serve.   | Economic Impact/Property Values |
| 1/9/2015   | Nora DeDontney                      | How will the train affect home prices? What are my options as a homeowner, in getting relief from possible depreciation?   | Economic Impact/Property Values |
| 1/9/2015   | Nora Dedontney                      | How will the train affect home prices? What are my options as a homeowner, in getting relief from possible depreciation?<br>Why do the routes begin and end in downtown Houston/Dallas? The line could end somewhere outside the city, and use public transit to link to downtown, to the Galleria, and so forth. If it ends downtown a massive Parking structure will be needed in downtown. What are the plans for such a structure? How expensive will it be to park there?<br>How were the two current proposed lines chosen from the original nine? There doesn't appear to be any specific information on the website comparing the proposed routes to each other.<br>Are so many people really clamoring for this train? The two examples in the HSR newsletter sound farfetched. Last minute meeting requests or critically ill relatives can be handled easily by teleconferencing and air travel. I don't feel those rare events justify building a new system that will disturb many residential neighborhoods. It seems much more reasonable to me that the train should stay out of the inner loop, preferably closer to the beltway and use the public transit network to bring the passengers to the train.   | Economic Impact/Property Values |
| 12/8/2014  | Oak Forest Homeowner                | All this would lower the quality of life for residents and as well as local property values.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.   | Economic Impact/Property Values |
| 12/22/2014 | Odyne Arendal                       | this letter is to express my concerns. Concerns the "high Speed Rail" being proposed in my area of Candelight Oaks. The entire area is ludicrous. We have a perfect qualified ... to Dallas Texas. I am hard pressed to name all the reasons to fault this proposal. As far as College students being in support by the numbers - they are obviously persons with no idea of property values. Many - not for these .. intell.. people go to school on someone else's dime. ...   | Economic Impact/Property Values |
| 1/4/2015   | P. M. and PEGGY FINCH               | It is with great concern that we draft this letter in opposition to the proposed high speed rail western route with specific consideration to the deviation from the most direct Houston/DFW route and the negative financial and environmental impact that would result from that course of action. This would result in a significant reduction in property values in areas directly impacted by the rail system as well as properties adjacent to those areas. In addition, there would be no positive environmental outcome to the properties or communities along that western route.<br>In theory, the Houston/DFW high speed rail is a great concept packaged in a structured marketing scheme that promotes "value" and "benefits". In reality, this is about profit for a few at the expense of many.<br>As Saddle Creek Forest property owners, the proposed high speed rail brings no benefit to us or the community and would negatively impact our property value (either through eminent domain or loss in value if not acquired). We urge you to carefully consider the original intent of the proposed high speed rail, the most direct route or to take a stand in opposition of the proposal.  | Economic Impact/Property Values |
| 1/4/2015   | P.M. and Peggy Finch                | This would result in a significant reduction in property values in areas directly impacted by the rail system as well as properties adjacent to those areas.<br>In theory, the Houston/DFW high speed rail is a great concept packaged in a structured marketing scheme that promotes "value" and "benefits". In reality, this is about profit for a few at the expense of many.<br>As Saddle Creek Forest property owners, the proposed high speed rail brings no benefit to us or the community and would negatively impact our property value (either through eminent domain or loss in value if not acquired). We urge you to carefully consider the original intent of the proposed high speed rail, the most direct route or to take a stand in opposition of the proposal.  | Economic Impact/Property Values |
| 1/9/2015   | Pam and David Jensen                | Six generations of my family have been raised in Leon County right where you are intending to place a bullet train. Really? Will that sixth generation land be divided by a train to transport Houston/Dallas citizens for farm people to suffer the consequences?<br>There is absolutely no benefit for our county, and especially for the residents. We will receive no revenue, only a bigger tax debt if, and when the experiment fails.<br>Several members of our family live very near the BN Railroad where we have records from 1870 that land was given for it, because it could benefit. A road was also given to the county out of the land. That road will likely be closed. How much more are you asking? Oh, yes! Hwy 39 which was also a railroad came out of our sixth generation land. Isn't that enough?   | Economic Impact/Property Values |
| 1/7/2015   | Pat Montgomery                      | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses. | Economic Impact/Property Values |
| 12/1/2014  | Paul Perry                          | Number two, what I've learned in business over the years is that a good transaction occurs between a willing buyer and a willing seller. And in eminent domain what you have is a willing buyer and a seller that will eventually lose in a price, and that unfortunately is what we're being faced with. And also, we're looking at a market disruption of our real estate values in this county because what we're looking at is developable land that would be developed organically due to the natural growth of this county. But instead, it's going to be an enclosed tunnel moving -- or not literally a tunnel, but it would be like a tunnel moving people from Dallas to Houston with no benefit for us and at the same time suppressing development that would naturally occur in this corridor over time, which would enhance our tax base, so I oppose this project as it's being presented. Thank you.   | Economic Impact/Property Values |
| 1/7/2015   | Paul Reed                           | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.  | Economic Impact/Property Values |

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| 1/8/2015   | Paul W. Han                                 | Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing in the last 5 years, will plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim of exodus and a run-down area.<br>The construction of TCR along the BNSF rail line would have a devastating impact on private property values, noise pollutions, and quality of life and property rights in general. Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. HSR running through or along these subdivisions will cause the values to decline, leading to a decline in tax revenue.<br>Residents do not know what this will do to nearby properties- will homes be demolished or parts of residents lots taken for the right-away.<br>People work hard to buy a home, pay for it, and hope to retire. If this railway is built in neighborhoods, the value, livability, and accumulated wealth will be worthless. This does not only affect the homes bordering the rail line, but those of the entire neighborhood. When one cannot sell their home or it is destroyed property values will decrease throughout the community.<br>If this railway is built adjacent to our neighborhood, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even wealthier.<br>Should this route be approved, this would be a prime example of the consequences of forsaking the public good in favor of private greed. Why are their needs superior to the needs of those who live in and around the proposed rail site? Superior to the needs and well-being of the children who are educated so close to the site? We are being sacrificed for a project that sounds good on the surface to the media and those who are uninformed. However, the details will destroy several neighborhoods, and create an impoverished inner city neighborhood that Houston can't afford to have. | Economic Impact/Property Values |
| 12/2/2014  | Paula , Member of the Leon ISD School Board | Also – as a landowner – it will <u>... devalue property.</u>   | Economic Impact/Property Values |
| 11/18/2014 | Paula Lenz                                  | The Dallas – Houston corridor is ideal for high-speed rail because it connects the 4th and 5th largest metropolitan areas in the country, and at a distance (240 miles) that makes rail travel faster than auto and competitive with air.<br>High-speed rail connecting Houston and Dallas will aid in economic growth now and into the future for Texas. The construction and ongoing operation and maintenance of a rail system between Houston and Dallas will infuse money into local and state economies. It will also create quality jobs associated with constructing and running the high-speed rail.<br>Transit-oriented developments along the train stops will add to those communities' economy.<br>Decisions related to potential routes, schedules, fares, station locations and services offered, among others, will be based on market demand and will be made by the system's eventual operator.<br>A strong emphasis is placed on using existing rights of way as much as possible—potentially including interstates, freight rail corridors, and power and utility corridors—to minimize landowner impacts.<br>We appreciate this opportunity to provide comments for this important proposed project   | Economic Impact/Property Values |
| 12/4/2014  | Paula Norman                                | This high speed train would destroy our home, barn, arena and historical value of our land. My preference is for the high speed train follow the straight route of the utility corridor. That would save Shiro.  | Economic Impact/Property Values |
| 1/8/2015   | Pene Carter                                 | I live in Garden Oaks and according to one realtor at the January 5th meeting, just the thought of HSR going through Garden Oaks has already caused property values to go down by 10-20K. For most of us, our homes are our biggest investments. For over 35 years we have paid escalating property taxes but took it in stride as we were confident that we would reap the rewards in the end; but now that seems to be in jeopardy. So, the devaluation of our property is a huge concern.   | Economic Impact/Property Values |
| 1/9/2015   | Penny Leas                                  | Property values – due to industrial look of train tracks, sound of train going by every 30 minutes or less, possible derailment or entanglement with freight train on the next track over and all of the other issues mentioned here!  | Economic Impact/Property Values |
| 1/6/2015   | Peri Mashburn                               | To have that large structure overlooking my tiny bungalow house will drastically affect my property value.   | Economic Impact/Property Values |
| 1/7/2015   | Peter Oconnor                               | I live in the Oak Forest Neighborhood at [sic]. My 90 year old Father in Law, who served in WW2, is 2 blocks from the tracks at [sic].<br>Unacceptable Home Value Impact: My Oak Forest address has increased in value 2.5% per month over the last 2 years. New homes located on Wakefield Drive (2 blocks) from the train track now sell for \$1.2 million (Wakefield Drive). The Houston Association of Realtors estimation of a 20% diminishment of property value due to the Train places a burden of \$240,000 on each of these home owners.   | Economic Impact/Property Values |
| 1/12/2015  | Philip Gaydosik                             | Neighborhoods would be divided, property values and tax bases would decrease, areas that were being revitalized may find themselves reverting back to prior conditions.  | Economic Impact/Property Values |
| 1/6/2015   | Phlip Salerno                               | Such infrastructure will undermine the land and property tax value in existing residential communities that the system will not directly serve.  | Economic Impact/Property Values |
| 12/12/2014 | prissy                                      | I am strongly against having this rail system in Freestone County! This would be extremely close to my home. If I decided to sell it would decrease my property value. As a taxpayer I feel my right is very important to oppose this.   | Economic Impact/Property Values |
| 1/8/2015   | Quentin D. Haag                             | All this would lower the quality of life for residents and as well as local property values.<br>The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would rend that a waste of tax-payer dollars.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause decline.   | Economic Impact/Property Values |
| 1/9/2015   | Randy Odinet                                | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.<br>* Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values. I request a study showing impact to property values adjacent to a high speed rail, within 1 mile of high speed rail, and within 2 miles of a high speed rail. The report should address compensating property owners within each zone for lost property value.   | Economic Impact/Property Values |
| 1/5/2015   | Rd Kissling                                 | A HSR, as proposed, with trains coming North or South every 15 minutes from 5:00 AM to 11:00 PM would significantly degrade the quality of life in our neighborhood with resulting decay in property values.   | Economic Impact/Property Values |
| 1/5/2015   | RD Kissling and Mary Tipton                 | What formula will be used to compensate property owners for value lost due to "soft" issues such as noise, visual obstructions, etc. ?   | Economic Impact/Property Values |
| 1/9/2015   | Rebecca Reyna                               | We support the economic development impact this project could have on the Greater Northside area, especially the possibility of connecting the HSR to the existing North Light Rail Transit System. GNMD believes this connection would be beneficial and consistent with the goal of a true Intermodal Transportation System. Please note that we have no direct objection to HSR in relation to this section that is within the GNMD boundaries.   | Economic Impact/Property Values |
| 1/8/2015   | Regina Bennett                              | These are the points that will affect my property and the value of my property.<br>I understand the need for having a bullet train between Houston and Dallas. I think other options need to be explored that are outside of the current rail plan discussion.   | Economic Impact/Property Values |
| 1/8/2015   | Reid Covington                              | Some concerns that should must [be] addressed and studied: Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.  | Economic Impact/Property Values |
| 1/6/2015   | Reid Juul                                   | An elevated rail that travels through a long standing residential neighborhood that is improving rapidly, would be detrimental to property values. Proposed route 1 would run over the top of several schools and impede the current growth and improvement of neighborhoods such as Oak Forest and Garden Oaks. Please reconsider or evaluate alternative routes.   | Economic Impact/Property Values |
| 1/7/2015   | Rena van Zeelst                             | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will:<br>Lower property values not only for my neighbors living literally feet from the rails but several blocks in both directions. I live one block away from the existing freight system.<br>Devastate neighborhoods whose residents will receive no direct benefit from a high-speed rail system that is solely intended to serve remote passenger throughput<br>become a potential drain on taxpayers - if this private endeavor misses its entirely theoretic ridership mark, subsidies will be their only way out  | Economic Impact/Property Values |
| 1/7/2015   | Rena van Zeelst                             | lower property values not only for my neighbors living literally feet from the rails but several blocks in both directions. I live one block away from the existing freight system.  | Economic Impact/Property Values |

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| 1/7/2015   | Renee Shaver              | Such an infrastructure will lower the land and property tax value in existing residential communities such as Garden Oaks, the Heights and Independence Heights which the system will not directly serve. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas.  | Economic Impact/Property Values |
| 12/2/2014  | Rhonda Jordan             | The neighbors I've spoken to all agree their main reason for building their lives in Waller County was the advantage of living rurally near the urban areas of Tomball, Cypress and Waller. Business and private lives will suffer irreversible damage when compared to any proposed advantage of a high-speed rail. And I didn't write this down, but this transmission line that they're talking about following goes right through our family ranch. It will take up the entire acreage where we have our cattle, our two hay -- three hay fields and our two grazing pastures, not to mention the four homesteads that we have there. We're putting up a fight, sir.  | Economic Impact/Property Values |
| 12/3/2014  | Richard Franco            | submitted written of comment (nothing recorded by court reporter) MR. FRANCO: One card, but, okay. Covering first about the divided land. There's the problem that as some of these owners have already been approached and claimed to them that their access would be paid for, but they would still be stuck being the owners of that land, which means that they would be stuck having to pay the taxes on that land. Now, I'm not one of them, but that to me sounds a rip-off. If they own the land, somebody else is using; so they pay the taxes on it. Now, they're probably going to get a one-time lump sum payment for access rights, and for the rest of their lives that they own that land, they're going to pay taxes on it. I can stop here if you want to answer it, but that means you got to stop that clock.  | Economic Impact/Property Values |
| 1/8/2015   | Richard Hatcher           | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall.... Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.   | Economic Impact/Property Values |
| 1/8/2015   | Richard Irwin             | No Texas High Speed Rail!!! As a concerned citizen of Grimes County, Texas, the prospect of a high speed rail line, dedicated for the sole use of the residents of Dallas and Houston, zipping through our quiet country landscape is abhorrent! This project, like all other rail projects in the USA, will be a disaster and will negatively impact a significantly larger number of the population than it will benefit. Making matters worse, our county, along with all the other counties between these two metro areas, will experience no benefits, yet will absorb all of the negative consequences. These will include a reduction of property values, increased ambient noise and light, and destruction of wildlife habitat.  | Economic Impact/Property Values |
| 1/8/2015   | Rick Graves               | Like most homeowners, most of my accumulated wealth is in the value of my home. As a retired teacher I struggle to pay my rising property taxes while the essential services provided by local and state government seemingly dwindle. If this railway is built adjacent to my home, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even more wealthy. Thank you for your time Mr. Johnsen, I urge you to encourage this company to find a less intrusive route for this train. Surely even in Texas the happiness of thousands of citizens count at least as much as the profits of ten individuals.   | Economic Impact/Property Values |
| 1/8/2015   | Rick Graves               | Like most homeowners, most of my accumulated wealth is in the value of my home. As a retired teacher I struggle to pay my rising property taxes while the essential services provided by local and state government seemingly dwindle. If this railway is built adjacent to my home, the value and livability of it and every other home along the line will be drastically reduced. All of this so 10 wealthy individuals can become even more wealthy.  | Economic Impact/Property Values |
| 1/8/2015   | Rob Griffith              | Thank you for the opportunity to comment and be heard on the Dallas-Houston High Speed Rail project proposed by the Texas Central Railroad. Along with my partner, I am owner of an historic property located in Houston's First Ward. I am also a REALTOR who has helped many people buy and sell real estate in the First Ward as well as other areas of Houston. I am also the outgoing president of the First Ward Civic Council. Both of these neighborhoods have heavily gentrified over the past few years with enormous investment made by homeowners and businesses along the proposed routes. In the First Ward, the Winter Street route takes the train a half block from the High First Ward Historic District, slices through a major Arts District which is home to hundreds of artist studios, and would irrevocably devalue residential properties which have been purposely located to take in dramatic views of downtown. As a REALTOR, I am already hearing the concern of potential buyers in the area. This is an area that over the past two years, has enjoyed an increase in property values of 15% per year and more!  | Economic Impact/Property Values |
| 1/9/2015   | Rob Griffith              | My next concern is the destructiveness of the two routes proposed by TCR as the trains enter the inner loop (I-610) area of the city. These are suburban and urban neighborhoods ill-suited for elevated tracks - one going down Winter Street (right down the middle of the First Ward); the other through the Oak Forest area. Both of these neighborhoods have heavily gentrified over the past few years with enormous investment made by homeowners and businesses along the proposed routes. In the First Ward, the Winter Street route takes the train a half block from the High First Ward Historic District, slices through a major Arts District which is home to hundreds of artist studios, and would irrevocably devalue residential properties which have been purposely located to take in dramatic views of downtown. These very views would be eradicated by the height of the elevated track of the high-speed rail. Our community is full of historical residences, churches and significant old buildings and parks (one of which - Brock Park - was originally deeded to a freed slave and later made the site of a school). As a REALTOR, I am already hearing the concern of potential buyers in the area. This is an area that over the past two years, has enjoyed an increase in property values of 15% per year and more! | Economic Impact/Property Values |
| 1/8/2015   | Robbie Morrison           | First and foremost, the homeowners affected by this rail line will lose money and some will probably lose the homes they have lived in for years, homes that have been in their families for years, newly-constructed homes, and their long established businesses. I think the homeowners all along this proposed rail line will be the losers if this project is allowed to go forward. The landowners and homeowners will receive NO BENEFIT from the line and the only people who will benefit will be TCR and it's investors, a majority of whom are FOREIGN and most likely don't care about the impact on the homeowners and landowners along the route. They don't live here and they don't care! It's also possible that the airlines, especially Southwest, might be harmed with the resulting loss of jobs to the citizens of Houston. Have their been studies on this?  | Economic Impact/Property Values |
| 1/8/2015   | Robert and Catherine Hurt | The train would be easily seen from my front porch and no doubt heard, greatly impacting our quality of life and devaluing the value of our property. My home is a large part of what will become our retirement and this deeply concerns us. The train would also impact parks, schools, and churches that the rail line would be adjacent to as well.   | Economic Impact/Property Values |
| 1/9/2015   | Robert and Yichen Huwar   | I am writing you in regards to the environmental impact study you are conducting for the Dallas to Houston High-Speed Rail Project. We do not wish for the FRA to recommend the use of the BNSF line (sometimes called the 34th street corridor) through Houston. Please include in your study a response to the following items:<br>Property value depreciation - Our home, which is 1.5 blocks from one of the proposed routes (BNSF Line), will most likely be impacted negatively if the project is approved. We would like to see a study done on how similar rail projects have impacted property values in established neighborhoods   | Economic Impact/Property Values |
| 12/14/2014 | Robert B Shumway          | A lot of us have a down town view which we enjoy and add to our property values. As far as property value are concerned, we have had increasing values here because of location and increasing affluence. I can see no reason why this High Speed Rail will have a positive effect but will most likely affect our on the area's property values. There are other alternative routs for this system into Houston. Do not run it through our neighborhood.   | Economic Impact/Property Values |
| 12/15/2014 | Robert B Shumway          | A lot of us have down town view which we enjoy and add to our property values. An elevated train trestle through the middle of the area will stick out like a sore thumb. As far as property values are concerned, we have had invreasing values here because of location and increasing affluence. I can see no reason why this High Speed Rail will have a positive effect but will most likely have negative effect on the area property vaules. There are other alternative routes for this system into Houston. Do not run it through our neighborhood.  | Economic Impact/Property Values |
| 11/13/2014 | Robert Curtis McFachern   | NO TEXAS HIGH SPEED RAIL - "LEON COUNTY, TEXAS" Please be informed that I OPPOSE the high speed rail coming through or crossing Leon County, Texas. I have worked day and night to acquire my small acreage and modest home, only to find out that my property is within the proposed route of the high speed rail in Leon County, Texas. It disgust me to know that a private entity may build a high speed rail adjacent, on, or above my property, which will certainly devalue my land and possibly displace my family. I ask that you consider another route besides Leon County, Texas.   | Economic Impact/Property Values |



| Date      | Contact Name    | Request/Comment   | Comment Topic                   |
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| 1/8/2015  | Robert D. Muir  | I would like to express my objections to the rail routes selected for the southern Navarro County area.<br>I operate a horse breeding operation that will require relocation if the BNSF1 route is selected.<br>The value of my property will be severely affected by construction of the BNSF1 route. Operation of the rail will create a noise nuisance greatly decreasing the value of my 3 year old, million dollar home. The project appears to pass less than 600 feet from my home.<br>I own over 1500 acres and 3 homes in the near proximity of these proposed routes that will all suffer immensely in value.   | Economic Impact/Property Values |
| 1/8/2015  | Robert Hurt     | I wish to be added to the mailing list as the HSR would impact my family's quality of life and property value greatly.  | Economic Impact/Property Values |
| 1/4/2015  | Robert Morgan   | I would like to take this opportunity to protest the proposed route of the high speed rail that would traverse through or within 500 feet of Morgan Creek Ranch located on FM 709 in Navarro County. This property is anything but "undeveloped rural property". This is a highly developed working ranch with over 2 million dollars in residential homes. (4 homes and living quarters as well as a 4000ft Lodge and main home) Located on the property is a full size fully operational Rodeo Arena that has hosted many events including an event for the children who survived the Tsunami in Japan. (A visit arranged by the Texas Rangers Yu Darvish) There is a commercial size skeet facility as well as a rifle and pistol range. Facilities include a party pavilion private lake and various quiet secluded areas for quiet contemplation. There is an observation point built over 15 years ago to enjoy the quiet views of the property within 1000 feet of the proposed route. This ranch was intentionally developed 10 miles from the closest city to assure isolation. The ranch has hosted parties attended by President Bush family members as well as fund raisers for the multiple charities including Jesuit College Preparatory, Ursuline Academy, and the and the Salesmanship Club. Multiple thousands of dollars have been raised for various Texas charities as the ranch and its quiet peaceful setting is a coveted destination for which donors have donated as much as \$12K for a three day visit.<br>The ranch is a licensed bird release facility as well as a licensed deer release facility. Most recently a buffer between the ranch and the utility easement was purchased to assure isolation to allow release and rehabilitation of quail in the county.<br>Morgan Creek Ranch is also a full time working ranch with full time on property resident occupants. The ranch raises and breeds cattle as well as being one of the largest high quality family owned hay production farms in Navarro County. The ranch was recently described by a Navarro County Sheriff officer as the "nicest property in the county"<br>In 2009, when a proposed transmission line was to traverse the ranch, the PUC and Lone Star Transmission after hearing testimony and reviewing factual testimony about the ranch relocated the proposed utility line not to cross the ranch as they deemed the lines detrimental to the improved property.<br>Obviously if power lines were deemed too invasive for the ranch the constant vibration, noise and physical presence of the high speed rail would render many of the purposes of the ranch useless. This would create an undue economic burden to the mission of the property for which there is no remedy.<br>I would ask therefore that the rail be moved to a less improved rural property where the economic impact would be minimal. | Economic Impact/Property Values |
| 12/4/2014 | Robin Welch     | I'm a citizen here in Grimes County. I'm also a member of the Grimes County Advisory Group, and I'm speaking on behalf of that group. This property is not wanted through this county -- this project, rather. It will lower housing property value, ad valorem taxes. It will destroy businesses and stifle economic growth in this county. It brings absolutely no value to this county or any of the other affected counties, only to Dallas and to Houston. It doesn't benefit me. Show me where we will benefit, where our taxes improve, where our homes improve, where our way of life improves.   | Economic Impact/Property Values |
| 12/4/2014 | Robin Welch     | This project is NOT warranted through this county. It will lower house/property value and ad valorem taxes, destroy businesses and stifle economic growth in this county. It brings ABSOLUTELY NO value to this county. In addition to the financial destruction it will bring, it will destroy our way of rural life. We are in the country for a reason.  | Economic Impact/Property Values |
| 1/7/2015  | Rogerio Largman | This project is environmentally, technically, and socially unacceptable with the proposal to place a high speed rail route through densely populated residential areas within feet of homes, schools, churches, recreational areas, and small businesses serving the neighborhood. No honest or credible person would say either of these two routes which run through densely populated residential areas would not destroy the quality of life and <u>render property worthless</u> by having a high speed train that most likely will have to be elevated through the super 22 neighborhood, run every 15 to 30 minutes from 5:00 AM to 11:00 PM every day of the week.<br>More specifically, there is no credible research that would support that the proposed routes would have no to minimal detrimental impact on either the quality of life or <u>property values of home owners and businesses impacted by these routes</u> . There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reduction in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the "preferred" routes benefits anyone but a few investors in the project.<br>I am resident in the targeted neighborhood of West End. The rail line lays 40 feet behind my residence and I am absolutely positive there is no room for additional rails but to an elevated platform. I am vehemently opposed to this project because it would destroy the neighborhood. Again, only a dishonest person would dare suggest that placing a high speed rail in this residential neighborhood would not <u>ruin us financially by rendering our property worthless . For most of us, our house is our most valuable financial asset. This project, if the preferred routes through neighborhoods are approved, will devastate our financial security</u> and quality of life, and a single derailment would be catastrophic. There can be no guarantee that there will never be an accident along the route through the neighborhood. We residents would take that risk – not the owners of the train  | Economic Impact/Property Values |
| 12/1/2014 | Ronnie Caldwell | Another thing is the equality. Of course, that's a personal issue with people, landowners like Ms. Epps and all. You know, how is that going to be addressed? If you have a rail running right down your living room, you know how that is going to go, but if you live right next door to it with people next to it, what's the impact a hundred yards away, a mile away, you know, two miles away? There's impact on that, and it can't be any positive impact. It's all got to be negative impact for us here in Ellis County, so that needs all to be addressed. I just -- it seems like there's a lot of benefit for two areas, but not very beneficial for the Ellis County area. That's my comments.   | Economic Impact/Property Values |
| 1/6/2015  | Rosalinda Egge  | finally, I feel that it would be best to put the train someplace other than where people's homes are affected. Perhaps it should not even be built. It would present a hardship to many of the families which own homes along the rail line if they were to lose their homes for this project. I feel that the project is mostly to make money for people that are already rich. The people here are barely hanging on. I don't think that they will be compensated enough so that they can purchase another home. They probably will have to pay more taxes and civic association dues than they are presently paying. It is not only being compensated, it is being displaced. People have been here for many, many years and it is hard to be uprooted and having to move elsewhere. It boils down to someone making money who really doesn't need it and many of the residents here having to give up their homes who can't afford to in order to make these people even richer. I do not recommend doing this to our residents in Houston, much else us who live next to the BNSF Railroad tracks.   | Economic Impact/Property Values |
| 12/8/2014 | Ryan Balazs     | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.<br>Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.  | Economic Impact/Property Values |

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| 12/9/2014  | Ryan Balazs           | All this would lower the quality of life for residents and as well as local property values. The existing tracks in this area are being transitioned into "Quiet Zones," but this proposition would render that a waste of tax-payer dollars. Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.   | Economic Impact/Property Values |
| 1/9/2015   | Ryan Grayless         | The construction of TCR along the BNSF rail line would have a devastating impact on private property values, noise pollutions, and quality of life and property rights in general. Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. HSR running through or along these subdivisions will cause the values to decline, leading to a decline in tax revenue. Residents do not know what this will do to nearby properties- will homes be demolished or parts of residents lots taken for the right-away.   | Economic Impact/Property Values |
| 1/9/2015   | Ryan Grayless         | Constructing a rail line through this area would disturb the community and undermine our quality of life. Inevitably, the property values, which have seen a drastic upswing in the last 5 years, will plummet. This will negatively impact the City of Houston and Harris County's tax bases as our neighborhoods move from thriving communities, to a victim of exodus and a run-down area.  | Economic Impact/Property Values |
| 12/3/2014  | Sally Carter          | My question is this: the land directly on the selected route will be purchased. How will the landowners who are bordering the route but not directly on it be compensated for the loss of value in their property? They will never be able to sell it.   | Economic Impact/Property Values |
| 1/8/2015   | Sandi Schwartz        | additional rail traffic in these corridors will negatively impact property values,   | Economic Impact/Property Values |
| 1/9/2015   | Sandra O'Guynn        | This proposal will significantly reduce the property value of my home as well as that of my neighbors. I take a lot of pride as a Garden Oak Resident. We are a traditional neighborhood and my home was built in the 1940's. The character and quaintness would be lost with a high speed rail in my back yard too.   | Economic Impact/Property Values |
| 1/8/2015   | Sandra Schwartz       | negatively impact property values, and diminish quality of life for neighborhood residents.  | Economic Impact/Property Values |
| 12/11/2014 | Sandy Cykoski         | Property values will be affected negatively, we just finished building our retirement house in January 2014, what a slap in the face that was to us. The value of our property/home will plummet.  | Economic Impact/Property Values |
| 1/7/2015   | Sandy Simmons         | I am concerned about the routes proposed by Texas Central Railway for the high-speed rail between Houston and Dallas. Both of the current "preferred" routes have segments that would run through dense, long-established residential neighborhoods, one of which is the Oak Forest / Garden Oaks area where I have lived for 50 years. Trains running through such dense neighborhoods every 15 - 30 minutes would be disruptive, bringing increased noise, vibration, and traffic at RR crossings, thereby decreasing the quality of life for residents and lowering property values. An elevated track would be especially invasive and an eyesore.   | Economic Impact/Property Values |
| 1/7/2015   | Sasha M. Pejerrey     | You will drive down the property value, as well as deter families from choosing to invest in the private schools and communities in the area. Your business will be built by hurting other local and small businesses in the area.   | Economic Impact/Property Values |
| 12/7/2014  | Scott Reagan          | While many experts and professionals currently involved may be located outside of Texas, the physical location of the track in Texas will require them to hire local expertise, require travel through the region using investor funds for their hotel, food, and traveling costs. As the project progresses, the majority of the labor will become more local. Texas has a strong engineering and fabrication industry, and I am concerned that most of the technical skills and material will be outsourced outside of Texas and possibly outside of the United States. This will have negative impacts due to the direct outsourcing of jobs, and more importantly, the indirect prevention of training of local talent for future development and future maintenance. Therefore, I would recommend encouraging a portion of the fabrication of materials and engineering of the project on a local level.<br>The largest risk to individual land owners is their lack of knowledge of their property value, the value of the damages associated with construction, and the condemnation process, possibly resulting in land owners selling land below market value or listening to poor advice preventing productive negotiations. I would strongly recommend education to the public along the ROW of their rights and the land acquisition process.<br>In summary, the development of the high-speed rail will have many benefits from investor money and future business growth to a better US transportation infrastructure with a lower environmental impact. The use of local businesses, professionals and laborers will greatly benefit Texas. Landowners must be educated about how the route will affect them on a personal level (noise, vibrations, construction conditions, etc) and the ROW acquisition process. | Economic Impact/Property Values |
| 12/3/2014  | Scott Smith           | The only positive financial impact will exist in two small areas, the stations at each end of the line. The other 240 miles will see at best nothing, and at worst, loss of lands and a drop in property value. Guess this might be nice if you live inside Loop 610 and Loop 12 in Dallas, but who else is going to fight downtown traffic and parking to ride a train. And when you arrive at the other end, is downtown really where you want to be? Seems to me, you have the same dilemma as the Greyhound bus riders. Please understand I am not antibusiness. I'm a business owner myself, but I do object to any business that can negatively affect so many people's quality of life and property values especially in this lot 240 miles long.   | Economic Impact/Property Values |
| 1/7/2015   | Seth Rudolph          | As a current resident of Garden Oaks I am strongly against this High Speed Rail Project running through our beautiful neighborhood along the W 34th street corridor. This will have a negative effect on our quality of life and property value<br>If the rail system is installed along the W 34th street corridor, would the Texas Central High Speed Railway be responsible for compensating me for the loss in home value I will incur because of this high speed rail? If so, what will be the basis for the compensation?  | Economic Impact/Property Values |
| 1/9/2015   | Seth Wilson           | The HSR, located either on ground level or on elevated structures within the residential neighborhood will severely undermine the land and property value.   | Economic Impact/Property Values |
| 1/13/2015  | Shane Kurz            | Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.   | Economic Impact/Property Values |
| 1/9/2015   | Shannon Nelson Carney | I own a house on W. 34th Street that is currently on the market for sale. We had (3) showings on Monday. All prospective buyers rejected this property due to the rumors of HSR. I had planned on using the proceeds of this beautiful historic home to fund my retirement. I am very angry! I am trying to sell my home on W 34th Street. The talk of the projected rail project is hurting my property values and my ability to sell. We had 3 showings on January 7a nd [and] all were concerned about the train. (see attached). I am very angry and had planned on using the proceeds [proceeds] from this home to fund my retirement.  | Economic Impact/Property Values |
| 1/8/2015   | Sheila Amalfi         | The reward for this simply cannot be the destruction and degradation of this community by allowing high speed rail to diminish our property values...  | Economic Impact/Property Values |
| 1/9/2015   | Sheila Briones        | I am sending this letter on behalf of the members of the Garden Oaks Civic Club opposing the proposed Houston to Dallas High Speed Rail route following the current BSNF rail line, specifically along the W. 34th Street corridor due to the negative impact the route would have on the quality of life for our community, schools, churches and areas of recreation.<br>Our stable and vibrant neighborhood along the proposed route is undergoing additional massive revitalization and economic growth. This route could impede the development needed for our area and also dramatically impact property values. Special neighborhoods exhibit a special character. Please help us keep Garden Oaks the special place it is to call home.  | Economic Impact/Property Values |
| 1/8/2015   | Shelley Rogers        | Running a two-track wide, 40 to 50-foot tall, concrete, elevated, freeway-like structure through my or any of these other neighborhoods on either route would be a travesty and would spell financial ruin or hardship for many, all so that some wealthy, unidentified "investors" and their Japanese bankers can experiment to see if HSR will make them even more wealthy (and, if not, have us bail them out).   | Economic Impact/Property Values |

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| 1/9/2015   | Sherry Black         | Many of the residential neighborhoods on the proposed routes are undergoing massive revitalization. These routes will without doubt impede the development needed to renew these areas. It will dramatically impact property and land values and cause people to move out of these neighborhoods, not move into them, and/or stop revitalization efforts. I am personally financially impacted already as I have had to halt plans for my current home that have caused me to lose money already paid. I will not invest more into my current home if there is any chance that the BNSF route for HSR goes through behind my house. Unfortunately, I learned about the HSR plans after I paid nonrefundable money and had a full set of plans, ready to start. Now stopped until the HSR route is decided. My home is the bulk of my life savings and it is now needlessly at risk, I have lost and am losing money while this issue is in limbo.  | Economic Impact/Property Values |
| 1/7/2015   | Sherry Jordan        | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses. | Economic Impact/Property Values |
| 10/22/2014 | Stephen Beaver       | This will result in a decreased food supply and increased food prices. Judging from the last attempt to put in a High Speed Rail System in that took farm and ranch land, there will be strong opposition all along said route.  | Economic Impact/Property Values |
| 1/9/2015   | Stephen Fraga        | I am most concerned that this will adversely affect my property value.   | Economic Impact/Property Values |
| 1/7/2015   | Steve Rachac         | I am writing these comments to let you know that we moved out here into the country to get away from the city environment and now we have invested much of our life savings and time into our dream place and this project is supposed to help people in Houston and will definitely will definitely destroy or make our place worthless and useless. We have the great and beautiful country environment with all of the local fauna and animal life that we encourage and take care of so we protect our country environment. If it goes through our place, or is near our place understand that our land value will drop desparately. We have worked hard for our money and invested it our land and now we are facing what can be a nightmare. It is the Utility Route that is threatening our home and land.  | Economic Impact/Property Values |
| 1/8/2015   | Steve Scharzbach     | Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve.<br>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas and also dramatically impact property values.  | Economic Impact/Property Values |
| 12/2/2014  | Steven Rappolee      | You advertise -- your Texas Central Rail advertises 3,000 acres that will be taken up just in your land. Just in public -- or privately owned land, 3,000 acres just for the railway, okay? Let me break that down for the ranchers in the community. You -- as you well know, we can run at least -- at least one cow for 5 acres in this part of the world. Some people run much more than that. So 3,000 acres at 5 cows -- or 5 acres per cow, that's 600 momma cows you're going to take out of production. What did y'all get for your calves this year? I'm sure most of you would say at least \$1200 average. That's \$720,000. Make sure you heard that. \$720,000 that this railway will take out of our pockets. How do you plan to replace that?  | Economic Impact/Property Values |
| 12/4/2014  | Steven Rappolee      | Secondly, I want to talk about the economy of rural Texas. TCR website advertised 3,000 acres of private land that they will use for their railway. That's just the land they will use for the railway. That doesn't include all the land that will be cut off from water or cut from access by landowners or cattle. That's grazing land. If you take 3,000 acres of grazing land out of production, you close 600 factories. Every momma cow you take out of production closes a factory. This year you could expect near from 1200 to 1800, \$2000 for your calf crop this year per calf. At \$1200, that's \$720,000 of revenue that we lose in rural Texas. This helps nobody in rural Texas. Nobody. Not one person in rural Texas will be helped by this high speed train, and the no-billed option is the only option for us.  | Economic Impact/Property Values |
| 1/8/2015   | Stuart Fieldhouse    | As residents of Garden Oaks, living on W 34th adjacent to one of the proposed routes for the HSR, we wanted to share our concerns and strong opposition to the plans. HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. The planned elevated concrete HSR structures simply are not compatible with the residential environment in the Garden Oaks, or the surrounding neighborhoods. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods  | Economic Impact/Property Values |
| 1/8/2015   | Susan E Love-Saranie | First of all, I am for high-speed rail between Houston and Dallas; however, I have concerns about it coming through our beautiful neighborhood (Garden Oaks). Below are some of my concerns/questions:<br>The infrastructure, elevated or not, is likely to negatively impact our property values and is better suited to industrial zones and/or freeway corridors.<br>Additionally, the travel of trains through the neighborhood every 15 to 20 minutes is likely to also impact property values as well as quality of life.  | Economic Impact/Property Values |
| 12/4/2014  | Susan L Grubbs       | I worry about our quiet, peaceful county being taken over by this high speed rail. It sounds like a great idea, just not through our county. I do not want my property values to go down. Even though my property is not involved directly, I feel for my close neighbors who will be impacted.  | Economic Impact/Property Values |
| 1/8/2015   | Suzanne Debien       | ... would lower property values...   | Economic Impact/Property Values |
| 1/8/2015   | Sylvester Turner     | ..., 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.   | Economic Impact/Property Values |
| 1/7/2015   | Tami Earl            | Such an infrastructure will lower the land and property tax value in existing residential communities such as Garden Oaks, the Heights and Independence Heights which the system will not directly serve.<br>Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization efforts. These routes could impede the development needed to help renew these areas.  | Economic Impact/Property Values |
| 1/8/2015   | Tami Merrick         | The stress imposed on lower income families and retired people which their home is their life investment. Please note TCR has not really disclosed how the compensation for property or loss of property value would actually be determined.   | Economic Impact/Property Values |
| 1/9/2015   | Tami Merrick         | Economic impact and the devaluation of private properties in impacted neighborhoods.   | Economic Impact/Property Values |
| 11/9/2014  | Tammy Lester         | My name is Tammy Lester and I would like you to know that I am opposed to having the high speed train going by our subdivision. I live in the Chateau Forest subdivision, right next to the train track. First, I do feel that it will make more noise and that it will cause vibrations that might affect our foundations and drywall. Not only will it cause me and others not to be able to sleep, but it will devalue my home and may cause my home to have little resell value. I feel this should be done somewhere else away from my home.<br>I have lived in my home for over 20 years, and it is paid off. I cannot afford to buy another home. My husband is disabled and I support him. I can barely make ends meet without having a house note. There is no way I can add a house note to my financial responsibilities. Our civic association is a very reasonable amount, that I'm sure is not available anywhere else in the city.<br>To be clear, I am very against doing this to our residents in Houston and especially to those who live next to the BNSF Railroad tracks.  | Economic Impact/Property Values |
| 1/14/2015  | Tammy Lester         | I have lived in my home for over 20 years, and it is paid off. I cannot afford to buy another home. My husband is disabled and I support him. I can barely make ends meet without having a house note. There is no way I can add a house note to my financial responsibilities. Our civic association is a very reasonable amount, that I'm sure is not available anywhere else in the city.   | Economic Impact/Property Values |

| Date      | Contact Name            | Request/Comment  | Comment Topic                   |
|-----------|-------------------------|--|---------------------------------|
| 1/9/2015  | Tania Rivas             | Further, an elevated structure that is 40 - 50 feet tall is visually and environmentally unappealing, which will send neighbors packing and leave the remaining few with reduced tax values. I do not see how this project, in any way, serves my neighborhood at all. This project has not demonstrated that it will provide affordable, high volume ridership to Dallas. There is no benefit to the regular, hardworking citizen in Garden Oaks.   | Economic Impact/Property Values |
| 1/9/2015  | Terry Jeanes            | I am writing to voice my opposition for the High Speed Rail Route as proposed for the BNSF line by the Texas Central Rail project.<br>As a 35 year resident and a 31 year residential Realtor for this high density residential corridor, I see negative impact and areas of concern which include economic, quality of life, and feasibility /logistics.<br>Economic: The proposed line unlike an alternative line if terminated outside the 610 loop , drives thru a long time stable community, where expanded growth and new construction is not only providing an increased tax revenue base for of the local government but also spurring further economic development with the additions of commercial amenities, shopping, restaurants, and more. Industrial parcels alongside the line or even vacant parcels are now being developed with high density homes from the \$400000's and above price. The unknown of the route along side of this line will likely result in "wait and see" attitude. Thus in the area loss of demand, increased supply, dropping prices and ultimately a decrease in tax revenue for local districts. | Economic Impact/Property Values |
| 12/2/2014 | Terry Johnson           | Most of us that are in there have put our life savings into this thing. And now you're telling us it's going to go to nothing. It doesn't make a lot of sense to us. We don't understand it. And we would really like it to where -- you know, if somebody would just help us out here as best we can. Again, thank you for your time.   | Economic Impact/Property Values |
| 1/6/2015  | Thelma Elizalde         | Further, an elevated structure that is 40 - 50 feet tall is visually and environmentally unappealing, which will send neighbors packing and leave the remaining few with reduced tax values.   | Economic Impact/Property Values |
| 12/4/2014 | Thuyliu Aligo           | I am writing to you in regards to the proposed high-speed rail line that will connect Houston and Dallas. Having the high-speed rail line is fantastic and inevitable for large city like Houston. However, the proposed routes are disconcerting since it would affect our neighborhoods and our homes. From what we understand, the routes were chosen since the cost/profit is more favorable than routes through non-residential areas.<br>It might be cost effective for the project but what about the cost for residence? The high-speed rail line is a great idea, but should it be done in the expense of tax paying Houstonians? It's cost effective for them and detrimental to our home values, the peace in our neighborhoods, and our quality of life.<br>I feel the high-speed rail would be good for our city but if it drives away residents or cost people their homes, it would be undermining the people I was meant to serve. I hope you can take a look at this and help us keep our homes, the peace in our neighborhoods, and our home values.   | Economic Impact/Property Values |
| 1/6/2015  | Tim and Dannette Miller | Dannette and I have worked all our lives and saved money to pursue a dream of owning a small farm. In December 2013 we started to realize the dream by purchasing land in the middle of Grimes County. You can imagine how distraught we felt when we learned in November of 2014 that the 2 top routes selected by the HSR intersect at our property.<br>Our life savings are invested in the property - plus loans. We have no additional money to invest in other property and now we cannot sale the property without sustaining a substantial loss.<br>This is our American Dream.<br>We move that the HSR not be allowed to be built.  | Economic Impact/Property Values |
| 1/8/2015  | Tina Roberts            | ... where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve  | Economic Impact/Property Values |
| 1/9/2015  | Tina Roberts            | The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values,  | Economic Impact/Property Values |
| 1/8/2015  | Tinabeth Keaslin        | Some concerns that should must [be] addressed and studied: Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.  | Economic Impact/Property Values |
| 12/3/2014 | Tom DuBois              | This is to voice our view that myself & family are firmly AGAINST the HSR proposed project.<br>We are fifth generation residents in Leon county and do not want ours, or our neighbors property in any way negatively effected by this proposed project. We know that our way of life would be negatively effected along with our property values, livestock & livestock operations, wildlife, and a noise pollution issue.<br>Quit pitching this would occur on the I-45 corridor. This is not your intent, let your foreign investors find another country to make their money in at the expense of others. We do not want you here.   | Economic Impact/Property Values |
| 1/9/2015  | Tom Gleason             | This project will bring little if any economic benefit to any of the counties impacted, including Dallas and Harris counties. At best it will provide any displaced workers at the airport with a possible employment alternative. TCR has indicated that this will be a train built in Japan with construction overseen by Japanese and likely constructed by Japanese leaving a minimum of jobs for any local participation. Once construction is done, the long term impact of the project will be disruption to a way of life, reduction of wildlife in the area and the roar of a bullet train running through the area. We would derive more benefit from the expansion of the airports in Dallas and Houston.   | Economic Impact/Property Values |
| 1/9/2015  | Tom Ngo                 | I recently just moved to the Independence Heights area, off of Delhi Street. I am concerned about a high speed train being built a few blocks from my house and running every day, every thirty minutes, from 4:30am to 11:00pm at night. I moved to Independence Heights because of the current redevelopment of the area. I feel if the high speed train goes in, the redevelopment will end and I will have made the wrong decision to move out here. I feel that this will force me to end up moving once again, which will cost me more time and more money.  | Economic Impact/Property Values |
| 1/10/2015 | Tony Padon              | This project would decimate our Garden Oaks neighborhood and property values. i can't really even believe it's being considered. A 40-50 foot high structure through the middle of an established, quiet residential neighborhood with bullet trains running every 30 minutes?? I will support stopping this from happening on this rail line through our neighborhood with all of my time, talent and treasure.   | Economic Impact/Property Values |
| 12/4/2014 | Trayton Golden          | I agree with everybody out here. Before Obama was elected, I bought some property out here to come out here to relax and kind of, you know, just commute with the nice people around here and tried to save up enough money because I wanted to pay cash for a house. We'd already given, you know, the \$400 to the co-op to put a stake in the ground, and I was fixing to pour piers on our house until I found this map that shows the line going right through my property, right through my house. So I had a decision, you know; and is this the only meeting that I found, you know, at the time. I had -- I was unaware. So the decision I've made now is I'm going to go ahead with my project; and I want you to know that whether you no bill it or not, try to take my property.  | Economic Impact/Property Values |
| 1/7/2015  | Trent Salch             | Before I purchased my home, I did extensive research with longtime residents of both Oak Forest and Garden Oaks. My specific concern was the daily disruption that the BNSF rail line caused to residents of these neighborhoods. In the end, I determined that a freight train running at a reasonable speed through the neighborhood a few times day was acceptable and so we decided to purchase our home. We knew what to expect in 2003 when we purchased our home and understood that the BNSF rail lines were a cost to live in such a resurgent area of our city. We have seen our property values soar since we purchased our home, and in my case our value has doubled. This is our home first, but it is also my family's most significant financial investment. The proposed High Speed Rail system that is now being studied would dramatically affect the property values of every home in both Garden Oaks and Oak Forest.   | Economic Impact/Property Values |

| Date       | Contact Name           | Request/Comment   | Comment Topic                   |
|------------|------------------------|---|---------------------------------|
| 1/9/2015   | Tricia Hughes          | I do not understand why any entity would propose putting in a project such as this high speed train in the middle of highly populated well-established communities-communities that have been escalating in value due to location and desirability and new home construction. We own three properties in Oak Forest on a street just two blocks north of the BNSF rail line by which the proposed high speed train would be located, one is our homestead and the other two are investment/rental properties that were to be a large portion of our retirement income. Based on what I've heard about the amount of land that would be needed for the high speed train project, there is a possibility our street could be eliminated completely and even if it was not, the desirability to live so close to such a project with the noise and vibration levels, would be low and cause a significant reduction in property values. Many other homeowners would also be affected negatively.<br>We are very opposed to this project being constructed right through the middle of several desirable Houston subdivisions; it would seem this project would be more suitable in a more remote area. TCR states that it's more environmentally friendly to construct it by an existing railway but it seems that is more about keeping their construction costs lower than environmental factors.<br>I also have not seen any market data showing how many people would actually use the high-speed train, but again, I've only heard of the project since Monday.<br>Thank you for considering the input of the communities that would be affected by this project. | Economic Impact/Property Values |
| 1/8/2015   | Trina Caudill          | I am in favor of a high speed train from Dallas to Houston and would likely ride the train if the schedules and fares were favorable. However, I am opposed to the rail line's favorite proposed route for the following reasons:<br>Economic Impact<br>High speed trains do not belong in back yards. Garden Oaks and other established neighborhoods near the Heights, just north of downtown Houston are known for their mature trees and large lots. These homes have high property values and corresponding taxes because of their proximity to downtown Houston and the Galleria area. A high speed train cutting through a neighborhood does nothing to enhance that neighborhood and does a great deal to harm it.<br>We stand to lose money on our home. Who wants to buy a home with a high speed train running through your backyard every 30 minutes and passengers looking over your little fence?<br>We are also considering the harmful impact of our local businesses. What about our vet's office, restaurants, churches and the local Y? They may have to close or relocate to accommodate the greater space requirements for a high speed train.   | Economic Impact/Property Values |
| 1/8/2015   | Vanessa Smith          | As other countries that have built such rail lines have done, the rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods. I fear that a training running every 15 to 30 minutes 18 hours a day, would lower my property value, increase noise and vibration (thus impacting the schools along the path) and severely harm the high-quality livability that the Garden Oaks and Oak Forest neighborhoods have worked hard to achieve. Our neighborhoods where the proposed routes would enter are undergoing massive revitalization efforts, which is what drove the decision for our family to move to this area. These routes could impede the development needed to help renew these areas and also dramatically impact property values. While I understand the need to yield the highest return on investment for your investors, I ask that you consider the potential devastating impacts to these communities and the thousands of families who live here.   | Economic Impact/Property Values |
| 1/7/2015   | Vernon Fristoe         | A 50-foot elevated rail line with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.  | Economic Impact/Property Values |
| 1/9/2015   | Vicki Vaughn           | I'm also worried that property value will plummet. We don't want this in our neighborhood. It should be built somewhere industrial, not through an established neighborhood like Garden Oaks.   | Economic Impact/Property Values |
| 1/9/2015   | Virginia Haley         | This would impact my well-being, my property value...   | Economic Impact/Property Values |
| 1/10/2015  | Wayne and Jan Forster  | For the above reasons, the TCR HSR will make adjacent properties if not uninhabitable, at the very least, result in a profound decrease in the value of homes, the most significant investment of a large majority of the families along the route.   | Economic Impact/Property Values |
| 1/7/2015   | Will Sanchez           | Will government, and locals assist with some kind of CREDIT/ assistance for homeowners losing their homes to help assist buying another new home?   | Economic Impact/Property Values |
| 1/6/2015   | William Awad           | The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values ...The Garden Oaks area was listed as the "best zip code to buy in" last year. With the approval of high-speed ELEVATED rail – the neighborhood will now be the worst to buy in and live. You have to be blind not to see the negative impact your current plans will have on the neighborhoods you have targeted.   | Economic Impact/Property Values |
| 1/9/2015   | William F Hughes       | This proposal is not about doing the greater good for Houstonians, this is a concept that might benefit people traveling for business and a fewer minority of people compared to the population it would affect. It is about new profit center for a large corporation. It would come more importantly at the expense of people in their neighborhoods trying to maintain a certain standards of living by which they have become accustomed by rightfully paying a price to live in their chosen neighborhood without intrusions like this. The price of their homes would soon become devalued if this abysmal circumstance is allowed to happen. I started life in Oak Forest in 1949 and I plan to leave this earth from Oak Forest. Please do not let this High-Speed Rail Project be allowed to come through our beloved Oak Forest and Garden Oaks neighborhoods.  | Economic Impact/Property Values |
|            | William P Jones        | I'm concerned about the effect this will have on my property value ...  | Economic Impact/Property Values |
| 1/9/2015   | William Sullivan       | Additionally, the Dallas to Houston High Speed Rail would have a negative impact on the economies of 9 counties based on the proposed routes presented during the scoping meeting while only providing benefit to 2 counties. These 9 counties would have increased cost to provide emergency services, such as, law enforcement and ambulance services due to the longer routes being required to navigate the rail system. The cost for provide and maintaining utilities, such as water, gas and others would be increased to allow for the rail system. Also, the public schools in each county would be negatively impacted because of the longer bus routes that would result in higher maintenance and transportation costs; School districts would be divided. Ultimately, the tax payers would have to pay for these additional changes to public services; all the while, the tax values for the property next to the rails would be decreased, no one wants to live by a noisy train.  | Economic Impact/Property Values |
| 1/6/2015   | William Tufo           | Economic depreciation? What affect will it have on home values? Have studies been done in other countries? Why should my home value depreciate when this "private" Japanese company makes money? Will we the homeowners, residents, and people that have to deal with this unsightly monstrosity be compensated in any way?   | Economic Impact/Property Values |
| 1/6/2015   | William Tufo           | Economic depreciation? What affect will it Have on home values? Have studies been done in other countries? Why should my home value depreciate when this "private" Japanese company makes money? will we the homeowners, residents, and people that Have to deal with this unsightly monstrosity be compensated in any way?   | Economic Impact/Property Values |
| 1/6/2015   | Yolanda Garza          | This will also lower our property values and most important, will harm the quality of a safe, quite, friendly, and neighborly communities.  | Economic Impact/Property Values |
| 1/9/2015   | Allison Drobniak       | Electrical Interferences: More information on the electrical system used needs to be provided. There is insufficient research / information provided about electrical interferences, electro-magnetic behaviors as well as the predicted load demands on the power system.  | EMF                             |
| 1/9/2015   | Allison Drobniak       | Electrical Interferences: More information on the electrical system used needs to be provided. There is insufficient research / information provided about electrical interferences, electro-magnetic behaviors as well as the predicted load demands on the power system.  | EMF                             |
| 1/7/2015   | Deborah Pfeiffer-Traum | I am concerned about the electromagnetic field...   | EMF                             |
| 10/22/2014 | Jackie King            | How far out from all dimensions of the rail line will the effects of electro magnetic field extend?   | EMF                             |
| 1/9/2015   | Penny Leas             | Effects of train electricity to OF residents<br>Effects on nearby schools, day-cares, churches, etc., in addition to the homes and businesses   | EMF                             |
| 1/9/2015   | Randy Odinet           | A study should be provided showing the following: impact to adjacent residents, businesses, structures, and utilities due to transient electrical current in the power system, vibrations due to the high speed rail and construction of the necessary foundations, the additional and more frequent noise pollution along the proposed rail.   | EMF                             |

| Date       | Contact Name   | Request/Comment  | Comment Topic                                 |
|------------|--|--|---|
| 12/4/2014  | Tracy F Olds   | What are the EMF ratings? Is the electric overhead of the rail?  | EMF   |
| 1/8/2015   | Abbey Peckis   | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Eminent Domain/Acquisitions and Displacements |
| 12/29/2014 | Adam Brock Director – International & New Ventures<br>Freeport-McMoRan Oil & Gas | Eminent Domain will most likely be used to tear down my home which is less than 70 feet from the current rail line. This will dramatically increase the chance of receiving below market value for my home which I worked the last 12 years in the service to afford. This is particularly distasteful to me after my service and finally starting my new life here in Houston.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Alisa Anderson   | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Allison Drobniak   | I am OPPOSED to the Federal Railroad Administration and Texas Central Railway acquiring urban or rural land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens, small business, wildlife and other affected parties not identified.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Allison Drobniak   | Right of Way: TCR representatives are claiming that the 2 current proposed routes were selected due to the “adequate” right of way of the existing rail line corridors. What is not addressed is if the right of way is sufficient at ALL points along these corridors and what impacts this will mean for surrounding properties. The construction right of way envelope is not addressed which will certainly be a significant disruption to local properties, traffic, citizens, and area users.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Allison Drobniak   | Right of Way: TCR representatives are claiming that the 2 current proposed routes were selected due to the “adequate” right of way of the existing rail line corridors. What is not addressed is if the right of way is sufficient at ALL points along these corridors and what impacts this will mean for surrounding properties. The construction right of way envelope is not addressed which will certainly be a significant disruption to local properties, traffic, citizens, and area users.<br>I am OPPOSED to the Federal Railroad Administration and Texas Central Railway acquiring urban or rural land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens, small business, wildlife and other affected parties not identified.<br>Social and environmental ethical issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger input.  | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Amy Hernandez  | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Andrea Thomas  | The current proposed route for the HSR would be a disservice to our community. There were other possible routes. We don't want it in our community. HSR would not benefit us personally but we would have to suffer the consequences of the freight traffic and fear that people will lose their home through ... domain and we don't want that. Our neighboring communities are in the midst of revitalization. HSR is not in those plans.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Andrew & Kimberly Grimmer  | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' --- 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Andy Isbell  | Concerning 110 acres owned by my family, since 1918, in northern Grimes County, approximately 1 mile south of Iola, between CR 123 and CR 169 and with western boundary being the railroad which runs alongside FM 39.<br>The residence of my 88 year old mother, shared by my two eldest sisters is within 75 yards of the existing railroad and would certainly be negatively impacted by a high speed rail system that replaces or parallels the existing freight railroad. With some reports of a high speed rail requiring one half mile right of way, all 110 acres would be lost to our family.<br>If by chance, my Mom or anyone else was able to reside upon some scrap of land that remained, it would require construction of a new residence, drilling of new well, installing another septic system, constructing another private road from the county road to the new residence, and acquiring an electrical connection.<br><br>I personally, will more than likely need to return to this 110 acre property as Muscular Dystrophy continues to rob me of strength, and I will need the acreage to raise goats and/or cattle for income. I am eligible for Social Security, I am eligible for disability, but refuse to enroll in either on the principled grounds that the money that has been confiscated from me for these systems during my lifetime has been squandered and handed out to others. If I was to draw from these systems now, I would be receiving money confiscated from future taxpayers and from money continually introduced into the economy by a governmentally approved counterfeiting agency and thereby would be complicit in the theft approved by the federal government. I choose to pay my own way and don't need government taking more things and options away from me thereby limiting my ability to pay my own way. | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Anne Agan  | The HSR would be another abuse of eminent domain for private gain, as TCR and JRC are private companies. Taking a portion of the landowners' property for a HSR would be disastrous to the landowners' remaining properties' values. If eminent domain is enacted, it should only be used under these circumstances;<br>A. No eminent domain for private gain.<br>B. Not only must market prices be paid for the actual land taken for the HSR, all landowners within 5 miles of either side of the HSR route, must be compensated for loss of value to their property due to the noise, pollution, traffic disruption, wildlife disruption and general property unattractiveness.<br>C. Any landowner within 2 miles of either side of the HSR route must be bought out by TCR, for the entire property, at market rates (rates before the HSR plan became public information), if the landowner so opts.<br>D. Any landowner whose property has the HSR running through it, and whose business on that property is financially impacted, must be compensated for business losses as a result of the HSR. The landowner/business owner should have the option of either, 1) being compensated for business losses due to HSR for the next 20 years, or 2) having TCR purchase the business at fair market rates (rates before the HSR plan became public information).  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Anthony J. Romano  | Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Arthur Madrid  | Eminent Domain - TCR is one of the few private companies with the power of eminent domain. This power should not be given to private, for profit companies at the expense of Texas landowners, especially when those home and business owners will reap little or no benefit.  | Eminent Domain/Acquisitions and Displacements |



| Date       | Contact Name             | Request/Comment  | Comment Topic                                 |
|------------|--------------------------|--|---|
| 12/6/2014  | Ashley                   | Taking land like mine that I have grown up on and it's the land my grandpa grew up on. It is ridiculous that they can take it and ruin this beautiful land by putting a train on it. There are enough roads to get you from Houston to Dallas already. All this project is is a way for rich people to get richer and take away money from the small people. What happens to our land value once an ugly train is put on it? What about the small businesses that line 45 from Houston to Dallas? The big man is once again going screw the middle class and it is not right.  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Barbara Miles            | The idea that a privately funded project can invoke eminent domain is unconstitutional. There is no benefit (sic) or economically (certainly not agricultually) to Leon County.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Barbara Walker           | I am also opposed to eminent domain being used for private gain. This project has little or no advantages to the citizens of this area that would ultimately be the ones paying such a high price for disrupting our way of life and our rural environment. If you must build take it to areas that want it, WE DON'T!   | Eminent Domain/Acquisitions and Displacements |
| 12/29/2014 | Becky Long               | I'm from Madisonville and one route for the train will take my land; which I'm against.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Bem McCosh               | I am strongly opposed to the Federal Railroad Administration and Texas Central Railway using eminent domain to acquire any private land for a private, for-profit rail system, when viable alternative routes exist that can achieve the same transportation goals and minimize hardship on citizens and small business.   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Ben Leman                | And, also, will public agencies here in Texas be involved in eminent domain to acquire the huge amounts of right-of-way that this project requires?  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Beth Jez                 | Please do not allow the Federal Railroad Administration and Texas Central Railway to acquire our neighborhood land through eminent domain for private use when there are other viable alternative routes available.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Beth Stegle              | Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Bill Eckenmeyer          | Our business location is along the BNSF railway. Will the right of way infringe onto our property in particular? The same question applies to other entities along the route i.e. schools, parks and homes of course?  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Bill Leman               | Private Property   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Bob McDaniel             | I'm concerned about giving the possibility of eminent domain to a private entity, no matter how nice and feasible their proposal is. It would be ripe for greed, cost overruns, and mismanagement. Taxpayers will be left with another cost.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Bob McDaniel             | The very definition of eminent domain is that the taking of property from individual owners must be for the betterment of the vast majority of the citizens in the areas effected. This proposal simply does not do that.  | Eminent Domain/Acquisitions and Displacements |
| 10/29/2014 | Bob Pohl                 | I own a new home in the First Ward near the Winter Street line. The art studios, historical homes and many businesses would all be displaced. The last 5 miles would be very bad.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Bobbie Koen              | I vehemently oppose the acquisition of private homes and businesses via eminent domain to complete a private transportation project.   | Eminent Domain/Acquisitions and Displacements |
| 11/30/2014 | Brad and Jessica Compton | This HSR would essentially take all the portion that was left to my mom.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Brenda                   | This is a private, for profit, frivolous venture and should not be granted eminent domain.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Brooke Fernandez         | Are there provisions for removing the structures if the project does not succeed, whether in the process of building or after the building is complete? This is a massive structure, visible for miles. Are there possible legal complications involved in acquiring land through eminent domain for a private business?   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Bruce Sanderson          | Will we even be compensated for the affect on our home and land values?  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | CADAME                   | I am opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business. ie, planes, trains and bus service. Not broke don't fix it!  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Carma L Sullivan         | Will you use eminent domain? What kind of compensation is there for disrupting farming production?   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Carma Sullivan           | I'm also wondering what happens when you use utility easements? Does that mean you're going to forgo compensating the landowners at all? You're just going to work with the utility companies? Those are some of the questions I have.   | Eminent Domain/Acquisitions and Displacements |
| 1/12/2015  | Carol Caul               | Direct impacts: perhaps a bigger issue than these inverse condemnation issues is the threshold issue of condemnation. CTC is not nearly so sure as Mr Eckels that TCR can condemn land in residential neighborhoods and perhaps an AG Opinion or legislative amendment or special legislation is needed to clarify this issue and soon. If TCR cannot condemn land in residential neighborhoods, then it will have to negotiate its way out. That creates an interminable amount of problems for a common carrier and may cause the project to blow up. Legal issues regarding TCR as holding eminent domain rights in the neighborhoods need to be resolved now. A legal question that needs to be discussed and resolved publicly now is the right of condemnation of neighborhood residences by TCR or whether a governmental entity will perform such condemnation actions and negotiations. Mr. Eckels and some of the attendees of the TCR meetings accept it as a given that TCR has condemnation rights for the whole project. CTC notices that the FRA declined to address the takings issue at all at the scoping level for the California Bullet Train. That delay should not be acceptable here. TITLE 5. RAILROADS Sec. 112.002(b)(5) provides a Railroad may "exercise the power of eminent domain for the purposes prescribed by this subtitle or Subtitle D" and use land for construction subsection (7) (Added by Acts 2009, 81st Leg., R.S., Ch. 85 (S.B. 1540), Sec. 2.03,eff. April 1, 2011). Sec. 112.054 (b) states: "The power to condemn property given to a railroad company under this subtitle or Subtitle D, including Section 112.052 or 112.053, does not apply to any property used for or designated under local zoning regulations for residential use unless the use of the condemned property is authorized under or in conformity with local zoning or development regulations. (emphasis added) Added by Acts 2009, 81st Leg., R.S., Ch. 85 (S.B. 1540), Sec. 2.03, eff. April 1, 2011. CTC is not certain whether this means what the plain language says, but in any event, some legal clarification or amendment is needed now. It may be that there is some preemption that CTC does not know about, but we are just baffled as to the meaning and import of this language and its source. There is no legislative history at Texas Legislature Online. Inverse condemnation rights for damages by governments are not very favorable to property owners in Texas. | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Carol Madrid             | Eminent Domain - TCR is one of the few private companies with the power of eminent domain. This power should not be given to private, for profit companies at the expense of Texas landowners, especially when those home and business owners will reap little or no benefit.  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Carol Strain Burk        | ... you have the FRA involved with it. If they do get approval and the FRA gives them that approval, then does that give them unlimited eminent domain? And I have more questions, but that's the end of that.   | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name        | Request/Comment   | Comment Topic                                 |
|------------|---------------------|---|---|
| 1/9/2015   | Catalina W.         | I understand how rural landowners and residents adversely impacted by any route may be against the project if they are not satisfied by initial "market value" compensation offers, as they are not likely to receive any other benefits. but, hopefully, additional monetary compensation would suffice. On the other hand, although it's understood that compensation would be provided for needed right of way and noise buffer areas, the affected urban residential neighborhoods are not likely to survive the short and long term noise and infrastructure impacts, regardless of compensation levels. I believe the vicinity would become commercial areas or, in the interim, an urban wasteland. such longer term and indirect impacts should be carefully considered.<br>As the Ashby high-rise project at 1717 Bissonnet demonstrates, compensation for the loss of enjoyment and use must be considered in addition to land value and other damages.<br>As the DOT may or may not know, Houston is well known as a "development driven community" where, in matters such as these, average citizens find themselves at the mercy of powerful business interests.<br>Thank you for giving me the opportunity to comment in your scoping process. No response is necessary.  | Eminent Domain/Acquisitions and Displacements |
| 11/13/2014 | Cathy Nichols       | Even though I have heard, they will use existing right of ways, I have also read they will "buy" some portions of land. This "buy-out" will, of course, be through eminent domain and at a value less than the worth of the property to its residents. Residents will lose their homes and property for a rail line that will not benefit the majority of the citizens of Texas.  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Cathy Nichols       | News articles have erroneously reported existing right of ways will be used. According to the map of proposed routes, this is not true. Even though this is a private company, your land can be seized by eminent domain. According to the law, land can be seized for private use if it can be proved it is for the "public good." The government will determine what the fair market value is of the property.<br>Bottom Line: It is not right for a private for-profit (not to mention foreign) to take away citizens land and homes, some have lived on the property for generations. AND then have the government determines fair market value. Landowners will lose not only their land, but will not receive adequate payment for their loss. My family has land and homes in the path of the railway. My parents have lived on this property and worked hard to improve it for their entire married life of 67 years. I can't even imagine what it will do to my mom who is now alone at 89 years of age to leave her home of 67 years? She is not the only one who has lived on and worked the land their entire life.<br>Ranches and farms will suffer as a result of the property acquired for the railway.<br>Residents will be displaced and not receive the true worth of their property or homes.  | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Charles Ingram      | And then you have what they call? When they want the land? What is that word we use? Eminent domain.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Chasity West Cooper | I am opposed to the proposed route for the bullet train that is expected to run along 34th street through the Oak Forest/Garden Oaks neighborhoods. I live a few blocks from the proposed route and it will negatively impact me personally and my neighborhood. I am opposed to the FRA and TCR acquiring urban land through eminent domain for private profit when viable alternative routes exist which can achieve the transportation goals while minimizing hardship to citizens and business owners. The TCR has openly admitted that although there are other viable routes they are considering this route strictly for profit purposes. I moved to this area of Houston because I liked the neighborhood and the ability to live close to the city without feeling like I was living in the city.  | Eminent Domain/Acquisitions and Displacements |
| 1/13/2015  | Cheryl Hall         | Most of the homes are right at the track meaning the families will be displaced and they have been there well over half a century, in other words SENIORS.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Cheryl McCosh       | Finally, I am strongly opposed to the Federal Railroad Administration and Texas Central Railway using eminent domain to acquire any private land for a private, for-profit rail system, when viable alternative routes exist that can achieve the same transportation goals and minimize hardship on citizens and small business.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Christina Windham   | The concerns of the residents will be disregarded at the delivery of the permit to begin construction and we will suffer a loss of control in regard to our rights, our land and our way of life. The sanctity of the American home and the property rights of residents must be preserved, not sacrificed on the altar of the Central Texas Rail or other political parties.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Christine Adams     | I was shocked that a private, for-profit company was granted the right of eminent domain. Basically, the financial security of a vast number of people are at risk for an unproven project that has no guarantee of success. How is it possible that a private, for-profit, non-government entity has been given the right of eminent domain in the first place, especially without data to show the viability of the project that would devastate neighborhoods permanently? Why should the financial interests of a few wealthy people of the private, for-profit Texas Central Railway, have the right of eminent domain over the rights of thousands of residents living in the target areas? How is it possible that a very few, wealthy people have been given the power to destroy the lives of so many? If these routes through residential areas are approved, it will be clear that politicians and people in positions of power willingly give priority to the financial fortunes of a few wealthy people over the financial security of thousands upon thousands of families and businesses. Our property values will be sacrificed for an unproven project that has no guarantee of success just so a few who have connections can become even richer. This sets a dangerous precedent for our larger community if the financial interests of a few wealthy, connected people are favored over the best interests of hundreds of thousands of Houstonians and, ultimately, the needs of the city of Houston.<br>Clearly, the investors have not thought this out very well or very far into the future or they would not even consider placing a train route in densely populated urban areas. Neither have they been transparent or pro-active in efforts to involve the public in decisions about this project. They also have not presented accurate information. That's unacceptable for a company that would have so great an impact on the public. Any organization or person who intentionally or unintentionally provides false information is immediately suspect as being either strictly self-serving or incompetent to manage the project they promote. I would not trust them to competently manage this project given their track record which appears much more on how to make a lot of money fast and not on what the needs are of the larger community. Some projects cannot be managed ethically by strictly private interests and this is one.<br>We residents took the risk and our neighborhoods are transformed. All that will be wiped away in a few short years if a high speed rail is allowed a route in our neighborhood. If this high speed rail project fails, the organizers and stakeholders will walk away unscathed and richer but our neighborhoods and personal lives will be destroyed forever. Our neighborhoods are not just property - they are our lives and our quality of life. The people who make up Texas Central Railway would never allow a high speed rail to run so close to their own properties, would never buy a home in a neighborhood with a high speed train and would never try to do this if Garden Oaks was River Oaks or other wealthy residential neighborhood.<br>I urge you to recommend the removal of both currently "preferred" approved routes from acceptable routes for this high speed rail project. The route needs to not only be part of a larger, comprehensive transportation plan that includes light commuter rail, buses, taxis, car rental modes of transportation, it must be outside Loop 610 on non-residential land if it is to have any chance of success. | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Christine Workman   | ...displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas.   | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Christine Workman   | In reality, this rail will not run just in easements. There will be dedicated closed right of way 80 to 100 feet wide solely for the use of this train alone. Please remember that there is the no-build alternative, and I encourage you to select that alternative as the best decision for the people and the environment of Texas; and I would encourage all of you to contact the people of your community to let them know about this. And I would also encourage you to collect -- to contact your local and state officials and let them know why you oppose high-speed rail through Texas.   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Christine Workman   | I also want to point out that TCR on their website states that they only require surface access rights. I want to know who is going to be responsible for paying the taxes underneath that rail?  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Christy             | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation...   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Cindy Falschlehner  | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business. We have worked very hard to maintain our inner-city neighborhood and someone else should not profit from our work.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.  | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name  | Request/Comment   | Comment Topic                                 |
|------------|---|---|---|
| 12/3/2014  | City of Houston Super Neighborhood 22 and Super Neighborhood 12 | We are opposed to the Federal Rail Administration acquiring urban land through eminent domain for private for profit rail companies when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Clara Timmerman   | Imminent Domain may be your option but it is not the position that our family considered when we settled here so long ago. We never considered someone would force something on our land, force us to sell it, force us to accept that an enterprise will change our way of life forever. We are a family. Our jaded expectation is that our voice may be drowned out by politics and money. But our family does not want to lie down and allow this to happen to those of us who are here, those who came before us and those we know will come and continue our tradition, our family....here in Waller. Please do not let this project go through here. Build it on the highway that already exists or do not build it at all but please...do not take our tradition from us in the name of progress. The UTILITY ROUTE is the route that is close to our place.   | Eminent Domain/Acquisitions and Displacements |
| 1/13/2015  | Cook  | Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Cynthia Schumacher  | Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Eminent Domain/Acquisitions and Displacements |
| 11/12/2014 | Dan Agan  | NO EMINENT DOMAIN FOR PRIVATE GAIN.   | Eminent Domain/Acquisitions and Displacements |
| 10/16/2014 | Danny C. Estes  | Only purchase right-of-way above ground. footprints of bridge structure would have much less effect on everyone. Only 400ft. sea level differential (guessing).   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Darrell Bushman   | And then the second thing is, how are you going to compensate landowners whose land is split if you're not going to provide an underpass or an overpass and his other side is landlocked, not even a public road. He's lost that land. You know, you should provide him with enough money to put barns, fence, cattle locks, buy extra equipment for the other side of the railroad and then give him enough money to pay for his additional travel costs if he's got to drive 20 miles to get to -- look what he can see across the fence, you know?   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | David Bell  | The economics and process of this endeavor have a distinct odor of political graft and malfeasance. You are giving a private company eminent domain rights, and for what?   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | David Tullos  | It's a gross misuse of the power of eminent domain;   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Dean Stanford   | And if y'all are eminent domain – do y'all have eminent domain as a private corporation? Railroads period? Any railroad? Yes, sir. I didn't -- I didn't know a private company could eminent domain? Yeah, I guess so.  | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Debbie Strang   | Subdivisions in Northwest Houston have seen an explosion in property values and are in high demand. HSR running through or along these subdivisions will cause the values to decline, leading to a decrease in tax revenue. Residents do not know what this will do to nearby properties? Will homes be demolished? Will parts of residents' lots be taken for the right-away?  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Deborah Morris  | Moreover, no residential properties should ever be condemned for private gain.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Debra Anderson  | I fear you would be way wiser if you waited till California does theirs. Then see and learn from them whether it is a good thing or not. This may not directly affect my piece of property, but it certainly does someones and it would sicken me to think that something I bought was never really ever mine if you could come in and just demand it.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Dennis Paul Reed  | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Diane Simmons   | Eminent domain is an ugly consequence of a project this size and scope. No one will know or can confirm at this time how much of a problem this HSR could present. Too many questions at Monday night's meeting were unanswered.  | Eminent Domain/Acquisitions and Displacements |
| 1/2/2015   | Don Agan  | The HSR would be another abuse of eminent domain for private gain, as TCR and JRC are private companies. Taking a portion of the landowners' property for a HSR would be disastrous to the landowners' remaining properties' values. If eminent domain is enacted, it should only be used under these circumstances;<br>A. No eminent domain for private gain.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Don Willson   | The plans indicate that 85 to 100 feet will be required for the elevated part of the route. West 34th is not that wide, how is this to be accomplished without jeopardizing many businesses, homes and the two high schools on West 34th.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Donald Hildebrand   | No HS rail in my neighborhood! I'm writing in opposition to the proposed high speed rail that is being planned for the BNSF route which parallels West 34th in Houston. This will uproot too many businesses that have been here all my 61 years not to mention the homes on either side of the track. If we are going with environmentally friendly, AIR CAN! Fly over it!   | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Donald R. Wasson  | Texas Central Railroad is one of the few private companies with the power of eminent domain. This private company with eminent domain will misuse this once "governmental" power to steal land and destroy quiet suburbs, ranch land, small towns, family farms, and the Texas way of life. This private company will line their pockets and those of a few corrupt politicians at the expense of Texas and Texans. In the rural areas, this project will destroy generations of ranch land along the route by dividing farm land and displacing landowners and farmers. Most small towns do not want the train to come through due to lack of economic benefits. Texas is recognized for its rich ranch land and family farms which have been generationally preserved for centuries. Many small landowners will be forced out of business at low prices. Texans know what eminent domain in the wrong hands can do, check the land purchases around Jerry Jones' Cowboy stadium, and along the purposed I-69 corridor. The bullet train will be comparable to the eminent domain purchases of the 1940's that expanded Fort Hood, but the irony will be to benefit the Japanese, not to wage war against them. There are 7 schools in the Oak Forest area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. Also, many of these schools would be in jeopardy of losing their land and sporting facilities to eminent domain. Please deny Texas Central Railway, their client, and their successors the ability to build High-Speed Rail. Please do not allow eminent domain to be misused for the ultimate destruction of our Texas way of life and environment. | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Donna E Perkins   | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation which routes could terminate at the 610 loop with dedicated Metro shuttle or train links to Houston downtown central business district.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Doug Villaescusa  | How many acres will be required for the bullet train maintenance depot?<br>Will eminent domain be needed to acquire the bullet train maintenance depot acreage?   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Doug Villaescusa  | It is my understanding that eminent domain should only be used to offer services that currently don't exist. How does the HSR fit this guideline when we already have 2 major transportation infrastructures connecting Dallas and Houston?<br>Please explain to me the rules and regulations that have granted the HSR the right to Eminent Domain property away from the citizens of Texas.<br>Who exactly will own the land once it has been taken through Eminent Domain?<br>Will TCR own any of this land?<br>Will txDot own any of this land?<br>Will the State/County/City Governments own any of this land?<br>Will one or more Japanese Companies own any of this land?<br>Will one or more Japanese Banks own any of this land?<br>Besides Japanese companies and banks, will any other foreign companies or foreign banks own any of this land? If so, who?  | Eminent Domain/Acquisitions and Displacements |

| Date      | Contact Name                                      | Request/Comment   | Comment Topic                                 |
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| 1/8/2015  | Doug Wheeler                                      | So why did the High Speed Rail firm involve the Railway? We all know. The Union and their political influences to invoke eminent domain land seizures. Seizures made for the benefit of a foreign firm with intentions to ultimately take revenue from a Texas based Corporation.<br>Without eminent domain seizures the Rail project is doomed and will fail before it ever gets started. And in fact it will fail even if it does get eminent domain rights via the Texas Railway Association and affiliated Union because I as a Commercial and residential property owner, aquisitioner, and developer will be right in the middle of the lawsuit efforts for many years to come.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015  | Doug Wheeler                                      | Without eminent domain seizures the Rail project is doomed and will fail before it ever gets started. And in fact it will fail even if it does get eminent domain rights via the Texas Railway Association and affiliated Union because I as a Commercial and residential property owner, aquisitioner, and developer will be right in the middle of the lawsuit efforts for many years to come.  | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014 | Douglas Miller                                    | Okay. Texas Central High Speed Railway didn't file under state bill or Senate Bill 18 in Texas for the right to use eminent domain; and since they don't have the ability to do that, FRA doesn't have the ability to do it. It's going to be our good friends at TxDOT who have to condemn our property for them. There are people in the audience who have petitions opposing this, and I urge all Grimes County residents to get with these people and sign the petitions and pass them around to your neighbors. Also, contact your elected officials to help us stop it and also please send in your comments for the record because it's important. No one in Grimes County wants this, and I think this goes for our neighboring counties.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015  | Dr. and Mrs. Michael Shoemaker                    | We are writing in regards to the high speed rail route that is being considered in the Oak Forest/Garden Oaks neighborhood along the West 34th Street existing rail lines. My wife and I have serious reservations about the impact of such a train within our RESIDENTIAL community and the neighborhoods that surround us and we are extremely opposed to such major development. We would appreciate explicit answers to the following issues.<br>1. Imminent Domain of private and public businesses homes and schools. There are at least 2 schools that border the current rail lines--Lutheran High North and Waltrip High School. What will be the impact to these schools and the children that attend them? There are many businesses and homes that border the existing rail lines. Are homes, schools, and businesses going to be taken by eminent domain? The pylons needed to support this structure will destroy private homes and public businesses.  | Eminent Domain/Acquisitions and Displacements |
| 1/4/2015  | Dr. Shanan Roth                                   | As a property owner and registered voter in Ellis County, I oppose the use of eminent domain by the use of a private corporation who will profit from the Dallas to Houston High-Speed Rail Project (hereafter referred to as the HSR project). Per Texas statutes, public use does not occur if a private benefit is conferred to a particular private party. I do not believe that the HSR would qualify for use of eminent domain, as it is proposed by a private party for profit (private benefit). Additionally, use of eminent domain requires a two-thirds vote of all the members elected to each house of the Texas legislature. Finally, the corporation information provided by the company which held the public scoping meeting on Dec. 1st in Waxahachie is not listed as one of those reporting eminent domain authority in Texas, per the Texas State Comptroller's website (Senate Bill 18 List Search), thus making use of eminent domain for the HSR project unconstitutional under Texas law. The corporation proposing the HSR failed to provide adequate transparency of any such documents, and did not publically respond to direct questions asked by citizens present at this meeting. | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015  | Dustin Kerr                                       | Use of existing right-of-ways and easements is unlikely to occur, as the limited discussion of the necessary land, right-of-ways and easements for the HSR is supported by no facts, plans, drawings, specifications, scopes of work, engineering plans, or other documents. Because additional tracks would have to be placed, or in the event of an elevated track, pilings and other support structures, additional land would be required.<br>o No information has been provided regarding (i) the necessary land for not only construction, but also the actual permanent structure, (ii) what impact, if any, will occur as a result of taking the necessary land beyond the existing right-of-ways or easements.<br>o No information has been provided regarding potential takings or other eminent domain issues, what statutory or other authority TCR may attempt to use, despite being a private entity with no taking power, to obtain the necessary land for the HSR.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015  | Ed and Sue Walmsley Amash                         | Taking public land for a private venture also concerns me greatly as there would be little incentive to minimize the impact.<br>This proposal is a bad idea and needs to be scrapped. This rail system needs to be constructed along routes that do not disturb existing neighborhoods. There are existing ways to do this, even if it means commuters might have to do a bit of travelling to get to the endpoint.   | Eminent Domain/Acquisitions and Displacements |
| 12/6/2015 | Edantar   | I'm not a lawyer but in my opinion eminent domain for a project like this cannot be compared to high voltage electricity transmission lines. In some cases the need for electricity might justify confiscation of private land by forced sale. There is no need for additional traffic capacity between Houston and Dallas. Therefore you can't force me to sell a portion of my land (and at the same time destroy the value of the rest of my land) to this developer so they can profit.<br>There is only one reason that this Chinese developer is doing this- to make \$, and they're doing it at the expense of rural Texans.<br>Fighting with every fiber of my being. All affected should do the same. Go to the meetings, give them hell, write your congressmen!!!!!!   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015  | Eevy Nguyen                                       | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015  | Elected Official - Ben Leman                      | WHEREAS the Commissioners Court of Grimes County, Texas 1s concerned about the use of eminent domain powers for private entity gain...  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014 | Elected Official, Paul Perry, County Commissioner | It's my privilege to serve this county as a county commissioner in Precinct 3. I have a couple of reservations, strong reservations, with this project. Number one, as has been stated earlier, you have a private corporation that is -- and tonight we're not hearing any divulging of ownership or who's involved, and we're going to give them the power of eminent domain. Well, this is not a commodity that we all use. This is not a gas line. This is not a water line. This is not a need for a military base. To me, this is an inappropriate use of eminent domain. I think that the founding fathers of this country would be really upset if they knew how we were allowing eminent domain to be used now.  | Eminent Domain/Acquisitions and Displacements |
|           | Elizabeth and Ben Fairchild                       | Do you pay relocation fees?   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015  | Elizabeth Newton Hayes                            | Also, what are the rough dimensions being considered for the right of ways around the tracks for the HSR construction and installation? What is the plan for houses or businesses that are in the way of the new tracks or too close? Also, it would be great if any case study information was available for other past projects with HSR and this model of train, and what were some of the impacts (home value?), outcomes, and lessons learned, especially pertaining to the communities where the tracks run through? I am looking forward to being on the mailing list and receiving project updates and hopefully more advanced notice of future meetings, as I would like to attend. Thanks!  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014 | Elizabeth Robinson                                | I am writing to make my opposition known regarding the high speed rail between Dallas and Houston. The proposal negatively impacts thousands of hard-working Texans. There is simply no possible benefit to outweigh the devastation that would be caused by this rail.<br>Reasons I oppose the high speed rail:<br><u>displacement of people, farms, and businesses</u>  | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name         | Request/Comment   | Comment Topic                                 |
|------------|----------------------|---|---|
| 1/9/2015   | Emma Kerr            | The HSR, located either on ground level or on elevated structures within the residential neighborhood, will severely undermine the land and property value.<br>The TCR's use of only the existing right-of-ways and easements is unlikely to occur (rather than needing additional land to construct the HSR). Because additional tracks would have to be placed, or in the event of an elevated track, pilings and other support structures, additional land would be required.<br>TCR has failed to provide any information or discussion regarding how the existing right-of-ways and easements for the HSR are sufficient for TCR's purposes in its construction and operation of the HSR. TCR has provided no facts, plans, drawings, specifications, scopes of work, engineering plans, or other documents to support its assertion that the HSR will only require the use of existing right-of-ways and easements, and that no additional land will be needed.<br>No information has been provided regarding (i) the necessary land for not only construction, but also the actual permanent structure, (ii) what impact, if any, will occur as a result of taking the necessary land beyond the existing right-of-ways or easements.<br>No information has been provided regarding potential takings or other eminent domain issues, what statutory or other authority TCR may attempt to use, despite being a private entity with no taking power, to obtain the necessary land for the HSR. | Eminent Domain/Acquisitions and Displacements |
| 10/27/2014 | Eric Yeargain        | If you select the utility route, you'll bisect my ranch in half, thusly land-locking me from half of my property, along with my livestock.<br>Since you're taking the 80' adjacent to the high-line by easement and not purchasing the right-of-way as I understand it, what is to become of the inaccessible portion of my land that remains?  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Eric Yeargain        | Instead of responding to recent complaints and concerns and anxieties with property owners with substantive comments that address legitimate concerns, they have offered multiple times in the last several weeks responses in the media and in the marketing materials like, "We respect private property rights," which is code for, "We'll displace you at a reduced price by condemning your property and land through eminent domain." Take for example TCR's marketing flier entitled high speed rail, The Lonestar Way. Seriously? I mean, what does that even mean? Is the Lonestar way ripping through our land at 205 miles an hour?  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Erin Borstmayer      | Running the line down the Union Pacific rail track that runs through the Washington Avenue corridor, which I understand is your preferred option, will be highly problematic. The available information indicates that an 80-foot right-of-way is required. The existing right-of-way is much narrower than that. In the First Ward, where it runs right down the middle of Winter Street, it's approximately 24 feet. But acquisition of additional right of way would decimate the properties on either side of Winter Street. I am deeply concerned about the negative impact that the rail line would have on the following features of our neighborhood:   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Ernest D Fruge       | The route does take advantage of an existing private right of way owned by BNSF and it is this company's right to do with its property what it chooses, but the exercise of this right infringes on property owners nearby – this is an indirect "taking" of our property. There are alternative routes that provide better utility for our community, but are not being seriously considered because they obviously involve other moneyed interests. Specifically, the president of the proposed rail line said at an informational meeting this past Monday that he thought a route along the Hardy Toll Road was a better option but that the railroad company who owned this property had plans to expand their lines and would not be interested in sharing that right of way. Why does the financial interest of one for-profit company outweigh the financial and quality of life concerns of so many citizens? I know that this is not a description of a specific environmental impact, but it does raise concerns about what values are driving the decision making and are those values just.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Ernest Fruge         | The route does take advantage of an existing private right of way owned by BNSF and it is this company's right to do with its property what it chooses, but the exercise of this right infringes on property owners nearby – this is an indirect "taking" of our property. There are alternative routes that provide better utility for our community, but are not being seriously considered because they obviously involve other moneyed interests. Specifically, the president of the proposed rail line said at an informational meeting this past Monday that he thought a route along the Hardy Toll Road was a better option but that the railroad company who owned this property had plans to expand their lines and would not be interested in sharing that right of way. Why does the financial interest of one for-profit company outweigh the financial and quality of life concerns of so many citizens? I know that this is not a description of a specific environmental impact, but it does raise concerns about what values are driving the decision making and are those values just.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Eva Anderson         | Further, I am opposed to the Federal Railroad Administration and Texas Central Railway acquiring private homes and urban land through eminent domain for private for-profit rail when there are other viable alternative routes that exist which can achieve their transportation goals. I am equally concerned with the environmental impact issues which arise and which should be completely researched and evaluated before even considering such a proposal.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Frank Comly          | How does TCR obtain the additional land for their R.O.W.? Or is it TXDOT? Who pays for ROW costs.   | Eminent Domain/Acquisitions and Displacements |
| 10/27/2014 | Fred Davis           | Granting condemnation power to a private company is bad public policy. There is great potential for abuse. When will the Legislature act? And how? T  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Gary Gray            | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Gayle Grubbs         | Now, Mr. Eckels? We've got a question for you. So now we're going to have a Japanese company who's going to come in and have eminent domain rights? Is your legacy going to be that we are going to subject Texas to foreign countries taking over our land? That's all I've got. I like that, so I'll be sure.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | George Craig         | Property Values - Subdivisions in Northwest Houston have seen an explosion in property values over the last 15 years and are in high demand. While there are mixed studies to suggest that proximity to rail does not dramatically reduce property values, there is no study that has been provided on the impact that an elevated system would have on property values in my neighborhood. I believe that this proposal could likely cause values to decline, leading to uncertainty for the thousands of residents living in the area. Residents will be put in limbo as we wait to see what nearby properties will be taken or impacted, potentially impacting the retirement years for many of our area's elderly residents and destroying their quality of life and retirement. Please instruct Texas Central Railway to provide an adequate study of what an elevated rail system will do to the surrounding property values.<br>Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Gillian & Tony Cawte | Question about TCR's Power of Eminent Domain<br>At the various County meetings I have attended, TCR are representing themselves as already possessing the power of Eminent Domain in Texas.<br>Is this a correct and true representation – Yes or No?<br>If yes – what is the basis for TCR being given this power when they are a privately held company and not a utility?<br>Which Texas Government department has signed off on and awarded TCR the power of Eminent Domain? What Date was the award given?   | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name                        | Request/Comment   | Comment Topic                                 |
|------------|-------------------------------------|---|---|
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | OR Does TCR plan to purchase and compensate property owners for a 2-3 mile perimeter either side of the track?<br>What is the precise number of (d) properties that will be forcibly taken away from the current owners? (e) ranches that will be carved through by the rail line? (f) homesteads and properties within a 3 mile perimeter of the rail line that TCR does not intend to compensate for their diminution in value nor the owners' severe reduction in quality of life? Rural Texas property owners would like a true comparison between reasonably predicted ridership and actual population having their lives and/or livelihood destroyed.<br>(b) What is the figure for the number of yards away from the track route that TCR intends to purchase property? (c) What is the figure for the number of miles away from the track route that TCR intends to compensate property owners for noise, structural and health issues? (d) Has TCR considered purchasing homesteads that are not immediately adjacent to their track but cut off from amenities and emergency services?<br>TCR are presenting themselves as already having right of eminent domain. How did this happen? Are they representing themselves as a Utility? Cell phone service providers could not obtain Utility status in Texas, why can TCR?<br>Environmental impact studies are supposed to include land use as well as conservation. What happens to parts of ranches cut off from main farm buildings? What happens to community amenities (like in Saddle Creek Forest's community centre and park and swimming pool?) And blocking roads that cut people off from emergency services and supply lines?<br>The 5000 acres (??) projected to be used by the track in Grimes County alone, does not take into account the proximate land and dwellings rendered useless along either side of the track. Please estimate the total land amount taken over? Please estimate the total number of homesteads to be taken? | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Gillian B Cawte                     | TCR has been shy about owning up that they will not actually be running in the utility corridor, but in fact they would acquire land alongside the utility easement.<br>Please clarify this situation. How much land - how wide?<br>TCR are presenting themselves as already having right of eminent domain. How did this happen? Are they representing themselves as a Utility? Cell phone service providers could not obtain Utility status in Texas, why can TCR? The 5000acres (??) projected to be used by the track in Grimes County alone, does not take into account the proximate land and dwellings rendered useless along either side of the track. Please estimate the total land amount taken over? Please estimate the total number of homesteads to be taken?  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Gina Greenslate                     | ...taking of private property to expand the existing railroad tracks...   | Eminent Domain/Acquisitions and Displacements |
| 12/31/2014 | Greg and Melanie Krenek             | Live close proximity to proposed route. Will homeowners of properties affected be sent notice of such?  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Greg Lukin                          | Eminent Domain- TCR is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for-profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal. TCR states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the relocation of the freight tracks in order to fit the HSR and the freight tracks within existing right of way. Some of the current freight rail corridor utilizes only 24 feet of right of way while TCR states HSR would require 80 to 100 feet. In wider freight corridors, legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the two preferred routes, contrary to the statements made by TCR representatives.  | Eminent Domain/Acquisitions and Displacements |
| 10/29/2014 | Greg Martin                         | Who would own ROW? What is compensation profile? Width of Right of way?   | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | hjobinson                           | By necessity, Texas Rail Company will need to steal land by means of eminent domain. I was under the impression the eminent domain could only be used for the benefit of the public, not a private, possibly foreign owned, company.  | Eminent Domain/Acquisitions and Displacements |
| 12/23/2014 | Howard Robinson                     | Texas Central Railway indicate that one of the proposed routs, know as the Utility Alternative, will follow the existing utility easement that contains a high power electricity line. It is obvious that the power line and the rail line will not be able to coexist so extra land will need to be acquired one side of the power line or the other. The rail company have stated that this land will be acquired by the use of eminent domain and that they already have that right. From my very limited understanding of eminent domain, it means that land can be taken after due compensation by a private company authorized to exercise the functions of a public nature. The land so acquired must be for the benefit of the public rather than a specific individual. Clarification is needed as to how , when and from whom Texas Central Railway has been authorized to acquire land through eminent domain. Also, it is blatantly obvious that the acquiring of such land as needed will be purely for the benefit of Texas Central Railway and not the public of Texas.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | ibrother7                           | *Why is a private entity being allowed to use imminent domain?  | Eminent Domain/Acquisitions and Displacements |
| 1/10/2015  | J.E. Thomas                         | Land Use<br>Describe the applicant's intent regarding the use of eminent domain. Describe all existing laws that specifically allow the use of eminent domain for the proposed project.   | Eminent Domain/Acquisitions and Displacements |
| 11/13/2014 | James Robert McEachern              | ... and possibly displace my family.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Jane Martin                         | Since the existing railroad right of way is not wide enough for the HSR, property would have to be taken by eminent domain. I do not believe property should ever be taken by eminent domain to benefit a for profit company.   | Eminent Domain/Acquisitions and Displacements |
| 10/23/2014 | Janet and William Jones             | If my land has property on the other site (between the train and you) do you buy the piece that is now useless? If my land has property on the other site (between the train and you) do you buy the piece that is now useless?   | Eminent Domain/Acquisitions and Displacements |
| 12/2/2014  | Janet Jones                         | Eminent domain is the Number 1 deal. I live in Leon County. I have property that will be -- that is next to the train tracks.   | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Janet L. Davis                      | We feel it's wrong, an abuse, for whatever land that's needed to simply be taken via eminent domain (not to mention by a for-profit company financed, apparently, by foreign investors). Even if something may be acceptable legally doesn't mean it's acceptable morally. And based on my understanding, historically, citizens and businesses affected by eminent domain haven't been adequately compensated.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Janice S Martinez                   | In a project where eminent domain is expected to be used to seize homes and property (by a private entity no less), the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Jaunda Payne                        | Will the Texas Central Railway – or any of its affiliates/parent companies/investors/contractors have rights to eminent domain? Will anyone involved , in any way, at any point in time have rights to eminent  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Jean Howard Denman                  | We have nowhere to go to replace our beautiful ranch land that has always been home. The future homesite for our retirement home will be all gone. Where will we move to? No more ranching here – no more deer hunting.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Jeff Magee                          | The current plans for this route state no eminent domain is required however during construction it appears unlikely it can remain within the BNSF easement. During construction periods lasting many months or years it will affect access or existence of school/YMCA ball fields, parks, and/or their access which are all a vital life activities as part of our families and children's growth in this neighborhood.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Jennifer Funderburk                 | Although we have been told that no property will be acquired through eminent domain for the purpose of this private project, the necessary 80-100 foot right-of-ways would seem to dictate otherwise. Within walking distance of my home, there is a park that will no doubt lose land as a result of this project. There are not currently continuous right-of-ways along this line for private property to NOT be usurped.  | Eminent Domain/Acquisitions and Displacements |



| Date       | Contact Name            | Request/Comment   | Comment Topic                                 |
|------------|-------------------------|---|---|
| 1/8/2015   | Jennifer Smith          | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Jennifer Troiani        | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston as well as other Houston business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Jeremiah Judkins        | Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Joan Stuts Escamilla    | I say no eminent domain for private gain but no eminent domain for public gain either.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Joan Stutts Excamilla   | We do not want eminent domain coming into this region beyond what it's already been.  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Joe Palmer              | I'd like to back up what we said earlier, that we're appreciative of the presentation. It was very professional and well done. I have to say right off the bat that there have been some really good questions asked, and the fact that you don't have somebody here to answer these questions, I think it highlights the level of interest that your people have and the concerns that we have. I would think that you would send somebody here who could attempt to answer some of these questions. I did hear the comment made, or the term used, "property availability." I suppose every piece of property is available when you use eminent domain, including ranch land that's been in families' possessions for five and six generations. One question I have -- and I guess I'm asking out loud, if anybody wants to research on their own. How do you calculate the cost of acquiring land that the landowner does not want sell? What is that amount? What's that going to cost?   | Eminent Domain/Acquisitions and Displacements |
| 11/14/2014 | Joe R. Alderman         | As a Freestone County property owner, I have concerns regarding fair and equitable treatment of property owners who will be negatively impacted by this rail project. If implemented, this project will be indefinite and for the gain of private industry to the detriment of land owners along the route. There must be a way to adequately compensate land owners that are required against their will to provide right of way access. This compensation should be in addition to damages for a one-time right-of-way purchase. At some point, when this private venture generates enough revenue, property owners should receive proper dividends. This would certainly be more equitable than grabbing their lands for private gain forever.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Joel Ocmand             | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Joey Frederick          | I live in Madisonville Texas and have attended multiple meetings, my daughter is on the FFA team competing in AG issues on this subject. I was raised in Houston and have offices in Houston and Dallas. I feel that I have a very strong grasp of this project. My comments are as follows...<br>1. Although the project has Eminent Domain, due to the over all impact of this project on the State of Texas, special funds should be allocated for higher than fair market value for any property handed down to one or more generation. Rural land owners that have owned their land for a child or grandchild or great grandchild's lifetime should receive special compensation. Money will never replace lost memories but will help lessen the blow and allow for equal to or better than relocation.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | John and Barbara Arnett | Although TCR states that this project will locate in existing corridors, and no homes will be taken, the two preferred HSR routes are not wide enough to accommodate this train. Freight routes would have to be rebuilt, making a bigger footprint than currently exists. We are opposed to FRA and TCR acquiring private property through eminent domain for the benefit of a for-profit enterprise   | Eminent Domain/Acquisitions and Displacements |
| 10/28/2014 | John H Botkin           | depends on heavy handed government to condemn private property to be used for right of way.   | Eminent Domain/Acquisitions and Displacements |
| 11/13/2014 | John Huffman            | There are multiple other homes in the Donie area which would also be too close for a westward expansion without severely and negatively impacting them or require their ultimate removal.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | John Moshioni           | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation which routes could terminate at the 610 loop with dedicated Metro shuttle or train links to Houston downtown central business district.  | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | John Pope               | ... but don't start taking away more people's land because I've seen enough of it taken away and I'm tired of the government coming in talking about using eminent domain.  | Eminent Domain/Acquisitions and Displacements |
| 1/12/2015  | John Tune               | I am against the high speed railroad as planned I am a landowner in Grimes County not far from the alternative utility route. It is very ingenious that "only 100 feet of property" would be seized if the train comes through your property. This is almost hysterical if it was not what is being out by authorities. One hundred feet that can never be crossed, has a 150 mile per hour train going by every 30 minutes, and will be an ecological nightmare. What if the Houston Airport Authority decided to put a runway through you property but explained it would only take a hundred feet when telling you? No one would buy that but it will only take about 3000 acres seized under eminent domain to make this happen from Houston to Dallas?<br>However, most troubling even for a non landowner and any citizen is the idea that a private company can tell the State of Texas they will take the majority of the cost for this project if only the state will come up with the land. This is not the 1800's when the frontier was being established. This is a particularly wrongful use of eminent domain that will be litigated. If the State deems this project of this importance, then put it up to a vote, that is democracy. A land grab on the back of private citizen's back is most distasteful.<br>No land should be seized for this foreign financed venture. If the voters deem this project needs to be done, it should follow right of ways that are already established such as next to a freeway or existing rail lines where property is not taken. To seize property just because it is easier to construct is wrong and will be fought by the citizens of Grimes County. | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Johnny Murphy           | i am oposed to running the rail through our neighborhood garden oaks. you have no right to come take private property through eminent domain for your private for profit business. you should focus your efforts on more commercial use routes or stop farther out of downtown.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Jonathan Lyssy          | Eminent Domain – Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.   | Eminent Domain/Acquisitions and Displacements |
| 10/29/2014 | Joyce Wu                | Since this project is funded by private party, my concern is all the imminent domain (property acquired) process is through from government or private company?   | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name      | Request/Comment   | Comment Topic                                 |
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| 12/1/2014  | Judge Byron Ryder | They talk about eminent domain. And yes, they can use eminent domain. That's correct. And every other railroad uses eminent domain, but every other railroad also has commerce. Commerce brings jobs to our community. Look at Burlington Northern. Look at Union Pacific. They've all brought jobs to our area. Either we drive to Teague or -- and for them or right here in this area because they drop off freight at Nucor Steel, but they're bringing things to it. This particular train is only going to be traveling through our county with people going from Dallas to Houston, so what commerce does that do?<br>I understand they'll probably end up using eminent domain; but we need to band together and do what we can to stop the train at least through Leon County, okay? And we have made -- we have made a mark and as Commissioner said a while ago, we need other Commissioners's Courts and judges along the route to say no to this, especially the rural counties. I know that the two big ones on each end are not wanting to do that and they're wanting it and I understand why they want it, but we need to take a stand. And so please write your congressmen. Please write your representatives, your senators. Tell them how you feel. Turn these comment cards in and review your notes on it and make sure that it's on there and when the next time we have one of these public meetings after the scoping has been done, after the environmental impact has been done and then we'll come back and see if they really listened to us. Okay. | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Julia Nolte       | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>How much additional easement is going to be required to straddle elevated rail above existing rail? Many houses in our neighborhood already have small yards and there are also schools, churches and businesses along the rail.<br>I am VERY opposed to the Federal Railroad Administration as well as the Texas Central Railway acquiring land both urban and rural through eminent domain for private for-profit rail!  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Julian Gunther    | In the urban center High Speed Rail in Texas belongs in industrial, rural, or high speed corridors not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Julie Villaescusa | Mr. Eckles should provide maps that show every property on every route that they are considering along with the estimated price they will pay.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | K Gahm            | There has been discussion of using eminent domain to take homes or other property that would be needed to ensure adequate space for the right-of-way. Minimizing this is vital. Going through areas that are so densely populated increases the incidence of this occurring to too many homeowners and business owners. Utilization of a route that avoids residential properties is preferable. Discussions at community meetings have included questions about using the Hardy Toll Road Corridor, but as Mr. Eckels explained, the freight rail lines in the middle of the Hardy Toll Road are planning expansions. Why can't eminent domain be used to obtain this property from the freight lines rather than taking people's homes and impacting their neighborhoods?   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | K W Miller        | 1. Will HRST have righ of eminent domain?   | Eminent Domain/Acquisitions and Displacements |
| 11/13/2014 | Karrie Isbell     | As one of many property owners along the proposed line, I would like to go on record as being in opposition to the proposed route through Grimes County. Our family has owned this property for almost one hundred years. If the route follows the current rail line through Grimes county our property will be reduced by half if not completely taken over depending on size of right away. I am 87 years of age and a cancer survivor. However I am not sure I would survive having to relocate and rebuild my home. Property owners along this proposed route will be cut off from access to their property if they do not loose it outright. The small towns along this route will also be decimated. Again, I am opposed to the high speed rail line coming through Grimes County.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Katherine Stinson | Allowing a private company to utilize federal government power to obtain land without due public process, is unjust and also adds to the element of distrust.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Kelly Gaines      | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/5/2015   | Kenan Branam      | What about invoking Eminent Domain for a FOR Profit project like this? It is now happening with FOR profit projects across the nation. I'm wondering if this is cheaper that purchasing land in other areas like I-45 N corridor or NW by 290.<br>I can't imagine that the existing ROW for BNSF is wide enough for the HSR. True?  | Eminent Domain/Acquisitions and Displacements |
| 11/10/2014 | Kenneth C Kerns   | I am a land owner in Leon Co. (approximately 490 acres). The proposed utility route will divide my property, almost in half. I already have the power line and Seaway pipeline on my property and don't want another intrusion. If the proposed rail is not crossable, how will I reach approximately 150 acres of my land. Does HSR plan on buying my land, which would be valued at about \$3000-\$3500/acre? Why were absent land owners not notified about this project? Owner records are readily available! I am against this project as it presently stands.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Kurt Watzek       | The question of the real definition of eminent domain and how a private company obtained the rights for eminent domain when this venture is a "For Profit" business has still not been explained.   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Kyle Workman      | 2. Property/ROW<br>a. The TCR website indicates that they will be using existing ROW, please confirm.<br>b. Will TCR utilize Eminent Domain to secure the ROW required? Under what authority?<br>c. How much ROW will be required?<br>d. Will the entire ROW be fenced? If so, with what type of fencing?<br>f. Will the entire ROW be lit? If so, with what lighting?<br>h. Has TCR, or their affiliates, hired ROW acquisition teams to begin the process?  | Eminent Domain/Acquisitions and Displacements |
| 12/2/2014  | Kyle Workman      | And then also on the last thing here -- well, I think it was misleading to use the words "privately funded," when by definition the use of eminent domain is a subsidy, okay? And using the power of the government to reduce your costs is a subsidy, which means that it is going to be paid for by the taxpayers, whether you like it or not.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Kyle Workman      | My focus tonight, though, is on TxDOT and why they're quiet. I think that -- going through their website -- and there's some people that will talk about it in a minute -- but one of their recent meetings in Dallas called the Commission for High Speed Rail, one of their comments was TxDOT needs all the legal ability to implement high speed rail as they have roadways, i.e.oversight, procurement, and funding. I don't think there's any question that TxDOT is going to be in the middle of all this stuff and they're going to be taking your land.  | Eminent Domain/Acquisitions and Displacements |
| 11/11/2014 | Lacie Goolsby     | As a resident of Leon County, my family and I oppose the high speed rail cutting through our county. The HSR would dissect farm land, displace residents, farms and other businesses. I am formerly a resident of South Houston and moved out of the city to get away from the noise and lights of the big city. Now the very reason I moved is being threatened with the routes currently proposed for the HSR between Houston and Dallas. Leon County has long been known as "The Deereest Place in Texas", the HSR would end the truth in this!  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Laquisha Peavy    | Im a owner living in the Houston Heights area and i am highly against the rail coming through our neighborhood taking homes, churches etc.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Laura Havel       | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.   | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name         | Request/Comment   | Comment Topic                                 |
|------------|----------------------|---|---|
| 1/13/2015  | Laura Rahman         | I presume my daughter's school, which has been in the neighborhood for almost 70 years, would have to relocate, as I cannot imagine that conducting classes while an incredibly fast moving train passes by every 30 minutes would at all be feasible.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Lauren Anderson      | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Laurie Hazzard       | TCR states their proposed project must be located in an existing corridor so they can take advantage of existing right of way. There is insufficient width to accommodate dedicated two-way tracks - and freight rail relocation in order to fit within the existing right of way. Some of the corridor has only 24' of right of way, not the 80-100' required. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain the required width. The residents in my neighborhood have no assurance TCR will actually be able to execute these agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along either the red or yellow preferred route.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Laurie Hazzard       | I am opposed to the FRA & TCR acquiring land in my neighborhood through eminent domain for private for profit rail when viable alternative routes exist which can achieve the transportation goals & minimize hardship on my neighbors & I & our local businesses.<br>TCR states their proposed project must be located in an existing corridor so they can take advantage of existing right of way. There is insufficient width to accommodate dedicated two-way tracks - and freight rail relocation in order to fit within the existing right of way. Some of the corridor has only 24' of right of way, not the 80-100' required. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain the required width. The residents in my neighborhood have no assurance TCR will actually be able to execute these agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along either the red or yellow preferred route.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Leroy Juanita        | We are also opposed to using Eminent Domain for private use.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Lillie Hayes         | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our manybusiness districts.   | Eminent Domain/Acquisitions and Displacements |
| 1/13/2015  | Linda Burroughs      | The use of eminent domain to acquire land for a private, possibly foreign company<br>Anticipated lawsuits over eminent domain will greatly increase the construction time and expense making it even less financially viable  | Eminent Domain/Acquisitions and Displacements |
| 10/28/2014 | Linda Thompson       | Linda Thompson - raised on two sections of ranch and farm land in the Texas Panhandle southwest of Amarillo. I appreciate Texas rural life as god's gift to us. Rural Texans are the stewards of this land and the city dwellers are only visitors on our soil. Grandmother lived to be 103, mother & father, 97 & 96. I plan on being here in 2044. Laying any lines of highly charged electricity is a crime to the Texas heart land and wildlife and the sweat of our mothers and fathers. Our ranch/farm lands may be flat but they are not "undeveloped" - rich producers of world products for clothing & food. you have no eminent domain rights on the spirit of rural Texans and I implore you to listen to us. As they say "Don't Mess with Rural Texans" (as a former TTC official said, Plan June 2008 - July 2008)   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Linda W. Echterhoff  | Reduction in the currently dedicated acreage available for residential and/or commercial real estate in the First Ward neighborhood, a neighborhood which already seriously suffers from limited acreage due to the existing Union Pacific and Interstate system infrastructures<br>Destruction and elimination of existing First Ward residential and/or commercial real estate properties along and within the needed rights-of- way boundaries of the proposed TCR HSR route alignments, which would necessarily dislocate existing families and/or businesses from their current dwellings and/or commercial spaces and possibly create financial hardships in their relocation difficult if not impossible for many of them to overcome; Some of these existing First Ward structures that are located within or adjacent to the proposed route alignments are old construction in need of restoration or redevelopment, while other of these structures have either recently been revitalized and restored or redeveloped with new, high-density construction; In some cases, multiple dwelling new construction would lie both within and just outside of the needed rights-of- way boundaries | Eminent Domain/Acquisitions and Displacements |
| 12/31/2014 | Lisa Collins         | Eminent Domain- TCR is one of the few private companies with the power of eminent domain; giving this ability to a private firm is always problematic. This project will benefit from the use of eminent domain. They want to use the government's power of eminent domain to steal Texans land and pay little for it. In the rural areas, this project will destroy generations of ranch land along the route by dividing farm land and displacing landowners and farmers. Most small towns do not want the train to come through them, as they will get no economic benefits.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Lisa Finger          | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Eminent Domain/Acquisitions and Displacements |
| 11/11/2014 | Lisa Hughes-Robinson | In addition, property owners, tenants, farmers, and businesses will be displaced as a result of the project.<br>In addition, I am astonished that the State of Texas will grant a privately owned company, whose parent company is a foreign company, the power of eminent domain to take my land or my neighbor's land under the premise of "public use" for this type of project.   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Lisa Sullivan        | But basically, I'm here from a personal standpoint. Currently, I reside on my husband's family farm. Four generations have lived on the farm. My children will be the fifth generation, and I am on the utility corridor, and at this moment it runs through the front door of my home, so when it comes to the whole question about eminent domain, I am very interested in that. More or less, I've been advised that they will offer prior to eminent domain the fair market value of my home. Like I said, it's my family -- my husband's family farm, so the market value could not build me a new home, so I guess the next point would be legal action on my part because I will not have a home.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Lyn Rudel            | The land grab followed by construction and eventually sound carrying for miles will destroy us! I'm very opposed and finding a list of people to contact right now. You are first but not the only.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Margie Harris        | I write to oppose the FRA's desire to use eminent domain to take property belonging to homeowners and small business in Houston.<br>Why is the FRA using federal governmental authority to help privately owned transportation anyway?  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Marie Kallus         | And now, after years of the residents continually working to improve and add value to our neighborhood, a private concern with eminent domain powers wants to cut through our 5,000+ homes, green space/parks, and schools with a high speed bullet train... . And in some respects, it is lacking in size in comparison to 5,000 homes. Part of this proposed rail line will be cutting through the limited amount of commercial property that we currently have in Oak Forest. And if this property it is taken through eminent domain or downgraded in value to where no business will want to inhabit the space as a result of TCR expanding the rail lines, it cannot be replaced and will thereby cripple expansion of businesses in the area. In turn, the amenities expected by residents will be crippled as well.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Marisa Thomas        | We are opposed to the Federal Rail Administration and Central Texas Railway acquiring urban land through eminent domain for private for-profit rail purposed when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small businesses.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Mark Stubbs          | High Speed Rail through Garden Oaks<br>We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship for citizens and small business.   | Eminent Domain/Acquisitions and Displacements |
| 12/16/2014 | Marlon Sanchez       | There may not be enough space to build and/or land may have to be taken.  | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name        | Request/Comment  | Comment Topic                                 |
|------------|---------------------|--|---|
| 12/22/2014 | Marty Hiles         | Eminent Domain.<br>Fact: 1. Forcing farmers, ranchers, agricultural and homesteaders to sell right of way through their properties.<br>Impact: a. Will partial acquisition of agricultural property render the existing farming enterprise inoperable and remove them from agricultural production?<br>b. Impact the 160 million dollars that farmers, ranchers and agricultural produces annually in Ellis County.<br>c. Will impact tax base from loss of sales.<br>d. Property relocation, how will this impact businesses, residence and other buildings?  | Eminent Domain/Acquisitions and Displacements |
| 12/22/2014 | Marty Hiles         | In conclusion, our community expects that our elected officials will determine the proper course of action for HSR and if need be that every effort will be made to compensate those whose homes or businesses must be relocated at a fair value. The citizens expect our civic leaders to adequately address concerns that have been expressed by all residents and businesses that are impacted. It is also expected that our leaders will take this opportunity to expand our local economy by fully evaluating the impacts of the high speed rail and its future to our area.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Mary Beck           | The Houston to Dallas High Speed Rail is a good idea in theory only. The implementation plan is beyond poor. The costs to Houston far outweigh the benefits.<br>The Costs:<br>Property also likely will be taken from residents - although we are told this will not happen. Simply looking at the path the rail would need to travel tells you this is a lie. There is no way the BNSF rail and high speed rail could coexist in the amount of space available  | Eminent Domain/Acquisitions and Displacements |
| 10/28/2014 | Matt Allan          | I commend you for using existing R.O.W.s   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Megan Frazier Salch | Also, Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Our neighborhoods, schools and churches have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Melinda Hughes      | It appears that TCR is the conduit for a Japanese Rail Company as per the website. It states: All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer or operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service. To add, a TCR representative stated that a company in the United Kingdom is being considered as an operator once built. This is an unnecessary eminent domain project that will benefit Japan and potentially other countries while destroying Texas' land values and our environment.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Melissa Davis       | I do not feel that the people of Grimes County should suffer or lose their homesteads for a convenience for the people of Houston and Dallas. Our farm has been in the family almost 100 years and my 88 year old Mother lives on this property. If the Grimes County route is used it would take a large portion of our land and my Mother's peace of mind. Please do not let this project continue.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Michael A. Bucek    | My name is Michael A. Bucek and I own some property with my wife, [sic] and our son [sic] with other relatives in Leon County, Texas north of OSR with a County Road address of [sic] (an approximate 250 acres tract) and my wife and I also own some additional 200 acres of property north of the above tract with an address of [sic] that we are informed may be within one of the proposed routes for the proposed Rail project.<br>First, I must apologize for not being up to speed on the constitutional amendments to the Texas Constitution or State or Federal statutes that allow for this Rail Project. I thought back in 2005-2006 the voters of Texas passed a Constitutional Amendment that did not allow for economic development projects to be condemned through Eminent Domain. I'm a retired Eminent Domain attorney who needs to do some research (which I don't have time to accomplish before your deadline of January 9, 2015 to submit comments) to convince myself that this Rail Project is constitutional. I recall an exception for rail lines but it was my understanding that it was for railroads involved in interstate commerce, (like the Missouri Pacific) or railroad entities that were quasi-governmental but not for a privately owned intrastate rail projects. At this point, unless you provide me with the appropriate authority, my first argument to you is that our family objects to the rail project because any statute passed by the Texas legislature allowing same is unconstitutional.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Michael Dreiss      | Opposition is based on the following points:<br>Granting a private for profit company the right of eminent domain seems rather self-absorbed benefitting a private company while negatively impacting thousands of residents   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Michael Petrini     | The funding of this so-called 'private' project is also a cautionary note of putting the interests of foreign nationals and foreign powers above those of enfranchised United States Citizens. TCR's claim on not accepting 'public money' from government subsidies is true thus far, but it is a bit specious. Although privately owned, the bulk of the financial leverage for the high speed rail project will come directly from the Japan Bank for International Cooperation which is wholly owned by none other than the Government of Japan! Why should I or the FRA be concerned if sovereign debt is used for financing? In this particular case, the government of Japan, acting through its banking entity, will be indirectly intruding on our rights as US citizens by influencing infrastructure rights of way and eminent domain issues which should rightly be LOCAL decisions made by citizens of this country, not by a foreign power. Why is the Japanese government seeking this investment route? They seek to demonstrate that they can compete internationally for bullet train business with China and Europe. That's fine, but let Japan develop projects in Europe and China that infringe on the rights of other country's citizens regarding equivalent eminent domain and right-of-way easements. Let's remember the rallying cry of American General Christopher Gadsen when it comes to foreign powers - 'Don't tread on me'. There is only the TCR interest at stake in this matter and maybe a possible 'I-know-what's-best-for-you' policy objective backed by a few transportation lobbyists promoting US high speed rail's political money train. | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Michael Remson      | While eminent domain is legal in Texas and in any part of Houston, it applies best when long established traffic (not train) routes need to be expanded. It does not work when land is taken for private (not public) purposes in residential neighborhoods that are long established.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Michele Nicol       | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.  | Eminent Domain/Acquisitions and Displacements |
| 10/17/2014 | Mike Alms           | Nothing in it for the folks who live between Houston and Dallas other than losing their land and the quality of life they have. No trains, no transit corridors, no more government stealing land.   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Mike DeBolt         | How will people be fairly compensated, whether it's taken by eminent domain or people reach the happy agreement as to what that eighty-foot wide strip running across their property is going to be worth?   | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Mildred Rosenberg   | My concerns are that my house is going to be extremely close, maybe not under their right-of-way; but I would like to know how they're going to handle that because I have no intention of living right next to the train. And I have no problem moving; I just want to be compensated for -- you know, for market value.  | Eminent Domain/Acquisitions and Displacements |
| 12/5/2014  | Milissa Danysh      | I own property in Leon County, adjacent to both the BNSF rail line, and the Utility line as well- my childhood home, in which my mother lives, and my brother's home, both sit on the property. My property line is right at the edge of County Road 391, parallel to the railway- and starts approx. 40-50 feet from the edge of the tracks. If this rail is built, what assurances, if any, do I have that 1- I will not lose part or all of my property, and my family will not lose their homes... And in the case we are impacted negatively, will we be compensated?   | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Ms. Moore           | And the other thing to it is through eminent domain. Some people's property will be purchased, but most of our property will not be purchased and we will definitely lose most of our retirement savings in your homes.  | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name            | Request/Comment   | Comment Topic                                 |
|------------|-------------------------|---|---|
| 1/8/2015   | Nancy Michon            | My neighbors and I are opposed to the Federal Railroad Administration and Texas Central Railway grabbing urban land through eminent domain and turning it over to private, for-profit rail, especially when viable alternate routes exist that would minimize the hardship on citizens and small businesses.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Nancy Michon            | Also, the elevated concrete structures and cabling necessary for this proposed project are NOT compatible with residential developments, period.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Nancy Perry             | I'd also like to know, how wide is this right-of-way proposed to be and how much damage do you pay how far away? If you cut -- if you come through somebody's land and you take an 80-foot-wide strip, you damage the remaining property for as far away as you can see it or hear it; and I have never known yet one of these things to pay true property damages. Thank you.  | Eminent Domain/Acquisitions and Displacements |
| 12/27/2014 | Napoleon Ranch          | Other factors to consider are the cost involved in acquiring the easement across our property. We would probably be forced to move and/or make drastic changes in our planned developments which would affect our business profits and additional cost. It would require several million dollars to acquire the property easement in an eminent domain action as we have several hundred thousand dollars invested in animals, plus the cost of having to move to a like kind and quality of property, the loss of animals due to stress of having to be moved is also a factor as these animals are very expensive,  | Eminent Domain/Acquisitions and Displacements |
| 11/3/2014  | Neal McGlothlin         | Also, please, please, please work very hard with landowners to keep them happy. If it requires making the rail a little longer by routing through easy landowners to avoid the hard landowner or two, then so be it.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Nelson Jarrin           | We write today in unified opposition to the high-speed rail project from Dallas to Houston proposed by the Texas Central High-Speed Railway, LLC (TCR). The project would only serve as a detriment to the affected counties we represent.<br>Although our counties may benefit from a few jobs during the construction phase, the long-term costs far outweigh any temporary benefit. This project holds real consequences for our constituents, their property, and their livelihoods. Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.   | Eminent Domain/Acquisitions and Displacements |
| 10/23/2014 | Nick Ferrantino         | Do you expect the city and state to use eminent domain laws to secure the proposed right of way for your project? Please reply as soon as you can and before the meeting date of October 29th 2014. Fail to reply in a timely manner at your own risk!  | Eminent Domain/Acquisitions and Displacements |
| 12/15/2014 | Noah Taylor             | In my readings I've learned HSR require up to 80' – 100' right of way which means TCR would have to acquire several blocks of homes either side of the rail line through eminent domain. Why would TCR knowingly choose to destroy a neighborhood by acquiring properties via eminent domain when viable alternative routes exist which can achieve their goals without impacting high density urban areas?? As a property owner and member of Historic Houston's First Ward Community I strongly advise TCR to adopt an alternate route that will not directly impact thousands of people living in and around Houston's Historic First and Sixth Wards.   | Eminent Domain/Acquisitions and Displacements |
| 10/21/2014 | Olga Estefes            | Will there be Right of Way to acquire? If so, who can I speak to about it.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Pat Montgomery          | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Paul J Hughes           | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Paul Reed               | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/3/2014   | Paul Stallones          | I am not giving up my land for train. Has been in family for multiple generation. I work hard to keep land up so that I can one day leave to my children. Will fight you with any means necessary! NO TRAIN!!   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Paul W. Han             | There are also 7 schools in our area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. The noise and vibrations from the bullet train will affect the students learning ability, not to mention what the vibrations may be doing to the building, leading it to be deemed unsafe. Also, many of these schools would be in jeopardy of losing some of their land and sporting facilities to eminent domain.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Paula Rinehart          | Will they give business the value of there properties and enough to relocate and what will happen to our community and our schools and home owners.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Penny Leas              | If eminent domain can force a homeowner or small business owner to sell their property or give up part of it for the "good of all" for purposes of a new right-of-way or public transport, then there should be the same type of requirement put on businesses to work with other businesses. In this case, since Union Pacific is a private company that "owns" the train tracks that run down the middle of the Hardy Toll Road, eminent domain should be able to "force" them to cooperate with another private company that wants to put in the Dallas-Houston high speed rail right down the Hardy Toll road where all of the homeowners and business owners have already sacrificed for the "good of all".  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Peri Mashburn           | don't even want to think about the possibility of <b>eminent domain being</b> exercised that never turns out well for the homeowner. Besides myself I know of at least 4 attorneys in my small section I have no doubt that lawsuits will be filed should the route along 34th street be approved.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Pete Vonder Haar        | Needless to say, I am also concerned about eminent domain and the amount of private property condemnation required to initiate a for-profit rail project.   | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Phlip Salerno           | I am opposed to the Federal Railroad Administration (FRA) and Texas Central Railway (TCR) acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business. The use of eminent domain for this project runs counter the amendment to the Texas constitution passed by the voters (Texas Proposition 11, also known as House Joint Resolution 14-1) in 2009, the Texas Landowner's Bill of Rights, and Senate Bill 18 signed by the governor in 2011.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Rama Kumar Allada       | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston as well as other Houston business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Randy Odinet            | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes. | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Raphaele                | Please consider our opinion on the bullet train Houston to Dallas, as represented below.<br>High Speed Rail in Texas belongs in industrial, rural, or high speed corridors in the urban center not in residential neighborhoods. Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation which routes could terminate at the 610 loop with dedicated Metro shuttle or train links to Houston downtown central business district.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Raymond St. Germain III | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation...   | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name        | Request/Comment   | Comment Topic                                 |
|------------|---------------------|---|---|
| 1/9/2015   | Rebecca Pradt       | I am opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens, temples, schools, churches and small businesses.<br>Texas Central Railway states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes, businesses and parks via eminent domain would likely be required along the preferred routes. HSR clearly belong in high speed freeway corridors or industrial zones rather than residential neighborhoods.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Rebecca Reyna       | We are concerned about the lack of information about the potential impact to the FRA acquiring urban land through eminent domain for private, for-profit rail companies when viable alternative routes exist that can achieve the transportation goals while minimizing hardship on citizens and small businesses.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Rena van Zeelst     | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will:<br>Give private investors the right to take property via eminent domain.   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Rena van Zeelst     | give private investors the right to take property via eminent domain  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Renee Duncan        | (3) What will happen to the Homes on 36th and 37th Street? Will the homeowners have the option to relocate their homes if they so desire?<br>(4) How would the homes be valued?   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Richard Hatcher     | We are opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Richard Honeycutt   | I happen to live on the utility easement of the train, and it -- it's quite obvious from listening to y'all talk that you're a train building company. You could care less about the people in Dallas or Austin. You want to build a train. And so this is where you picked just the cheapest or whatever spot you picked to build a train; and the people here, we're going to be put out. We know you're going to go eminent domain. No question about it. You have to use eminent domain because I don't believe we're just going to give up. It's not going to happen. Note today -- over the holidays fourth, fifth, and sixth generations celebrated the holiday on our land. Don't believe we're going to give it up.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | Rjordan             | Displacing home and landowners by taking the route west of Houston is doing exactly the opposite. Not only would this be taking rural land from the owners, it would be taking the rural atmosphere from those who enjoy the scenery  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Robbie Morrison     | Nor could he say whether all or some of the rail would be at ground level, or whether all or some of it would be elevated, nor could he truly say with any accuracy whether his company might have to use eminent domain to obtain additional property. I have personally measured several of the right-of-ways and cannot believe some of the ROWs are adequate for two elevated tracks as well as the ground level BNSF line. The ROW at the elementary school on Brinkman, which is currently expanding to accommodate more students because of the influx of younger families to the neighborhood, has classrooms right at the edge of the ROW. I believe that if the rail line was built on this proposed route, they would have to take some of the school's property and the school would be unable to use those classrooms.   | Eminent Domain/Acquisitions and Displacements |
| 12/14/2014 | Robert B Shumway    | It is my understanding that the existing right away is not wide enough to accommodate the new High Speed System and a large percentage of these newly restored and new construction homes would have to be condemned.   | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Roger Timmerman Jr. | U.S. citizens who own property along the proposed rail area will lose their land/property which they pay for and pay various taxes on if this takes place. To the non-affected individuals this may not seem a concern. The grave reality is if a private company with the strong-arm support of the government can force citizens to give up land against their wishes where will it stop? From that time forward, any corrupt private organization/company with the government connections and power will then be able to take any U.S. citizen's property away in the fallacy of it being for the greater good. This will result in a situation very counter to the American dream. U.S. citizens will no longer have any guarantee/protection that the property/possessions (in any location) they own will not be grabbed from them by a private company (acting discretely or not) that uses the power of the U.S. government with the hidden guise of turning a profit for hidden/silent investors. A situation where lawyers will also profit by this will undoubtedly result from all the resultant law suits. Lawyers will likely inform the landowner that eminent domain rules and they should take the (most likely reduced) offered amount for their property whether it is fair or not. The founders of the Constitution most definitely would be appalled at the corruption of this. The environmental impact also cannot be really known or totally appreciated either. Hundreds of miles of wilderness, wetlands, farms and ranches will be affected. | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Rose Lynn Egge      | It goes behind my girlfriend's house, which is a block-and-a-half from my house. So I don't know how many feet this is going to effect -- how many houses are going to effected? How -- if it goes through, how many of these people are going to get -- a lot of them have been there 35, 40 years and starting over is a little hard especially sometimes they don't get enough money and a lot of these people are not well enough. And this is why I am so upset, and I hope that u go back to Houston and set up more meetings. So some of our people can go and ask questions.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | RR Carrington       | Private business involved in this endeavor, for-profit, should not consider the least-expensive routes, but should instead consider the routes that would benefit Houstonians in the least obtrusive manner. Taking property from businesses and residents along any proposed lines is not in the best interest of any party involved. Having high-speed rail through neighborhoods is not the answer to our growing community.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Russell D. Erickson | I have attended my first neighborhood meeting concerning the possibility of a private for profit firm using eminent domain to take whatever homes that might be in their way. I am 83 years old and hope I don't live to see this happen. If I should I will move to a different neighborhood.  | Eminent Domain/Acquisitions and Displacements |
| 12/2/2014  | Russell McNeice     | You're either going to go over the top of my house or adjacent to it. You'll displace my home and my business and what -- and I've been in right-of-way and value engineering work for 30 years. I know what will happen. They'll condemn property, take it for nothing. And value engineering is only a value for the person building it. Thank you.   | Eminent Domain/Acquisitions and Displacements |
| 12/11/2014 | Sandy Cykoski       | Will our lands be condemned so you can gain access, I would be willing to bet that it will  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Sandy Sharp         | Bullet train<br>Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/13/2015  | Senator Schwertner  | Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties.  | Eminent Domain/Acquisitions and Displacements |



| Date       | Contact Name            | Request/Comment   | Comment Topic                                 |
|------------|-------------------------|---|---|
| 1/9/2015   | Seth Wilson             | Use of existing right-of-ways and easements is unlikely to occur, as the limited discussion of the necessary land, right-of-ways and easements for the HSR is supported by no facts, plans, drawings, specifications, scopes of work, engineering plans, or other documents. Because additional tracks would have to be placed, or in the event of an elevated track, pilings and other support structures, additional land would be required.<br>No information has been provided regarding (i) the necessary land for not only construction, but also the actual permanent structure, (ii) what impact, if any, will occur as a result of taking the necessary land beyond the existing right-of-ways or easements.<br>No information has been provided regarding potential takings or other eminent domain issues, what statutory or other authority TCR may attempt to use, despite being a private entity with no taking power, to obtain the necessary land for the HSR.  | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | Shane Easterling        | Flynn's volunteer fire department is located directly on Hwy 39, as is the Jewett EMS station. Will you be funding the relocation of these services if the road takes them?   | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Sherry Jordan           | Eminent Domain- Texas Central Railway is one of the few private companies with the power of eminent domain. Eminent domain should not be given to private, for profit companies, at the expense of Texas landowners, especially those who will reap little or no economic benefit from the proposal.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Sid Cruz                | The home sub divisions along the route already have to deal with motor vehicle noise along Interstate 610 North and if approved, would now have to contend with... eminent domain by private industry...  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Steve Scharzbach        | We are STRONGLY opposed to the Federal Railroad Administration and Texas Central Railway acquiring urban land through eminent domain for private for-profit rail when viable alternative routes exist which can achieve the transportation goals and minimize hardship on citizens and small business.<br>Texas Central Railway (TCR) states their proposed project will locate in existing corridors. However, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. Some of the current freight rail corridor utilizes only 24' of right of way while TCR states HSR would require 80' - 100'. In wider freight corridors legal agreements for track relocation with private freight companies would be required to maintain width. Neighborhoods have no assurance TCR will actually be able to execute relocation agreements or maintain existing corridor widths. This suggests that land acquisition of private homes and businesses via eminent domain would likely be required along the preferred routes.  | Eminent Domain/Acquisitions and Displacements |
| 12/4/2014  | Steve Toth              | My dad lost his business to eminent domain back in the '60's and he and my mom were never made right as a result of it. So I'm concerned about that. I'm concerned about how it's going affect their homes and their way of life.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Steven Vealey           | Homeowners and small business in Houston should not suffer eminent domain by the FRA for regional privately owned transportation, when routes could easily terminate outside the 610 loop with dedicated Metro shuttle or light rail links to central Houston and our many business districts.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Stuart Fieldhouse       | Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers  | Eminent Domain/Acquisitions and Displacements |
| 1/12/2015  | Su                      | Please put this rail somewhere else or be prepared to buy out people with fair market values or more, just for the uprooting inconvenience. We don't want this rail near us. Hear us loud and strong!   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Sue Isbell              | I am an eighty-eight year old widow living on 108 acres south of Iola, Texas along Hwy 39 and the Burlington/Santa Fe railroad. My husband was born on this property. We raised 5 children on this property. All 5 are college graduates. We struggled to hold on to this property through the years and tried everything--dairy farm, range cattle, laying hens, broilers, hogs, and hunting resort raising our own quail and pheasant. We had to fight to put food on the table and meet the needs of five children but through it all we came out a very living and concerned family.<br>I have two daughters living with me now and another hoping to build and retire on the property. Also a son who will be retiring here. I have 3 grandsons who love to come hunt and work on the property.<br>I resent and detest someone coming in telling me that I have to give them my property for some reason that will not be of any benefit to me, my family, or anyone in this area. I believe the HSR is a bunch of crap that will amount to another thing like Amtrak that will have to be subsidized by the government. I feel sure that if you asked any land owner along the proposed routes, the majority would share my feelings. | Eminent Domain/Acquisitions and Displacements |
| 12/3/2014  | Susan Statler Thornhill | If there is already a ROW there will any further land be needed on either side of the ROW? How will this effect two lane roads that currently cross the tracks?<br>I know that not everyone is going to agree with this rail system. People whose land will be dissected, potentially taken, or the value diminished due to this should be taken into consideration and not looked at as complainers. I for one planned to retire in my current home and have no idea what the impact of this will be on my level of comfort in my home and what the resale value of my home will be if the route referenced above is the one that ends up being used. For the people that are not directly affected by this please have patience for those of us who are dealing with this. Plans for the future and people's financial wellbeing are at stake with this rail system.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Suzanne E. Clevenger    | Eminent Domain. Texas Central Railway has discussed at public meetings that they will have the power of eminent domain. Eminent domain should be used sparingly and the amount of property easements that may be required to be taken through eminent domain should be considered when reviewing the route alternatives. Texas Central Railway has not fully disclosed what the expected use of eminent domain over the entire length of each proposed route.   | Eminent Domain/Acquisitions and Displacements |
| 12/1/2014  | T.J. Fabby              | I don't have any property along any of the proposed routes of this railway, so this is not anything personal for me, but if one of your property rights is threatened, then my property rights are threatened, and I have no comments for these people. It's like Joe said, Joe Palmer. Obviously, they are not really that interested in hearing what we have to say. My comment is for all you people that are here. Thank you for coming. Thank you for being interested in what's going on in your communities, and I ask that each of you fight this. Fight this for the people who do have a personal stake in this because one day it may be your land that they come after, and you'll want somebody to stand next to you and fight with you, so I just ask that everyone that's in this room fight this with all that you can. Thank you.  | Eminent Domain/Acquisitions and Displacements |
| 10/23/2014 | Tami Merrick            | It is abuse of the states power to use eminent domain in my opinion. Putting a 200 mile per hour train in residential neighborhood is absurd!   | Eminent Domain/Acquisitions and Displacements |
| 10/29/2014 | Tami Merrick            | What little data is available now on websites suggest Residents/business will suffer the low payment of eminent domain and this will be on mortgages that developers recently flipped. Land acquired by private companies for profit should by law negotiate sales like any developer and not given the right of eminent domain without a fully disclosed transparent public process determining the best route in the COB for high speed rail. A process similar to our Tx Dot freeway process.<br><br>It is a sad day for Texans that a Japanese company along with private Investors are allowed to randomly draw lines on train corridors leading into the 4th largest city in America without a transparent public process to decide what is best for the city? TxDOT power of eminent domain is seriously being abused in this high speed train route selection process and our state representatives should be investigating.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Tami Merrick            | Use of eminent domain to attain land from residents and small business for private for profit enterprise.<br><br>A resident from Leon county also showed up and indicated the train would displace his retired father. Judge Eckels said there wasn't much they could do for Leon county.<br>Concern that TCR was acquiring properties from Americans with Japanese Banking backing for American Investors. They felt the selling of their personal property to foreign bank was not ethical.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Tami Merrick            | Eminent Domain by a government agency is a public issue not a private company issue.<br>No real data regarding compensation of properties taken by eminent domain or devalued.  | Eminent Domain/Acquisitions and Displacements |

| Date       | Contact Name            | Request/Comment  | Comment Topic                                 |
|------------|-------------------------|--|---|
| 1/6/2015   | Tim and Dannette Miller | How many homes will need to be removed in Harris County to allow the rail to be built?<br>How many homes will need to be removed in Dallas County to allow the rail to be built?<br>How many people will be displaced in each county?  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Tom Civitello           | And why is a private group going to get right of eminent domain? I and my neighbors smell a rat!<br>I have lived in Oak forest a very long time and I do not want this in our neighborhood!  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Tom Dornbusch           | It is highly questionable that a private enterprise operating for financial gain and serving a select clientele should be allowed to assume common carrier status and take property by eminent domain. Such takings would inflict hardships on members of a community that would not directly benefit from the service to be provided. Although this project is to be privately funded, if it is serving the common good to use eminent domain for the purpose of public transportation, it's routing should be determined with approval from an informed citizenry.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Tom Gleason             | For landowners whose properties are divided will TCR pay for a structure and equipment to maintain their dislocated parcel?  | Eminent Domain/Acquisitions and Displacements |
| 12/2/2014  | Tony Gilb               | Why are we using eminent domanion? It only benefits Dallas and Houston.  | Eminent Domain/Acquisitions and Displacements |
| 1/7/2015   | Trent Salch             | The current BNSF right of way uses as little as 24' of right of way while TCR states they would require 80' – 100' of right of way; meaning the wider corridor would require the relocation of current freight train tracks. It also indicates this private endeavor plans to use the government tool of eminent domain in order to obtain the required width along the corridor. Our neighbors' businesses, homes, and livelihood are now in jeopardy. How can banks and a group of private investors be allowed to use eminent domain in order to acquire some of the most sought after real estate in the city of Houston? It's a land grab that any judge or jury worth their salt will see a mile away and put a stop to it.  | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Tricia Hughes           | We also do not understand how a private company would be able to utilize federal governmental power (eminent domain) to obtain land without due public process.  | Eminent Domain/Acquisitions and Displacements |
| 1/8/2015   | Trina Caudill           | School Impact: Two high schools back up to the rail line along W. 34th Street, Waltrip High School and Lutheran High North. A high speed rail line serves neither of them well. We are considering sending our middle school student to Lutheran High North and do not want their land condemned to provide adequate space for a larger train. This school is already small with nowhere to expand, and if they lose land, they may very well lose their baseball and football field.<br>Land Grab<br>We are strongly opposed to the government obtaining private land through eminent domain only to turn it over to a private company for profit. Our concern is that both business and residential land will be condemned to suit the wishes of a private company. Of course, this is patently unfair.<br>We also believe that the city and other government should not have a carte blanche when it comes to eminent domain but that it should be used sparingly, if at all, and never for private gain. | Eminent Domain/Acquisitions and Displacements |
| 1/13/2015  | Valerie W Johnson       | The meeting on January 2015 did not clearly explain what properties would be taken to expand the way for this rail project. There are many public facilities that will be impacted by this rail project.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | Walter Jett             | An additional right of way will have a direct impact on the peace and quiet that the inhabitants of the new home that was recently placed on [sic] are entitled. An existing two pipelines and highline take up 100 yards width through our property for .7 of a mile.   | Eminent Domain/Acquisitions and Displacements |
| 1/9/2015   | William Sullivan        | I am against the high Speed Rail System proposed between Dallas and Houston.<br>After attending the Public scoping Meeting held on December 1, 2014, the lack of answers to questions posed by the citizens of the counties that would be impacted and the number of concerns lead me to this conclusion.<br>Furthermore, I was shocked to learn that private investors could use eminent domain proceedings to take the land for the right of way and give it to another private party for their enrichment.  | Eminent Domain/Acquisitions and Displacements |
| 1/6/2015   | William Tufo            | Why can't the Hardy route be used, using UPRR, there was talk of Eminent domain in the meetings use that on UPRR not homeowners! UPRR declined to allow use of their tracks; I am declining the use of my neighborhood!  | Eminent Domain/Acquisitions and Displacements |
| 11/7/2014  | Ann Staples             | Concerns for people: electrical costs/power usage  | Energy  |
| 1/9/2015   | Brad Eickenhorst        | HSR claims to be energy efficient and clean.<br>Less than 10% of Texas electricity is produced from renewable sources and roughly 80% from fossil fuels. HSR requires a significant amount of energy to operate and can only be efficient if ridership is maximized. If the population of the Dallas and Houston double as predicted there will be a substantial increase in demand for electricity. Additional power production has not been addressed.   | Energy  |
| 1/9/2015   | Carma L Sullivan        | How is the power supplied to the rails?  | Energy  |
| 1/9/2015   | Chris Collins           | There were many bullet points about wide seats and Wi-Fi in the cars, but nothing as to any noise or visual mitigation plans, or even how the rail system will be integrated into the local electrical grid with the risk of brown outs or service issues for residents. There are some potential benefits of a Dallas-Houston HSR, but because of the aforementioned concerns, any such line would better service the overall community by terminating in a transit hub outside of I-610.   | Energy  |
| 12/4/2014  | Darrell Bushman         | I'm a landowner in Roans Prairie whose land would be impacted by the Utility Corridor. Just a little information, I was in the Huntsville meeting and we were given three minutes to speak. The narrator even tried to answer the questions if you can believe that, and so we probably had about five minutes apiece at the Huntsville meeting. We're being given the short end of the stick on this. Other people have spoken more eloquently about their opposition of this. I have two specific areas. Power supply. You're not doing any talking to the people that are going to make the kilowatts to see if they're available. You need to talk -- I think it's to the Public Utility Commission to see if those kilowatts are even there. You may be talking to people with power lines that say they can give it to you but if they came by it, I don't want my lights to go out when the train goes by every 15 minutes, okay?   | Energy  |
| 1/7/2015   | Dustin Kerr             | No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood.<br>In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood.<br>No information has been provided regarding clean energy sources that can and/or will be used for the HSR.  | Energy  |
| 1/7/2015   | Dustin Kerr             | In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood.<br>No information has been provided regarding clean energy sources that can and/or will be used for the HSR.  | Energy  |
| 1/9/2015   | Emma Kerr               | No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood.<br>What contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood?  | Energy  |
| 12/30/2014 | George Farish           | I think the EIS should address CO2 emissions based on fuel source mix for electricity for electric train.<br>What is TCR HSR proposed fuel source mix ( coal, natural gas, wind and solar )?<br>What is TCR HSR estimated fuel economy ( mpg per passenger mile ) based on ridership needed for break even cash flow for TCR HSR?<br>What is avoided cost for air pollution abatement and avoided cost to reduce traffic congestion ( car and air travel separately and combined )?  | Energy  |

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| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | IMPACT ON TRAFFIC – ENERGY CONSERVATION<br>(TCR has said they will only build high over County and State numbered roads)<br>In much of rural Texas track at grade level will cause lack of access for emergency services<br>Rural residents will not be able to get directly to stores for basic items, nor to their nearby pharmacy for prescriptions, nor to clinics for medical treatment. We can assume that 20+ miles is added to each local trip for residents resulting in a HUGE extra use of fuel<br>We can expect ranchers could add 20+ miles to each trip to their “cut off” portions of their property.<br>How exactly does TCR justify “clean” and “power conservation” when coal fired power stations provide the energy – and it has to be delivered to the moving train. ALSO extra fuel is being used every day by rural residents.<br>Question (5) (a) What exact figures do TCR estimate in raw materials and electrical power it will take to build and operate the track, the train and the power delivery system for a Dallas to Houston HSR? (b) Using the number of people a ground level HSR will force to drive an extra (20) and (50) miles a day – how much extra energy will that use?<br>(c) Basically, please would TCR use some REAL quantitative analysis and estimate how much energy is REALLY saved with a HSR?? | Energy        |
| 1/5/2015   | Gillian B Cawte                     | How exactly does TCR justify "clean" and "power conservation" when coal fired power stations provide the energy - and it has to be delivered to the moving train. ALSO extra fuel is being used every day by rural residents.<br>Question (5) (a) What exact figures do TCR estimate in raw materials and electrical power it will take to build and operate the track, the train and the power delivery system for a Dallas to Houston HSR? (b) Using the number of people a ground level HSR will force to drive an extra (20) and (50) miles a day - how much extra energy will that use?<br>(c) Basically, please would TCR use some REAL quantitative analysis and estimate how much energy is REALLY saved with a HSR??<br>TCR are presenting HSR based on the Japanese system to look clean and economical and environmentally friendly - BUT. It probably takes more pollution and energy to not only make but also deliver power from a coal fired power station to the length of a train track, than to produce the same power by shoveling coal into a boiler situated in a nice, old fashioned steam engine!! Do you have quantifiable research to prove TCR's presentations?   | Energy        |
| 10/22/2014 | Jackie King                         | Water wells would be an option (powered by solar). What powers the rail line?   | Energy        |
| 1/9/2015   | Jaunda Payne                        | TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.   | Energy        |
| 11/14/2014 | Joyce Floyd                         | Please consider the additional electricity and water that will be necessary to make this project viable and the consequences that will have on the area.  | Energy        |
| 12/1/2014  | Kyle Workman                        | 1. Power Requirements:<br>a. How much electrical current is required to power the train?<br>b. What additional infrastructure will be required to supply the train?<br>c. What is the carbon footprint of this train?   | Energy        |
| 12/31/2014 | Lisa Collins                        | Environmental- While proponents claim that HSR is good for the environment; the benefits are relatively small to the high to destruction to the environment during and after construction. Lower energy use is only accomplished when trains are a full or near capacity. In addition how much fossil fuel is used to provide the electricity needed to power the HSR?  | Energy        |
| 1/7/2015   | Lyn Onato                           | I need information on the most feasible route for the bullet train and the environmental impact study of the project. I wonder how much energy will be used to operate the train?   | Energy        |
| 10/21/2014 | Martin Molloy                       | I think it is the right thing to do from the perspective of use of renewable energy versus fossil fuel use in airlines.   | Energy        |
| 1/9/2015   | Nora Dedontney                      | Where will the power to run the train come from? Our neighborhood is growing, and our current power lines sometimes give out on hot days or during thunderstorms. Will the train be drawing electricity from the same power stations when it passes through my neighborhood?  | Energy        |
| 10/27/2014 | Nora Rabe                           | 3) During peak usage times, Texas already has times of required power usage conservation to prevent "Brown outs". What will be done to be self sustaining in their required electricity? 4) Will there be a need to build up current electrical transmission systems and who will pay for that? 7) If the rail system is on the "Existing Grid" and a huge power outage occurs, like in 2003, in one section and not another, what is to prevent people having to be stuck on a hot train for several hours?  | Energy        |
| 10/21/2014 | Ramaneja C Kanhan PE                | Personnaly I am interested in HSR as an engineer, federal government employee and an ASCE fellow interested in the infrastructure. I would like to see the project and many other major inter city links evolve in the next two decades. An additional and collateral development I would like to see is the use of solar and wind energy components to power the HSR. It has been done in the Brussels to Amsterdam route.   | Energy        |
| 11/14/2014 | Rebeca Chavez                       | Have the following effects been considered while planning the implementation of the railroad in this county?<br>high consumption of limited energy resources and significant environmental pollution<br>Do you live in this county where these major changes will be made? Will you be affected by the changes? If the answer is no than you should consider for a minute imagining how your life in your current county would change if these changes where implemented before you make a decision.<br>I forgot to include the most important information. I am in Grimes County, where the high speed rail from Houston to Dallas is going to be built.   | Energy        |
| 1/9/2015   | Rebecca Reyna                       | TCR should commit to clean energy and sustainability.   | Energy        |
| 1/8/2015   | Robbie Morrison                     | I'm not sure about how much electrical energy would be needed, where it would come from, and whether there would be drains on the city's electrical power sources. Would this be energy efficient?  | Energy        |
| 12/29/2014 | Robert Els                          | Third, where is all the needed electricity going to come from since there seems to be a shortage of this for the people in the USA.   | Energy        |
| 10/21/2014 | Rosemarie Rieger                    | If more electricity is needed than the grid offers, what type of energy will be used: renewable, nuclear, coal? Who will be in charge of determining this?  | Energy        |
| 1/9/2015   | Seth Wilson                         | No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood.<br>In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood.<br>No information has been provided regarding clean energy sources that can and/or will be used for the HSR.   | Energy        |
| 1/8/2015   | Steve Scharzbach                    | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.   | Energy        |
| 11/19/2014 | William Carter                      | I attended the public scoping meeting in Corsicana TX held this October. At that meeting I expressed two concerns: one is that the rail system will have its highest power demand when there is all ready power shortages (During afternoon summer months) and the second is that if the system fails financially the taxpayers will be left with the burden.   | Energy        |

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| 10/31/2014 | Abram VanElswyk, PE       | (iii) Where TXC's rural alignment splits large land parcels in two, TXC should consider providing low-spec private underpasses. These sorts of designs can be foreign to public- and private-sector engineers accustomed to big-city design standards, but they are common to the most rural districts.<br>For instance, Interstate 10 in West Texas has several underpasses which are literally nothing more than corrugated metal pipes partially backfilled with compacted earth; essentially, a culvert that you can drive a pickup truck through. Likewise, portions of Interstate 25 in Colorado have concrete underpasses that are 12 to 16 feet wide, with a couple of concrete wing walls and an earthen road surface.<br>Creativity may be called for here; should you encounter recalcitrant agencies insisting on 16'6" clearances, 20-foot clear zones, and other such nonsense, simply say they are for livestock, wildlife, or the 100-year storm.  | Engineering/Technical |
| 12/2/2014  | Danny Twardowski          | Will the trains be at ground level, underground or elevated?   | Engineering/Technical |
| 11/14/2014 | Joseph Obrien             | Current hi speed steel wheel rail is operating at about 150 mph through Europe and Asia, on tracks that have long radius curves and limited grade elevation. Steel wheels require expensive systems with long construction, dedicated tracks, etc. Why not Maglev-prefabbed elevated roadway, and low cost construction? Add less environmental impact   | Engineering/Technical |
| 11/5/2014  | Joseph O'Brien            | hi-speed rail should be identified as steel wheel or as mag-lev. The idea of using steel wheels has already been shown as dangerous and costly.  | Engineering/Technical |
| 1/8/2015   | Julia Nolte               | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>Because HSR requires dedicated track; I envision it being entirely elevated. What design proposals are being discussed? The only rendering I have seen shows the rail traveling through countryside at a height much higher than the 18 feet I have read about. This high rail will bisect our neighborhood and make it ugly; it will also lower the value of the property.   | Engineering/Technical |
| 1/9/2015   | Julie Young               | We could use better mass transit, but the current suggested routes would ruin people's neighborhoods and businesses.<br>Why not: Elevate the trains? I know, more expensive. But there would be no disruption to people's businesses, no trees killed, and no stealing people's land and homes. OR How about improving the METRO bus service, so it actually goes where people need to go, quickly, and with useable schedules? We ought to fix and use what we already have. More people would ride the bus if it were safe, traveled in straight lines, ran frequently, ran during late night hours.<br>Look at Tokyo – you stand on a corner for 10 minutes, and a bus comes. It goes straight down one street, then if you need to turn, you pick up another bus, not the stupid zig zag routes Houston buses take. And you can depend on the buses in Tokyo at night and on weekends, too.  | Engineering/Technical |
| 1/8/2015   | Andrew & Kimberly Grimmer | Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.   | Environmental Justice |
| 1/9/2015   | Anthony J. Romano         | Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput. Thank you.  | Environmental Justice |
| 12/3/2014  | Christy Lambright         | This route [BNSF] will also trigger environmental justice issues as the route not only travels through low- to moderate- to middle-income neighborhoods but also minority and poverty concentrated areas of north and central Houston, who have traditionally borne the negative impact of development, particularly by infrastructure.  | Environmental Justice |
| 1/9/2015   | Eva Anderson              | I am equally concerned with the environmental impact issues which arise and which should be completely researched and evaluated before even considering such a proposal.   | Environmental Justice |
| 1/8/2015   | Geraldine Cox             | Does environmental justice matter? Following an existing transportation corridor would at least reduce these impacts, since the damage there was done years ago.   | Environmental Justice |
| 1/10/2015  | J.E. Thomas               | Environmental Justice<br>Describe the location of qualifying populations, describe specifically those impacts that may be considered disproportionate, and describe any targeted outreach that was performed to address these populations.   | Environmental Justice |
| 12/2/2014  | Phyllis Robinson          | EPA says on its website here is that it will be environmental justice, which is one of the little subunits on one of the little slides that flashed by. It says will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work. And I thought that was rather interesting that you never addressed some possibilities that I imagined since my meeting last night in Jewett. And one of those has to do with can you tell me how much distance is required for the train to stop in going 205 miles an hour? 205 to 0. Okay. I have -- I've calculated it. I just wondered if you knew. It's a good question to know the answer to. Since it's 8.5 miles.   | Environmental Justice |
| 1/8/2015   | Steve Scharzbach          | Social and environmental justice issues arise and must be evaluated and given thorough consideration during a planning process that would impose massive transportation infrastructure in an urban area whose residents will receive no direct benefit from a HSR system solely intended to serve remote passenger throughput.   | Environmental Justice |
| 1/8/2015   | John and Cindy Bartos     | There are numerous bayous and creeks along the "BNSF with Option 1" route. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding (which is already a significant risk in this area). FRA and TxDOT should require TCR to produce studies showing the impacts on water flow and water quality that the structure will have along the proposed routes compared with the alternative routes  | Floodplains           |
| 1/9/2015   | David Garcia              | Texas Hazardous Super Fund Site : The Red Line proposal will go thru or near a Texas Hazardous Super Fund Site, North Cavalcade Street. The may cause cost to construct speed Train if there has to be involvement with EPA or force to clean up by EPA. Can also google SuperFund sites in Harris County. See further information below:<br>North Cavalcade Street<br>Final Listing Date: 06/10/1986<br>HRS: 37.08<br>From the EPA:<br>"The North Cavalcade Site was developed for wood treating operations in 1946, when a small creosote wood preserving business named Houston Creosoting Company, Inc. (HCCI) was established. The wood preserving operations encompassed approximately nine acres on the southern portion of the property."<br>"The pollutant at the North Cavalcade site is creosote, and its related constituents, in both soil and ground water. In the initial 1988 ROD, contaminants of concern for ground water and soils were polycyclic aromatic hydrocarbons, including naphthalene and benzo(a)pyrene, and volatile organic compounds (benzene, ethylbenzene, toluene, and xylene)." | Hazardous Materials   |
| 1/9/2015   | David Garcia              | Screenshot of website to show that there is a time difference on website.<br>Texas Hazardous Super Fund Site: The Red Line proposal will go thru or near a Texas Hazardous Super Fund Site, North Cavalcade Street. The may cause cost to construct speed Train if there has to be involvement with EPA or force to clean up by EPA. Can also google Super Fund sites in Harris County. See further information below:<br>North Cavalcade Street, Final Listing Date: 06/10/1986, HRS 37.08,<br>From the EPA: "The North Cavalcade Site was developed for wood treating operations in 1946, when a small creosote wood preserving business named Houston Creosoting Company, Inc. (HCCI)   | Hazardous Materials   |

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| 12/2/2014  | Phyllis Robinson                    | <p>I wanted to thank you for your environmental impact study that you're doing because you haven't mentioned anything about environment as far as HAZMAT or anything like that goes and one of the things that the EPA says on its website here is that it will be environmental justice, which is one of the little subunits on one of the little slides that flashed by. It says will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work. And I thought that was rather interesting that you never addressed some possibilities that I imagined since my meeting last night in Jewett. And one of those has to do with can you tell me how much distance is required for the train to stop in going 205 miles an hour? 205 to 0. Okay. I have -- I've calculated it. I just wondered if you knew. It's a good question to know the answer to. Since it's 8.5 miles.</p> <p>Number 2 that I have here is in case of hazardous waste spill or toxic vapor, are you considering the protocol necessary to control a stop within a notification system network of greater than 10 miles in the event that it does take that 8.5 miles to stop? They're running every 15 minutes, you're expecting 10,000 people to travel on these lines and we have all of a sudden a bunch of people up in the air or on the ground wherever that might be and it's the running along the rail system that exists and we do happen to have a railcar that has a toxic HAZMAT situation or foreign gas -- well, I can go on; but</p> <p>Number 3 is, are you aware that a chlorine or toxic vapor spill requires a minimum distance of 1 mile downwind of evacuation? And that in itself would eliminate either rail -- proposed rail that you have right now. If you wanted to avoid 100 percent any of this toxic impact and detriment to life, then you couldn't use either one of these rail. Either the rail or the electrical because they're so close together. If you used one or the other, a rail spill would -- it would cause a problem and the biggest problem about it is that you need to remember not only that these are so close together but that the route would not only affect the people in the spill that are in the community that live in the -- on the property which we have to deal with anyway with our already overextended emergency responders in Leon County. But also to affect the people that are in the train. So you need to wonder if you could stop it in their -- and every subsequent train. How would you guarantee the safety and evacuation of the passengers without exhausting Leon County? And how can you assure that we're going to be able to handle that kind of situation? The other thing I wanted to know is if you blow through a cloud of combustible LPG, which is held daily by rail and throughout the United States, will you run the risks of igniting it, which could be another instance such as we had in West, Texas, which was rather detrimental to the community as well as devastating to many emergency responders as they lost their lives. And the other thing I wanted to ask, are you aware that these vapor clouds can travel miles before finding an ignition source? And one of the things that they -- that we know just from OSHA and HAZMAT studies, we know that they usually travel upward and away and clearly this would be toward the car. The electric car that's elevated. And one of the things that we know is electric motors generate sparks continuously and we also know that so do the rail lines that they're attached to. That's friction. And in event of some type of catastrophic event that our responders had to respond to, would you be risking our lives and other humans traveling on those trains because you couldn't stop it fast enough?</p> | Hazardous Materials |
| 12/16/2014 | A. Smith                            | Please take into account the health and safety of my community.  | Health Effects      |
| 1/6/2015   | Anne Vegsund                        | <ul style="list-style-type: none"> <li>• Has there been a survey regarding the health impacts of the transcendent current emitted from the train?</li> </ul>   | Health Effects      |
| 1/9/2015   | Chris Komarek                       | Constant noise pollution has been linked to an increase in autism and other health related issues in infancy and childhood.  | Health Effects      |
| 1/7/2015   | Donna Henson                        | <p>I attended the meeting in Garden Oaks on 1/6/15 and have many concerns for property owners and area residents where the 34th route is proposed. The new home construction in Garden Oaks and Oak Forest has already increased traffic in the area and running a bullet train down or near 34th is going to create a further disruption of traffic flow for residents trying to get to the freeway. There are several schools on this route that are next to where this high speed train on a raised heavy duty structure with wires running above it will run, and the noise, vibration and distraction is not conducive to learning or anything else. Would you want your kids exposed to this? A new high rise retirement community sits on the same stretch as schools, churches, the YMCA and an adult daycare center. There will be no more peaceful neighborhoods in the area if this high speed train runs every 30 minutes through it.</p> <p>It came to light at the meeting that it is expected that ownership of this private enterprise will eventually go to investors or someone else. How do we know any of these owners will be accountable for the safety of citizens? The company spokesman also admitted they do not know how it operates. There is no assurance of safety if the owners do not know how it operates. Also more studies should be done on the electrical high wires that they propose stringing out above the rail line. Besides being unsightly, they may be a health hazard.</p>   | Health Effects      |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | <p>Concerns: Reports from Japan are showing that their high speed lines (on which the Texas trains will be based) are manifesting serious and worrying social and health problems due to the low frequency vibrations produced by HSR. This includes arrhythmia, chronic insomnia, sudden aggression and elevated suicide rates caused by low frequency vibrations.</p> <p>Australia was planning to start constructing HSR commencing 2010 but has put the project on hold due to the deleterious health and structural reports coming out of Japan</p> <p>Deterioration in hearing for local residents.</p> <p>Lack of sleep for rural residents – If last train is 11.30 from terminal then 12.30-1am is its last pass through rural Texas Counties – then start passing again every 15 minutes within 5 hours. There are plenty of medical studies on internet about the deleterious health effects of enforcing only 4-5 hours sleep a night.</p> <p>Comment: It should be inconceivable that High Speed Rail would be proposed for Texas when the health and other associated problems for communities along such a line are so well researched and documented for other countries. In Japan they have already started to regret introducing HSR because of the awful socio-economic problems beginning to manifest themselves.</p> <p>Why would Texas want to allow speculators to build problems for Texans when the clear warnings from other countries enable us to avoid building a rail line which would only benefit a few people in a couple of cities and destroy the lives of people in communities the length of the State?</p> <p>Question (1) Does TCR plan to design and build a sophisticated and extensive vibration baffle either side of the track to protect residents, farm stock and wildlife from the deleterious effects of noise and vibration pollution?</p> <p>How exactly does TCR plan to avoid/alleviate the health problems into communities along a rail route that they have been warned they will be introducing by building HSR? TCR cannot make the Japanese excuse "we did not know the dangers before we built".</p>  | Health Effects      |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | Lack of sleep for rural residents – If last train is 11.30 from terminal then 12.30-1am is its last pass through rural Texas Counties – then start passing again every 15 minutes within 5 hours. There are plenty of medical studies on internet about the deleterious health effects of enforcing only 4-5 hours sleep a night.  | Health Effects      |
| 1/5/2015   | Gillian B Cawte                     | <p>Reports from Japan are showing that their high speed lines (on which the Texas trains will be based) are manifesting serious and worrying social and health problems due to the low frequency vibrations produced by HSR. This includes arrhythmia, chronic insomnia, sudden aggression and elevated suicide rates caused by low frequency vibrations.</p> <p>Australia was planning to start constructing HSR commencing 2010 but has put the project on hold due to the deleterious health and structural reports coming out of Japan</p> <p>Deterioration in hearing for local residents.</p> <p>Lack of sleep for rural residents - If last train is 11.30 from terminal then 12.30-1am is its last pass through rural Texas Counties -then start passing again every 15 minutes within 5 hours. There are plenty of medical studies on internet about the deleterious health effects of enforcing only 4-5 hours sleep a night.</p> <p>It should be inconceivable that High Speed Rail would be proposed for Texas when the health and other associated problems for communities along such a line are so well researched and documented for other countries. In Japan they have already started to regret introducing HSR because of the awful socio-economic problems beginning to manifest themselves.</p> <p>Why would Texas want to allow speculators to build problems for Texans when the clear warnings from other countries enable us to avoid building a rail line which would only benefit a few people in a couple of cities and destroy the lives of people in communities the length of the State?</p>   | Health Effects      |

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| 12/2/2014  | Gillian Cawte               | There are detailed and well-researched studies from Japan, Germany, and Australia, which is thinking of building one of these railroads also, which report on the social, structural, and health problems caused to communities along their route by the regular and inescapable noise and vibrations with the passing of each high-speed train. And the resulting structural and health issues can neither be stopped from happening nor treated. This resonance has been proved to cause shearing in structures and directly associated with health problems. It should be inconceivable that high-speed rail would be proposed to run through Texas communities when the health and other associated problems for communities being along such a long in Japan are so well researched and documented. In Japan, they already regret introducing high-speed rail because of the awful socioeconomic problems beginning to manifest themselves.   | Health Effects          |
| 1/5/2015   | hjobinson                   | I doubt that you will receive a reply to your questions as Texas Central Rail are well aware of the health problems and damage to property caused by vibrations and noise from these trains, so they will ignore you and just go ahead. The problems associated with high speed rail are well documented and are very worrying.  | Health Effects          |
| 12/23/2014 | Howard Robinson             | No account has been taken by Texas Central Railways in the health problems caused to citizens of Texas as a result of running high speed trains every fifteen minutes from 7am to 11pm daily through their neighborhoods. There have been numerous studies conducted in other countries, including Japan which is the system intend for use by Texas Central Railway, that have found that there is an unacceptable risk to health associated to the running of high speed trains which cannot be overcome. The main cause for concern into health problems caused by high speed trains are those directly concerned to the persistent exposure to low frequency vibrations associated with the running of the trains. Long term exposure to low frequency vibrations such as is caused by high speed rail trains will cause physical sickness, an inability to lie down due to a roaring in the head, and chronic insomnia. Studies also show that intolerable aggression and an increased rate of suicide is associated to the vibrations caused by these vibrations. By building a high speed rail, Texas Central Railway would be contributing to the ill health of Texans purely for the financial gain of a few individuals, who may well in time be foreign. This aspect needs further study and a more transparent policy by Texas Central Railway before the line is even considered yet alone constructed. | Health Effects          |
| 1/6/2015   | Jason Funderburk            | What known health concerns exist by building and operating this system exist?<br>What unknown/unconfirmed/studies exist that might show other possible health concerns living blocks away from this type of system?  | Health Effects          |
| 1/8/2015   | Jason Funderburk            | What known and unknown health concerns exist to families living in close proximity to this powered rail way?   | Health Effects          |
| 1/9/2015   | John Soh and Silvia Unzueta | the noise and vibration can have a detrimental effect on health  | Health Effects          |
| 1/9/2015   | K Gahm                      | Potential health effects of high voltage electrical lines passing so close to homes where youngchildren are living, schools where they are educated, playgrounds and parks where they play and churches where families worship.  | Health Effects          |
| 1/6/2015   | Karen Hink                  | Concerns were brought up about the transient electrical currents and health issues.  | Health Effects          |
| 1/9/2015   | Marcia and Thomas Otto      | According to the World Health Organization, intermittent noise from trains and other transportation means cause sleep disturbances including difficulty falling asleep, frequent awakenings, waking too early, and alterations in sleep stages and depth. In addition to effects on sleep, noise pollution during sleep causes increased blood pressure, increased heart rate, increased pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmias, and increased body movement, the probability of being awakened increases with the number of noise events per night. Considering the well known impact of noise pollution in health and the high proportion vulnerable individuals such as the elderly and children in our community, we believe that the implementation of a high-speed line will impose substantial harm to the health of our community.   | Health Effects          |
| 12/19/2014 | Marie Lawry                 | These comments are to state my objections too the project by TCR to build a bullet train from Dallas to Houston. This projected path comes within a mile of my family property. I have concerns for my small grandchildren and their health and hearing living that close to the parth of the train.   | Health Effects          |
| 1/9/2015   | Mitch Blakely               | Oak Forest has a limited supply of commercial space for retail businesses. The proposed route is immediatly next to this very limited space adding significant health and safety risk to patronizing these businesses.   | Health Effects          |
| 12/3/2014  | Monica Mosqueda             | Health for me is a great concern as I suffer from asthma and allergies. Constant noise will be disruptive for the peace of daily lives as is not conducive for a healthy state. Constant dust will produce unhealthy environment for a home, vehicles and any home items as it builds up and deteriorates the life expectancy.   | Health Effects          |
| 12/4/2014  | Nancy Bond                  | In my community we have established that the high speed rail will cause serious and debilitating health issues for all of our homeowners.  | Health Effects          |
| 1/10/2015  | Virginia Sheppard           | I have a question about the utility lines needed for this rail system. It appears from the maps on the Texas central website, that you plan to use the existing utility lines that run through the center of Grimes county. Will these utility lines have to be built larger to accommodate the demands of the rail system?<br>If so, how will that impact the following conditions:<br>1. What impact will it have on the health of the people, pets and cattle and what is the range of that impact?<br>2. How will you mitigate the impact of these increased hazards?  | Health Effects          |
| 1/10/2015  | Virginia Sheppard           | How is Texas Central Railway going to insure landowners of the health and safety of their families, cattle and land so that it will be safe for them to continue living there?   | Health Effects          |
| 11/11/2014 | Virginia Taylor             | Not only with people's hearing be bothered, there will be other health problems caused by the extra noise stress: Health conditions like heart attacks, strokes, nervous conditions (to name a few) not only in adults, but in children, too, in fact, stress can even cause cancer.   | Health Effects          |
| 1/9/2015   | Allison Drobnik             | Infrastructure Future: Based on the information presented, there needs to be information released on how this segment of transportation has been integrated into the overall transportation studies for the regions impacted. What provisions are included in the design to allow for future growth / expansion? The concern is that this being a private entity, they have bypassed the normal routes in which government entities address transportation integration of the numerous multi-modal options available in both Dallas and Houston. How this is integral and collaborative vs competitive to the existing infrastructure needs to be addressed.   | Indirect and Cumulative |
| 1/8/2015   | Amy Ackley                  | We are already fighting a big powerline coming across our property within 850' of our house, we don't need this train either!  | Indirect and Cumulative |
| 1/9/2015   | Annet van Schie             | As you well know, the oil and gas industry and its related trucking activity has caused the state a substantial increase in road maintenance cost, even though the transportation cost was paid by the O&G operators which is privately funded. The elevated structure will cost the state additional public cost to protect people to use the elevated structure for different means such as climbing for a thrill or suicide, shelter for homeless, substantial traffic in downtown Houston up to 800 each hour. Most people will be driving their cars to/from the terminal using the I-59, I-45, I-10. They want to park there and/or get a rental car. More security and additional police would be needed to cover all those people and property safety as it is likely to increase criminal activity as well.   | Indirect and Cumulative |



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| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Existing infrastructure that will not be able to handle increased use<br>Broad and significant impacts on route pass through  | Indirect and Cumulative |
| 12/4/2014  | Barbara Walker  | I say ditto to everything that was said prior to me, but I just came to -- as a representative of Grimes County to thank the residents and landowners in Grimes County for coming out tonight to let the TCR and its affiliates know that Grimes County is still one of our most prized possessions and we take it very serious that you-all -- we're being bombarded on every side by everybody wanting to make their projects Grimes County projects which benefit us very little or none at all. We are out here tonight to let you know that we're sick and tired of these projects just considering us a pass-through. We're not that at all. We value what we have and I think the people here tonight will express to you exactly their sentiments that if change is imminent, we stand together on how we want the change to occur in Grimes County. So I just want to say to the residents of Grimes County, thank you for coming out tonight to be heard.   | Indirect and Cumulative |
| 1/8/2015   | Brooke Fernandez  | What major current and long-term city projects such as road and bridge reconstruction will be altered in cost and schedule if the HSR is approved? Is there a projection for how much these may cost the taxpayers?<br>Texas and Texas cities are already behind on dealing with major infrastructure maintenance, repair, and rebuilding of roads, bridges, sewers-a plethora of publicly-maintained structures. These delays result in greater costs to the taxpayers. How might the construction of the HSR support or interfere with the schedule for these types of projects?  | Indirect and Cumulative |
| 1/12/2015  | Carol Caul  | Indirect and cumulative impacts, inverse condemnation (damages), and other externalities: whether the FRA intends to require the TCR to commit to compliance with FRA standards for noise and vibration and to mitigate those and visual impacts as part of the project costs.  | Indirect and Cumulative |
| 12/1/2014  | Carol Strain Burk   | Our airport in Lancaster has received major funding, and you are adjacent to it with that power line, major funding from the FAA. Will this affect the ability of that airport to expand?   | Indirect and Cumulative |
| 12/29/2014 | Carol Strain-Burk   | ... airport in Lancaster future expansion ability how will rail effect.   | Indirect and Cumulative |
|            | Chad Prior  | Oil and gas pipeline new or maintenance access where the HSR will cross? How will this be addressed?  | Indirect and Cumulative |
| 12/30/2014 | Christina Stover  | In a public meeting held on December 9, 2014, the Board of Alderman of the City of Iola voted unanimously to respectfully oppose a high speed rail "bullet train" being constructed through, or in the area, of our city limits.<br>Also, please include the following two projects which are planned within the study area:<br>1. The City of Iola Wastewater Treatment Plant. The city of Iola has been diligently working toward the construction of a wastewater treatment plant within the city limits for approximately seven years. The city has been awarded a Texas Water Development Board EDAP grant for Planning, Acquisition, and Design of the plant.<br>Legal Description of the property: R13396 with Grimes Central Appraisal District, A0042 D B Mc Mahan, Tract 49, Acres 13.6, Deed Book: 1493, Deed Page: 155<br>Map Page: 16B3<br>2. American Legion Post #146. The American Legion has plans to construct a building within the study area. The building will be a Legion Post, community storm shelter, and very active within the community. Plans for the building have been drawn.<br>Legal Description of the property: R34793 with Grimes Central Appraisal District, Owner ID # 034793, American Legion Post #146, PO Box 125, Iola, TX 77861, Iola, Block 25, Lot 1 thru 17, Deed Book 626, Deed Page 701<br>This property is located at the corner of CR122 and FM 39 in Iola, and is right next to the railroad tracks | Indirect and Cumulative |
| 12/1/2014  | Cozetta Taylor  | So far in Leon County, I have between either five or seven, I've forgotten which, pipelines under my property. Right across the road from me -- now, these weren't here when I bought in the 1980 -- well, I moved up here in 1980, but we had bought it in '64. There are five pipelines right across the road from us now. We have a new car that is expelling all kinds of things in the air. We have the traffic from all the pipe -- from all the wells they've driven or drilled and all of the trucks that are in there with that going up and down. I live on 1512. We have -- I have a gas well on my property that had to be fracked. That was taken care of. They are all down in the road. Then we have -- when we moved up here, there wasn't even a -- Lake Limestone wasn't here. That's great for recreation, but -- how much recreation can you have, and are we even going to be able to get there from here? Then we have all these other things. Please get behind it, everybody. Do everything you can with everyone to save our county. The property is going to be totally devalued. It's just going to be another mess. Please get behind this in every way you can and let's stop it.  | Indirect and Cumulative |
| 12/4/2014  | David J Machac  | A gas/oil well is located north of my dwelling approx. one quarter to half mile. The water well that serves my dwelling is located approx. 150 ft south of the gas well.  | Indirect and Cumulative |
| 11/10/2014 | Dorothy Parungao  | What about the Brazos Connect project expanding the utility easement? I believe they are going to expand the easement. If so, is TCR still going to take more land as it will be another 80 feet from the double high voltage transmission lines?   | Indirect and Cumulative |
| 10/29/2014 | Douglas Canter  | Need to work with Centerpoint on Brazos HVTL Project. Currently issues with right of way near Kickapoo Rd and FM 1488. Centerpoint proposing new right of way which we (and neighbors) are strongly contesting.   | Indirect and Cumulative |

| Date       | Contact Name  | Request/Comment   | Comment Topic           |
|------------|---|---|-------------------------|
| 11/1/2014  | Douglas Mulvey, P.E.  | <p>Cross Texas Transmission, LLC (CTT) staff recently attended the Public Scoping Meeting for the Dallas to Houston High-Speed Rail Project held in Bryan, Texas on October 27, 2014. As you are aware CTT, in partnership with Garland Power &amp; Light, is proposing to build a new 345 kilovolt (kV) double circuit high voltage electric transmission line that will be potentially located in Limestone, Freestone, Leon, Robertson, Madison, Brazos, and Grimes Counties in Texas. We provide you the following information for the Environmental Impact Statement being prepared for the Dallas to Houston High-Speed Rail Project. CIT wants you to be aware of and invites you to attend one of our upcoming Public Open House Meetings. The purpose of the meetings is to discuss plans to build a new 345 kilovolt (kV) double circuit high voltage electric transmission line that is being developed to improve the reliability of the bulk transmission system in this part of the state.</p> <p>CTT intends to file a Certificate of Convenience and Necessity (CCN) application requesting authorization from the Public Utility Commission of Texas (PUCT) to construct and operate the transmission line between the Limestone Substation, located in Limestone County, and Gibbons Creek Substation, located in Grimes County. Additional information about CTT and this project can be found at <a href="http://www.crosstexas.com">www.crosstexas.com</a>.</p> <p>Multiple preliminary alternative routes are being considered (see enclosed map) and these or variations of these routes will be presented to the PUCT in the CCN application. In its application, CIT will propose that the PUCT select and approve one route from the alternatives presented, and authorize construction and operation of the transmission line.</p> <p>These meetings will give CIT and our routing consultants the opportunity to share information with you and listen to your comments and suggestions. Based on information available at the Public Scoping Meeting in Bryan, it appears that the Dallas to Houston High-Speed Rail Project is evaluating corridors near the preliminary alternative routes. Therefore, CIT is notifying you of the upcoming meetings. Meeting details, including day, time, and location, are contained in the enclosed notice.</p> <p>CTI looks forward to visiting with you at the meetings and listening to your comments, concerns, and suggestions. CTI will have a questionnaire available at the meetings. If you are unable to attend any of the meetings, a copy of the questionnaire can be found at <a href="http://www.crosstexas.com">www.crosstexas.com</a> or be obtained by contacting us. CTI asks that you take the time to review and respond to this questionnaire as it is an important mechanism by which CTI will obtain input concerning this project.</p> | Indirect and Cumulative |
| 11/1/2014  | E.M. Fountain, Jr   | <p>Is the CenterPoint plan for increasing powerlines in this area related to this rail plan? How will rail crossings be made and how many miles apart? The coal trains in Freestone/Leon Counties will conflict with both routes selected. How will these trains and coal operations work together?</p>   | Indirect and Cumulative |
| 10/29/2014 | Elected - Gene Green, U.S. House of Representatives         | <p>It is also important to note that this project will create jobs and boost our economy. The TCR is expected to create as many as 10,000 construction jobs. It will result many more indirect jobs as residents from visit from each city creating more demand for products and services. I am pleased this public scoping meeting is taking place and I continue to support this vital 21st century infrastructure project.</p>   | Indirect and Cumulative |
| 12/2/2014  | Evelyn Ramsey   | <p>The pipeline that goes underground on Hegar - Magnolia Road.</p>   | Indirect and Cumulative |
| 11/19/2014 | George Chen   | <p>The Brazos Valley Connect project is also going to expand the utility easement by doubling it and is constructing another set of high power transmission lines among the current utility easement. If the state and Centerpoint is to continue this project how is this going to affect the HSR along the utility easement? Private landowners are going to lose even more acreage. There has to be a stop to this as this is grossly unfair to everyone in its path. As of now none of the residence of Grimes County benefit from either projects but we have to absorb all of the negative environmental impacts. That Sir is grossly unfair to me and all of the other residence in our county and beyond.</p>   | Indirect and Cumulative |
| 1/8/2015   | Geraldine Cox   | <p>Your "Utility Alternative" crosses a large area of reclaimed lignite mine, with 100 – 200 feet of constantly settling mine overburden to deal with. Is this still-unstable subgrade really where you want to put a 100 mph bullet train?</p> <p>The Utility Alternative seems to be a way to recycle route maps recently presented by URS for the Cross Texas electric transmission line. A great-wall-of-Texas high speed rail is significantly more damaging and disruptive than an electric line, and the PUCT's criteria (I was at that meeting, also) should have no bearing on alternatives considered for a bullet train. If you have to build it, put it along an existing transportation corridor, like a rail line or the Interstate.</p> <p>Will you compensate landowners for ongoing income lost from oil and gas wells? You say that the line has to be straight without turns, so it's likely you'll permanently remove a number of producing wells with your new location/utility line.</p>  | Indirect and Cumulative |
| 12/1/2014  | Gerry Rosier  | <p>There's also a project that's been on the books for 25 years or so that's a reservoir that's going to be affecting the Navasota River that's going to go probably from Bryan back up to lola. How is that going to affect -- will the railroad affect that project?</p>  | Indirect and Cumulative |
| 1/6/2015   | Gina Johnson  | <p>The two preferred routes lack sufficient width to accommodate dedicated tracks or would require the freight rail relocation in order to fit within existing right of way. TCR states HSR would require 80' - 100'. Within the BNSF corridor, there is an unmarked, abandoned hazardous liquid pipeline owned by Enterprise Products that runs parallel to the existing rail line. How does that fit into the equation?</p>   | Indirect and Cumulative |
| 12/26/2014 | J.R. Roberts  | <p>The statement by FRA that the I45 corridor will be slowed to 40 mph due to congestion in the next few years is disingenuous at best. This argument assumes that there are no improvements or widening to I-45 when we know that contracts have already be let by the state for these very improvements.</p>  | Indirect and Cumulative |
| 12/9/2014  | Jen Ledesma   | <p>The development of the high speed rail will create local jobs with private investment improving Texas transportation while decreasing the overall environmental impact by reducing flights and personal vehicle transportation.</p>  | Indirect and Cumulative |
| 12/11/2014 | Jere Thompson, Jr., Member, TxCommission on High-Speed Rail | <p>In January 2014, the Texas Transportation Commission (TTC) established the Commission for High-Speed Rail in the Dallas-Fort Worth (DFW) region to advise the TTC on the implementation of a proposed high-speed rail project. In the September 5, 2014, Federal Register, the Federal Railroad Administration (FRA) published a Notice of Intent to prepare an Environmental Impact Statement (EIS) to identify the impacts of constructing and operating intercity passenger rail service between Dallas and Fort Worth. As a member of the Commission for High-Speed Rail and a member of the business community, I appreciate the opportunity to provide comments on the Dallas-Fort Worth Core Express Service and would like to express my support for the project.</p> <p>The DFW region has seen tremendous population and economic growth in recent years. As the region grows, the Dallas-Fort Worth Core Express Service high-speed rail project would provide a fast, safe, and reliable form of travel, helping to alleviate congestion and provide a faster alternative to driving. Not only would congestion be reduced, but the project would make good business sense for Texas and the region. High-speed rail between Dallas, Arlington and Fort Worth is needed as a transportation system connection, as well as an economic development generator. The project would enhance business opportunities by creating jobs and improving economic development through the revitalization of areas around rail stations. Maximizing transit oriented developments would serve the needs of the transit rider, the immediate neighborhoods as well as the surrounding community and the region as a whole. This would encourage business development, while accommodating mobility needs. Once constructed, the project would serve a vital link connecting two long-distance high-speed rail projects in Texas. The combination of long-distance with high-speed rail and the DFW connection will greatly improve mobility options in Texas and regional economic development opportunities.</p> <p>Again, thank you for the opportunity to provide my support of the EIS scope for the high-speed rail project between Dallas and Fort Worth. If you have any questions, please contact me at [sic].</p>   | Indirect and Cumulative |

| Date       | Contact Name           | Request/Comment  | Comment Topic           |
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| 12/4/2014  | Jerry Wagon            | I'm a landowner in the Carlos area. First of all, I'd like to thank the FRA and URS for holding additional meetings in the areas that will be directly impacted by the construction of the Texas Central High Speed Rail line. Whether we have families that have been here for many generations or have moved here as a refuge from the city, Grimes County residents have been threatened by a series of projects that would have devastating effects on our nature and cultural environment, so I hope you understand the residents on the part of many of us here tonight when we learned about another potential development.   | Indirect and Cumulative |
| 12/4/2014  | Joan Stutts Excamilla  | We have -- since 2008 and the Trans-Texas Corridor multiple access and opened up the area to oil and gas industry, they are now in -- in so many areas in the region. They would have to be avoided, of course.  | Indirect and Cumulative |
| 12/4/2014  | Judith F. Bennett      | I am a taxpayer and a landowner in Grimes County just like most of these people are and I for one am just flat sick and tired of everybody coming in and trying to take our land. If they're not -- if it's not the Trans-Texas Corridor or Brazos Electric or CenterPoint Energy, and now the railroad? I mean, how much more can we take? I don't believe that we should be the ones that have to give everything up for the sake of somebody else.  | Indirect and Cumulative |
| 12/29/2014 | Keli Call              | existing infrastructure that will not be able to handle increased use, broad and significant impacts on route pass throughs.   | Indirect and Cumulative |
| 1/9/2015   | Kevin J. Fogarty       | Our neighborhood (Super Neighborhood 22) is in support of the High Speed Rail ending outside of the 610 loop. This is the most practical solution. Car traffic will not be increased going into downtown and parking will be much easier for those taking the High Speed Rail. The required infrastructure to both accommodate a train of this nature and also not affect the existing freight line would be immense.  | Indirect and Cumulative |
| 1/1/2015   | Kevin Warzon           | existing infrastructure that will not be able to handle increased use,   | Indirect and Cumulative |
| 1/8/2015   | Lynda Brackett         | the rights of property owners affected by the project in the event construction is not completed or operationally discontinued;.<br>...impacts resulting from a HSR line - livestock, wildlife, existing pipelines, homes. How close can people live to the HSR and experience a reasonable quality of life...that has not been destroyed with construction of the HSR?<br>the infrastructure required for HSR stations. Availability of alternative means to and from these stations and the costs associated with development.   | Indirect and Cumulative |
| 12/23/2014 | Marsha and Dave Watson | damages & expense to state, county & city infrastructure 7 private businesses,   | Indirect and Cumulative |
| 12/2/2014  | Maryanne Placentini    | And one thing that I think we need to recognize is that a lot of the projects that are coming forward right now to Waller, to Grimes, to other kind of rural counties, excuse me, is because of a lot of needs of urban populations; but it doesn't really benefit Waller County. It doesn't even benefit a lot of other areas. And so you've got an electric transmission line, you've got a bullet train, you've got Highway 36A, a lot of things that it's easy to go through what they consider open land or vacant land or the fact that some of you have farms and ranches that probably have a lot of land and it's easier to go through you. Well, I'm hoping that's not true. I'm hoping that a lot of you do care about continuing to have the quality of life that you came out here for and that I think should be protected. It's not just about a train or a transmission line or a road. It's about the cumulative and secondary development that occurs about it. J. B. Jackson, who's a cultural geographer, once said that development follows -- doesn't follow roads, but roads -- excuse me -- development follows roads, roads don't follow development. So roads come and then the development occurs. Just go up the Grand Parkway north, and you'll see all the development that's coming.  | Indirect and Cumulative |
| 1/8/2015   | Reid Covington         | Existing infrastructure that will not be able to handle the increased use  | Indirect and Cumulative |
|            | Sierra Club            | The cumulative, secondary, direct, indirect, and connected impacts :<br>of light pollution caused or encouraged by the proposal and associated facilities must be addressed.<br>on rural, farming, and ranching way of life (rural/agricultural communities) and impacts caused by physical/psychological barriers in these communities created or encouraged by the project and associated facilities must be addressed.<br>on the loss of quiet, the loss of hearing natural sounds, and the increase in noise pollution caused or encouraged by the project and associated facilities must be addressed.<br>on solitude caused or encouraged by the project and associated facilities must be addressed.<br>on wildlife habitat caused or encouraged by the project and associated facilities must be addressed.<br>on increases or decreases in population caused or encouraged by the project and associated facilities must be addressed.<br>on displacements/relocations of people and commercial, industrial, and other businesses caused or encouraged by the project and associated facilities must be addressed.<br>on economic patterns caused or encouraged by the project and associated facilities must be addressed.<br>on employment levels and occupational distribution caused or encouraged by the project and associated facilities must be addressed.<br>on income levels caused or encouraged by the project and associated facilities must be addressed.<br>on land use and land values caused or encouraged by the project and associated facilities must be addressed.<br>on tax levels and patterns caused or encouraged by the project and associated facilities must be addressed. Often taxes that are collected from new development do not pay for the service costs that result from that development. These costs must be articulated and quantified in the EIS.<br>on types of housing and occupancy levels caused or encouraged by the project and associated facilities must be addressed.<br>on health and social services demands caused or encouraged by the project and associated facilities must be addressed.<br>on educational resources caused or encouraged by the project and associated facilities must be addressed.32. The cumulative, secondary, direct, indirect, connected impacts on attitudes and life styles caused or encouraged by the project and associated facilities must be addressed.<br>on community cohesion caused or encouraged by the project and associated facilities must be addressed.<br>on religious patterns and characteristics caused or encouraged by the project and associated facilities must be addressed.<br>on transportation patterns and use caused or encouraged by the project and associated facilities must be addressed.<br>on pleasantness of surroundings caused or encouraged by the project and associated facilities must be addressed.<br>on the cleanliness, sanitation, and trash generation/disposal in the study area caused or encouraged by the project and associated facilities must be addressed.<br>of sign and visual pollution caused or encouraged by the project and associated facilities must be addressed.<br>on bird rookeries caused or encouraged by the project and associated facilities must be addressed. | Indirect and Cumulative |
|            | Sierra Club            | 14. The cumulative, secondary, direct, indirect, and connected impacts caused by run-off water pollution to all watercourses, groundwater sources (shallow and deep groundwater sources), and other water bodies caused or encouraged by the project must be addressed.<br>Questions that need to be answered include: What amount of storm water run-off will be created? What levels of water pollutants will be generated in the storm water run-off? What impacts will this additional storm water run-off have on aquatic life? How much additional stream bank and bed scouring will occur?<br>15. The cumulative, secondary, direct, indirect, and connected impacts of drainage and flooding caused or encouraged by the project must be addressed. A question that needs to be answered is: How much additional stream bank and bed scouring will occur due to the project?   | Indirect and Cumulative |

| Date       | Contact Name  | Request/Comment  | Comment Topic           |
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|            | Sierra Club   | 40. The cumulative, secondary, direct, indirect, and connected impacts on existing and planned roads and the expansion of roads in the study area caused or encouraged by the project and associated facilities must be addressed.<br>41. The cumulative, secondary, direct, indirect, and connected impacts any development caused or encouraged by the project and associated facilities must be addressed.<br>42. The cumulative, secondary, direct, indirect, and connected impacts that the project and associated facilities will have on fishing, hunting, canoeing, kayaking, birding, swimming, nature study, and other low impact tourism and recreational activities must be addressed.<br>43. The cumulative, secondary, direct, indirect, and connected impacts that the project and associated facilities will have and the interaction with fragmentation of wildlife habitat must be addressed.<br>For example, existing fragmentation in the study area must be presented along with current fragmentation effects. Qualitative and quantification effects of fragmentation must be discussed as they exist currently or as they will exist in the future. Some of the fragmentation effects that should be quantified for current and future foreseeable actions include increases in meso-predators, increases in nest parasitism, increases in habitat isolation, reductions in overland flooding, decreases in habitat size, increases in pet or feral predator populations, increases in road kill, NNIPS, invasions of upland species in wetlands or riparian areas, etc.   | Indirect and Cumulative |
| 1/8/2015   | Tinabeth Keaslin  | Existing infrastructure that will not be able to handle the increased use  | Indirect and Cumulative |
| 11/14/2014 | Tom Moore   | Will this rail system affect any existing oil wells?   | Indirect and Cumulative |
| 1/9/2015   | Walter Jett   | An existing two pipelines and highline take up 100 yards width through our property for .7 of a mile. Any additional loss of property would not be good for our ranching and wildlife operation. Please hear the remarks. Thank you. Owners are [sic]  | Indirect and Cumulative |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Impact on rural areas  | Land Use                |
| 1/8/2015   | Bob McDaniel  | Many of the bedroom and farming and ranch communities will be isolated and have highly restricted access to emergency services. Some property owners will not even be able to get to their isolated land. I am talking about acreage for the use of cattle and farming which will no longer be available.  | Land Use                |
| 11/13/2014 | Cathy Nichols   | ...farms and ranches will be bisected  | Land Use                |
| 1/7/2015   | Chasity West Cooper   | HSR elevated structures are not compatible with my neighborhoods residential development and will negate the whole reason I moved here. Furthermore, I do not think that the citizens and business owners that this will directly impact have been provided proper notice and information with time to respond. This would negatively impact the environment, and cause further traffic congestion in my neighborhood. I am also concerned about the negative impact this will have on the many parks, schools and athletic fields this route will have.   | Land Use                |
| 12/4/2014  | Cheryl Fugarty  | Number 4, disruption of lives -- I believe I have the right to more than just two minutes. We own multiple properties, and it was given to other counties. Disruption of livelihoods by section of agriculture properties, making them inaccessible; multiple generation of land ownership and legacies being destroyed. I request the findings of those items in reports made conveniently available to the public. I am asking you to do the right thing. Jamie -- your name is Jamie, right? Jamie, I pray that you will seriously consider this. This is not a joke. Put yourself in our shoes. Tonight before you go to bed, I ask you to ask yourself, How would I like a 200-plus-mile-an-hour train -- two trains to be exact, that sound like a jet airplane taking off, going through the middle of my bedroom every 30 minutes without my permission, consent, or knowledge? Perhaps you need to ask the same question to Warren Buffett, owner of BNSF railroad, the same question. This is big money bullying at its finest. I vote no bill. I would like to retain the right to add more comments in the future.   | Land Use                |
| 1/7/2015   | Christa Burk  | My family owns property in Grimes County that would be directly impacted by the proposed utility route. This property has been in our family for over 150 years. Although I currently do not reside there, our family farm will always be home. Our property contains my parents home, my brother's home and my sister plans to build her home there. Our property is utilized in farming. It is home to a herd of beef cattle, and we produce hay. My grandparents fought hard against Houston Lighting and Power when they took property for their power lines. Obviously, my grandparents were unsuccessful as we now have a very large power line cutting across our hay fields and grazing pastures. It is an absolute insult to be told that this project will minimize landowner impacts to maximize the use of existing rights of way. The proposed route would follow that power line to now physically divide our property and make our way of life very difficult. At least we could still go under power lines. There is no way to minimize landowner impacts when taking private property by eminent domain, fencing it in, and sending a 200 mile per hour train across it every 30 minutes! We will no longer be able to cross our own property!<br>My parents home, and the structures that house our farming equipment would be to the east of the proposed railway. My brother's home would be on the west. Two hay fields would be on the east, three hay fields on the west, one of which would be divided by the railway. Property currently used for grazing would be divided as well. How do you propose that we get our tractors, shredders, rakes and bailers across an above grade fenced-in railroad? How do you propose that we transport cattle from one area to another? | Land Use                |
| 11/4/2014  | Christie Lerner   | Just wait until all us farmers and ranchers are pushed out, where are you going to get your meats and vegetables? From somewhere over seas is where, with no regulations. Yea your life will be better, but it will also be diseased. So enjoy your high speed train.  | Land Use                |
| 12/1/2014  | Christie Stanford   | This is an agricultural community. We depend on the agriculture to make our living, and I would truly hope that they would consider this before coming through Leon County. It doesn't make any sense to me for them to come through here considering that it's not going to give us any trade or commerce. They're not going to stop, so we're not going to benefit from this in any way other than it cut through properties that are being utilized for farming and ranching.   | Land Use                |
| 1/6/2015   | Christina Windham   | Many of the residents have owned land for generations and the rail will divide that land. It will decimate grazing lands.  | Land Use                |
| 12/3/2014  | Christine Workman   | This rail will bisect agriculture farmland.  | Land Use                |
| 1/8/2015   | Dennis Robinson   | In fact, it creates serious consequences for land use...   | Land Use                |
| 12/6/2015  | Edantar   | All sounds great huh? Oh how neat, and sweet and Green for Dallas and Houston residents. Except one of the possible routes of this monstrosity would destroy my cattle ranch physically, environmentally, aesthetically and financially. If you must build a high speed rail line in an effort to Euro-trash our great state then build it along 45 somehow, I don't care how much more it may cost the Chinese developers.  | Land use                |

| Date       | Contact Name                          | Request/Comment   | Comment Topic |
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| 1/13/2015  | Elected Official - Senator Schwertner | ... creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.  | Land Use      |
| 12/4/2014  | Elizabeth Robinson                    | bisection of agricultural land  | Land use      |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte   | Environmental impact studies are supposed to include land use as well as conservation. What happens to parts of ranches cut off from main farm buildings? What happens to community amenities (like in Saddle Creek Forest's community centre and park and swimming pool?) And blocking roads that cut people off from emergency services and supply lines? The 5000 acres (??) projected to be used by the track in Grimes County alone, does not take into account the proximate land and dwellings rendered useless along either side of the track. Please estimate the total land amount taken over? Please estimate the total number of homesteads to be taken?  | Land Use      |
| 12/11/2014 | Howard Okin                           | It will have a great impact on the timber production as our land currently has timber exemption, It will also be taking away hay production. This project will not benefit any of the land owners that are directly affected on this route. We have no use what so ever for this MONSTER TRAIN you want to disrupt our property value and way of life. LIVE AND LET LIVE. Find another route for your train where it will not RUIN PEOPLES PROPERTY AND WAY OF LIFE. Bottom line there is no way that this train can be 100 % SAFE and profitable. I built and developed our little piece of HEAVEN for us to enjoy and to be passed on to my Son, daughter in law and Grand children to ENJOY .DONT TAKE THAT ANY FROM ME OR THEM.   | Land Use      |
| 12/23/2014 | Howard Robinson                       | Huge areas of farm land could become landlocked, with the owners unable to use the land, thus creating an economic disaster not only for the property owners concerned, but for their employees and the general public resulting from the rise in food prices caused by decreased production.   | Land Use      |
| 1/6/2015   | Imogene Giesinger                     | I reside on Old Dobbin Road on a 250 acre working cattle ranch, an operation I have conducted continuously for 35 years. The proposed route for the High Speed Rail from Houston to Dallas would cut my ranch exactly in half, thereby making the ranch inoperable. This route would be most expensive to build due to existing terrain. Why could the route not continue on the BNSF through Dobbin thereby sparing the ranches and the many homes in this area?   | Land Use      |
| 12/1/2014  | Jack Kelley                           | I came to the Dec 1st meeting with an open mind. After listening to the speakers I decided that this rail system would not benefit Leon County. There would be an influx of workers for several years, some of which could possibly be criminals. There would not be a depot where we could board. It would cut ranches and farms in half.  | Land Use      |
| 1/9/2015   | Jaunda Payne                          | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Land Use      |
| 12/3/2014  | Joe Franco                            | If he [farmer] cannot use that land, he cannot produce as much. Ergo; grocery prices rise due to shortages.   | Land Use      |
| 11/13/2014 | John Huffman                          | It is not justice to force the direct impacts to be bore by the rural communities like Done and Teague inordinately. The rail provides no benefit to the rural communities through which it passes. It provides no long term jobs, only transient construction jobs most likely staffed by residents of the larger cities of Houston or Dallas etc. It adds no value to the landscape it bisects in rural communities. The communities of Dallas and Houston, principally served by this rail should also share the "inconvenience" and societal costs of the HSR line if it proceeds.  | Land Use      |
| 12/3/2014  | John Pope                             | So to me, the government has gotten involved in way too many things. If you want to do something, go down an existing corridor -- 45 corridor, 59 corridor, if you're going to do something; Because along 290 now, I know of four gas stations that are now convenience stores because they have no gas stations because 290 is being expanded. You got to look at the impact of what it's being done all along away just so few that 100 people can go back and 22 forth between Dallas and Fort Worth.   | Land Use      |
| 11/14/2014 | Joyce Floyd                           | Please consider the negative effect it will have on the agricultural industry throughout the State of Texas. Once you use an acre of land for something like this it is gone forever and the agricultural value to its' owner is gone forever and can never be returned. Paying once for that acre of land can never repay its land use for the future years of production and future generations. Please consider a no build option for this project, it isn't necessary or needed. Once you use an acre of land for something like this it is gone forever and the agricultural value to its' owner is gone forever and can never be returned. Paying once for that acre of land can never repay its land use for the future years of production and future generations. Please consider a no build option for this project, it isn't necessary or needed.            | Land Use      |
| 12/29/2014 | Keli Call                             | impact on ag use land   | Land Use      |
| 1/1/2015   | Kevin Warzon                          | impact on ag use land   | Land Use      |
| 12/2/2014  | Kyle Workman                          | One thing you skipped over and I think you probably ought to explain to us is why the definition of rural is so ideal for this project, okay? Because the rest of us live in the rural area for a reason and we see it being rural as not being ideal for anybody but ourselves, okay? So I think, you know, you skipped -- kind of blew through that in your slide and I think you probably ought to talk a little bit about that.   | Land Use      |
| 1/5/2015   | Linda Burroughs                       | I cannot believe this is even a possibility to once again destroy farms, ranches, wildlife of all types and the quiet rural areas that land owners have worked hard for years and earned the right to enjoy.  | Land Use      |
| 12/23/2014 | Marsha and Dave Watson                | The loss of farm & ranch load,  | Land Use      |
| 1/13/2015  | Mary Anne Piacentini                  | Secondary development and non-compatible land uses -- The placement of the high-speed rail will encourage secondary development and also will encourage other non-compatible land uses along this corridor. Again, rural lands are often seen as more easily disturbed because there are fewer landowners and fewer structures, when in fact nature should be protected at all costs. Nature once lost is lost forever.   | Land Use      |
| 12/4/2014  | Maurice Stallones                     | Wife's ashes are scattered on this ground. For proposed track site, land has been in family for 5 generations. Have no other place to move. WE ARE NOT MOVING   | Land Use      |
| 1/7/2015   | Melinda Hughes                        | The route being proposed goes through 200 miles of rural countryside, and does not go through any major population areas which mean that valuable agriculture land will be eliminated.  | Land Use      |
| 1/7/2015   | Nancy Coyle                           | It will also make it more difficult for farmers and ranchers to work the land that provides food for the world. Dividing acreage up with the rail line and tall fences will make it difficult and time consuming for farmers and ranchers to move their machinery to different fields and pastures. Also consider the extra fuel it will take. Routes to town and schools will be cut up. School bus routes will be longer. You must also take into consideration that people use the land for hunting all year long.   | Land Use      |
| 1/7/2015   | Nelson Jarrin                         | Although our counties may benefit from a few jobs during the construction phase, the long-term costs far outweigh any temporary benefit. This project holds real consequences for our constituents, their property, and their livelihoods. Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties. Farm and ranchland, often held by families for generations, will be divided, creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent. | Land Use      |
| 12/4/2014  | Paul Owen                             | Have you considered making as much of the track elevated to avoid land use complications such as animals on track, movement of herds?   | Land Use      |
| 1/11/2015  | Phillip Gaydosik                      | I am opposed to the current high-speed rail proposal. In regards to traffic reduction, I fail to see how this really affects anyone but those well north of Houston/Spring/The Woodlands, as the bulk of daily traffic that those along I-45 N deal with are commuters going from home to work. Not a large group traveling to/from Dallas each day. That traffic is generally moving between the two metropolitan areas. While I'm not sure the overall environmental impact, I cannot see how building a mini-I45 between Dallas and Houston is positive - farmland destroyed, erosion, construction equipment running for years, more concrete replacing soil and greenery, etc.   | Land Use      |
| 12/12/2014 | prissy                                | Also this would be taking away land away from farmers in our county.  | Land use      |

| Date       | Contact Name             | Request/Comment  | Comment Topic     |
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| 1/8/2015   | Rackelle Goebel          | I have 30 acres near this route and have worked hard to ensure the environmental prestige of this land. My husband and I have in fact converted the agriculture use of this land to a wildlife purpose and take an active role in supporting the local wildlife population. As part of this plan, we have a detailed management report of our land and submit annual reports on our activities.  | Land Use          |
| 1/8/2015   | Reid Covington           | Some concerns that should must [be] addressed and studied: Impact on ag land use and the loss of income from the loss of property  | Land Use          |
| 12/8/2014  | Reverend Gayle G. Grubbs | loss of productive land, ...   | Land Use          |
| 1/8/2015   | Robert D. Muir           | I would like to express my objections to the rail routes selected for the southern Navarro County area. The BNSF1 route appears to divide my ranch, Muir Ranch, from my neighbor to the northeast, Morgan Creek Ranch. We operate as an informal cooperative sharing equipment, breeding stock, crops and wildlife management. Construction on this route would effectively terminate these activities at high cost to both ranches.<br>The BNSF1 route does not follow an existing right of way and would take agricultural land out of production, again creating hardship for my ranching operation.  | Land Use          |
| 12/1/2014  | Ronnie Caldwell          | I live here in Ellis County. I agree with comments on the private company here, and I'll add my comments. We're a landowner and born and raised here in Ellis County. The concerns I have are, of course, as a landowner. If you have your property split, how do you utilize both sides of that property if it's split, both for farming or ranching?   | Land Use          |
| 12/3/2014  | Sally Carter             | Your plan says that the ideal location is in a rural area. The great state of Texan has always been heavily engaged in agriculture. This will destroy the land available for farming and ranching in all counties between Dallas and Houston.  | Land use          |
|            | Sierra Club              | 5. The loss or disruption of important agricultural lands (farm/ranch lands), some of which have stayed in the same families for generations, must be comprehensively assessed, evaluated, and analyzed.   | Land Use          |
| 10/22/2014 | Stephen Beaver           | Any route except the possible exception of elevated down to middle of I45 will take farm and ranch land. This will result in a decreased food supply and increased food prices. 2. Judging from the last attempt to put in a High Speed Rail System in that took farm and ranch land, there will be strong opposition all along said route.  | Land Use          |
| 10/27/2014 | Steve Mellon             | How is prime farmland defined - A 1981 designation may not reflect today's conditions. Prime farmland can include hay meadows and livestock pasture for food production not just soil fertility, or row crop production. 1981 prime farmland does not exist in Harris along of Southern Montgomery county or most of NW Waller county as concrete and asphalt have covered up the prime farmland.  | Land Use          |
| 1/8/2015   | Tinabeth Keaslin         | Some concerns that should must [be] addressed and studied: Impact on ag land use and the loss of income from the loss of property  | Land Use          |
| 1/9/2015   | Walter Jett              | Any additional loss of property would not be good for our ranching and wildlife operation. Please hear the remarks. Thank you. Owners are [sic]  | Land Use          |
| 1/9/2015   | William Sullivan         | The routes proposed by this rail system would dissect the land most of which is used for agriculture. Land use would be severely impacted due to fields and pasture land being reduced in size, making it cost more to raise crops. Pasture land could become useless due to it being separated from the water sources.  | Land Use          |
| 1/6/2015   | Ada and Robert Dueitt    | Another one of our concerns is the Environmental Impact of this high speed rail line. First of all, Saddle Creek Forest is a beautiful subdivision of 400-plus 1 to 5 acre lots, all of which I am told are sold. Presently, there are approximately 50 homes built, under construction or on the drawing boards for construction. Every property owner purchased property in Saddle Creek Forest for a reason: be it for the quiet tranquil rural atmosphere, the beautiful woods allowing privacy, a great place to raise a family in an outstanding school district, to have a place for a horse and even raise horses, and/or to just enjoy the unique and interesting wildlife. Many of us have suffered through one disaster with the bad economy of 2008 and the following years, and now we are in another battle to save not only our subdivision but to save the environment. There are many beautiful birds and animals whose habitats will be impacted by this rail line. It is impossible to list them all; however, I am attaching information on two of our favorites – if I can even say we have a favorite (Exhibits II and III).   | Natural Resources |
| 1/9/2015   | Alison Tyler             | However, it is equally critical that we preserve native habitat and rural communities (e.g. Katy Prairie and Navasota respectively)  | Natural Resources |
| 1/9/2015   | Amelia Strickling        | What will happen to the environment? How many trees will be cut down in Oak Forest? How many species of birds or other wildlife be unnecessarily relocated? How will the rail line be secured? What about wild life that might pass through the area?  | Natural Resources |
| 1/8/2015   | Amy Ackley               | What about the railway disturbing our cattle, which is our lively hood?? Also our wildlife that uses part of our land as a safe haven?? The vibrations and the noise from the train coming by will definitely keep them away from the tracks, therefore not allowing us to utilize all of our pasture which is needed to feed our cattle.  | Natural Resources |
| 1/5/2015   | Amy Hernandez            | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood. For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision. Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena. | Natural Resources |
| 10/28/2014 | Andrew Brauningner       | Any protections for wildlife - or domestic livestock - crossing the rail?  | Natural Resources |
| 1/5/2015   | Anne Agan                | In addition to the concerns mentioned above, I have reservations when it comes to the implementation of a physical barrier that stretches for such a long distance. The migratory paths of birds, deer, and other wild animals will be disrupted with the construction of a high speed rail. Many hundreds if not thousands of people in rural Texas make their living off of this land and get their food from these natural sources. If this rail is allowed to become manifest, there will be many rural Texans out of work and lacking access to food. High speed rails cause death and impede the movement of wildlife. The best way to reduce this concern would be to place the HSR where there is already infrastructure. That, apparently, has not been a priority of the FRA, the TCR, National Forest Service, or any other decision-making body.   | Natural Resources |
| 1/5/2015   | Anne Agan                | This rail will destroy thousands of acres of adjacent rural property and decimate natural rural wildlife populations for a high speed rail that is not needed or wanted by those citizens who will be living closest to it.  | Natural Resources |



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| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Native vegetation<br>The conservation status of endangered or vulnerable or protected species   | Natural Resources |
| 1/9/2015   | Arthur Madrid   | Wildlife - The well-established neighborhoods of Harris County have an abundance of wildlife, such as squirrels, raccoons and birds. The impact on their homes must also be considered. Oak Forest is the fall and winter home of Boat-tailed Grackles that reside in local trees and power lines. As seen in Turkey when high speed rail collides with migrating birds, the results are bird deaths, damaged trains and the potential for passenger death or injury. Please require TCR to provide a detailed report of how they will accommodate migratory birds and other wildlife, while ensuring the safety of passengers.   | Natural Resources |
| 11/20/2014 | Ashley Martindale   | I haven't heard any talk on the hundreds of endangered and threatened wildlife species that will be impacted. Seems no voice has been given to them.  | Natural Resources |
| 11/22/2014 | Ashley Martindale   | I haven't heard any talk on the hundreds of endangered and threatened wildlife species that will be impacted. Seems no voice has been given to them. What about the noise pollution and the environmental price? I'm concerned that the payoff may not be outweighing the negatives here. A corridor along 45 (an existing thoroughfare) would make more sense than cutting through rural ranch and farm land. I'm a concerned landowner. I hope our voices will be heard.  | Natural Resources |
| 12/2/2014  | Ashley Martindale   | There are numerous endangered and threatened species that span the numerous counties proposed in the railway. How will their welfare be considered?   | Natural Resources |
| 1/8/2015   | Bem McCosh  | The character of the neighborhoods along the proposed route is a rural-like natural setting. In addition to the numerous trees, there is an abundance of birds and other wildlife that makes the area unique for an urban setting. I am concerned that a route through this area, with large concrete pylons for an elevated track, and even taller electrical infrastructure, would require the removal of many of the trees unique to this area, destroying the habitat of the local wildlife and the feeling of the neighborhood. TCR also has not, to my knowledge, demonstrated the overall impact to the environment for such a rail system. In order to reduce this impact, regardless of the route chosen, TCR should be required to prove the potential ridership of such a system and to utilize renewable resources rather than fossil fuel to power the system.   | Natural Resources |
| 1/8/2015   | Bob McDaniel  | The EPA has numerous protected and endangered species which live currently in the areas of the proposed routes and should not be sacrificed for such an obviously selfish use of land.  | Natural Resources |
| 1/3/2015   | Brandy Graham   | We moved to Saddle Creek because it was a quiet, rural, equestrian sub-division. The sub-division is also home to a wide variety of wild life including deer, road runners, rabbits, migrating ducks, etc. and our lakes are well managed and stocked with several varieties of fish. The location of the proposed rail system is less than 200 feet from one of our major recreational parks which has our swimming pool, playground, picnic facilities and tennis/volleyball courts. The route would also be immediately adjacent to one of our lake/picnic facilities. The combined noise and vibration would have an adverse effect not only on the property owners and their homes but also on the resident's horses and wildlife.   | Natural Resources |
| 1/8/2015   | Brooke Fernandez  | What plans have been made to offset the impact on the natural environment? With such a focus on keeping the cost of the build down that neighborhoods with vocal residents are threatened, I find it difficult to imagine that any efforts are being made to avoid important natural areas, protected or otherwise.   | Natural Resources |
| 11/15/2014 | Bruce and Shirley Thomas  | My wife and I attended the Public Scoping meeting in Corsicana, TX on Wednesday evening, October 22, 2014, for the purpose of being informed about the proposed Dallas to Houston High Speed Rail Project. Although it was a good meeting and some pertinent questions were answered, the most critical needed answers were not. We have a ranch west of Richland, TX, in Navarro County FM 1394 and in October of 2003, we had a wildlife habitat plan written by the biologist with Texas Park and Wildlife. Since that time, we have attempted to be good land stewards. Our plan to this point has involved clearing mesquite, brush sculpting with motes, digging ponds, internal fencing for rotational grazing of Black Angus cattle, and the annual planting of native grass. Though this was a very expensive undertaking, the results have justified the cost because we have seen a large increase in wildlife. Besides being members of Ducks Unlimited, Quail Coalition, Park Cities Quail, we are strong participants in Western Navarro Bobwhite Recovery Initiative - WNBRI.<br>After talking with Texas Park and Wildlife, I am concerned about the effect that the High Speed Rail will have on our extensive wildlife projects. I have been told noise (decibel levels at given distances) and proximity would have a negative impact on birds and animals.  | Natural Resources |
| 1/7/2015   | Bruce R. Bodson   | Board member for Bayou Land Conservancy, which has conservation easements impacted by some of the proposed alignments.  | Natural Resources |
| 1/8/2015   | Carol and Scott Isbell  | What about the wildlife that will be displaced? Where will they go?   | Natural Resources |
| 1/8/2015   | Carol Madrid  | Wildlife - The well-established neighborhoods of Harris County have an abundance of wildlife, such as squirrels, raccoons and birds. The impact on their homes must also be considered. Oak Forest is the fall and winter home of Boat-tailed Grackles that reside in local trees and power lines.<br>As seen in Turkey when high speed rail collides with migrating birds, the results are bird deaths, damaged trains and the potential for passenger death or injury. Please require TCR to provide a detailed report of how they will accommodate migratory birds and other wildlife, while ensuring the safety of passengers.  | Natural Resources |
| 11/13/2014 | Cathy Nichols   | I am a citizen of Leon County, Texas, who strongly OPPOSES, the high speed rail line. This rail line will disturb our natural resources and wildlife.   | Natural Resources |
| 12/1/2014  | Cathy Nichols   | What it will do to the wildlife to have a train moving 205 miles per hour, every thirty minutes, seven days a week? Leon County is known as the deerest place in Texas. Deer, livestock, and other wildlife will suffer. It will disturb wildlife, cattle, and other animals. Natural resources will be adversely affected.<br>Ranches and farms will be bisected and not be accessible or usable for production. Property values will definitely decrease. Who is going to purchase property with a high speed rail train going through it every thirty minutes, seven days a week.<br>It will not benefit Leon County economically. Once the rail is built, it is said it will bring 750 jobs, but those jobs will be in Houston and Dallas, since there will be no stops along the line. Economy in Leon County will be adversely affected if people travel the rail line rather than the Interstate.<br>Bottom Line: The train will not help with reduction of pollution since it is very energy-intensive.<br>Property values will decrease throughout the county. No economic advantage since there will be no stops in Leon County or any plans for stops along the line. The railway will benefit a foreign, for-profit company. The foreign company and investors will receive federal tax-exempt financing opportunities, which means it will money will come from taxpayers. The railway will be a luxury for the wealthy. We have several modes of travel between Houston and Dallas. Cars, planes, buses, do we really NEED another option? I think NOT. | Natural Resources |
|            | Chad Prior  | Since this would be the first HSR in the United States, it MUST be done to minimize impacts for humans, flora, fauna, animals, etc. and done so with mitigation requirements for all.   | Natural Resources |

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| 1/8/2015   | Cheryl McCosh        | The character of the neighborhoods along the proposed route is a rural-like natural setting. In addition to the numerous trees, there is an abundance of birds and other wildlife that makes the area unique for an urban setting. I am concerned that a route through this area, with large concrete pylons for an elevated track, and even taller electrical infrastructure, would require the removal of many of the trees unique to this area, destroying the habitat of the local wildlife and the feeling of the neighborhood. TCR also has not, to my knowledge, demonstrated the overall impact to the environment for such a rail system. In order to reduce this impact, regardless of the route chosen, TCR should be required to prove the potential ridership of such a system and to utilize renewable resources rather than fossil fuel to power the system.   | Natural Resources |
| 1/7/2015   | Christa Burk         | Of course, people are not the only inhabitants of our property. We raise cattle. There are wild animals including deer, rabbits, squirrels, coyotes, foxes, turtles, feral hogs, and countless others. How will construction affect these residents? They, of course, will no longer be able to cross from one side to another on land that they were previously able to roam at will. Are burrowing animals a threat to the railway, as they could potentially dig under the fence? We also lease our property to deer hunters during deer season. Will the deer still reside on property that has a 200 mile per hour train crossing it every 30 minutes? Will we then lose the income that this lease provided? The proposed route will eliminate at least one pond on our property. Our ponds provide water for the animal residents or our property. I am led to believe that the Army Corp of Engineers will have to approve the destruction of waterways. I, for one, hope they do not approve filling in a pond that my family spent money to build years ago, and then spent more money stocking this particular pond with bass fish. I have fond memories from childhood learning to fish there with my Grandpa.  | Natural Resources |
| 12/1/2014  | Christine Workman    | Okay. Let me also add when it comes to the environment, the environment is vital to Leon County. I know that there are currently 33 rare, endangered, and threatened animals listed with Texas Parks and Wildlife Department that you will need to address. However, when you speak of the environmental aspect, you must not exclude the people of this county because the environment sustains the people here. The land is very precious to us. We depend on the land to raise cattle, for poultry and farming, for hay production and wild game harvesting. We depend on the land to put food on our tables. Leon County cannot afford to have part of our county destroyed by high speed rail. This rail will bisect agricultural land, significantly decrease property values and in turn decreasing county tax revenue, it will destroy wildlife habitat and displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas.  | Natural Resources |
| 1/8/2015   | Clara Timmerman      | We have beautiful land in the country that has wonderful animal life as well as plant life. First this project will destroy the land where it will be constructed and will threaten to destroy the normal habitat for the animal life. We have many species of birds, deer, fox, bobcats, etc. that will have their ecosystem threatened.   | Natural Resources |
| 12/1/2014  | Cozetta Taylor       | I was originally from Houston; so, I know about Houston. I have people there still. Some 20 years ago we fought this same fight. All of the things that we brought up then are still being supposedly answered, but we still don't know -- you know, we've got the deer, the cougars, all of the wildlife we have here including the black panthers and foxes, we have everything. So we said okay. Now, this goes back and apparently it's the same thing that's going to be here. What about these that they pass through? They have a long range. All of them do. How are they going to get back and forth? "Oh, we're going to build a tunnel under every so often." I said, "Are you going to put a sign up to all this wildlife and say, 'Well, look a mile down there and you'll find a way to get across'?" We've got the same thing going on that we had 20 years ago. We fought it. We fought it so hard. It's the same thing all over again. No, they don't care in Houston or Dallas what happens in Leon County. We live here.   | Natural Resources |
| 12/2/2014  | Craig Smith          | These trees are very old and would be a huge environmental impact also on Three Mile Creek wetland area. Many deer, bobcats, roadrunners, in this area.   | Natural Resources |
| 1/6/2015   | David and Linda Cato | ... disruption to the wildlife...   | Natural Resources |
| 12/4/2014  | David Tullos         | Now, I can sit here and tell these folks all the things that are wrong about this project. This is an environmental disaster.   | Natural Resources |
| 1/7/2015   | David Tullos         | Contrasted to the hypothetical benefit of providing urban business travelers another travel option, the detriments to the remaining citizens are enormous, both in and out of Grimes County, Texas. The railway as proposed will destroy the homes, farms, ranches and businesses of tens of thousands of people in nine or ten counties, depending upon the route. <b>It will destroy wildlife habitat and spoil vast reaches of rural landscape.</b> It will upset local travel in neighboring communities, and impede the provision of emergency services. In the case of Grimes County, it will literally divide the county into two sections, with restricted access between the two halves.   | Natural Resources |
| 12/10/2014 | Debbie Okin          | Our eleven (11) acres, timber exemption property backs up to Utility Easement (east-side) in Palntersville. fires in 2011 during severe drought by passed our land, but not the rest of Plantersville & Waller. Hundreds of acres were burned along with wildlife and their habitat. These past few years have brought much needed rain, where we see a return of the diverse mix of wildlife, with trees flourishing again. With careful land management by property owners these increases will continue for generations to enjoy. The environmental issues are many. Clear cutting tree in the Post Oak Savannahs, destroying natural habitats, dust for years to come from construction, diesel fuel emissions from trucks, heavy equipment and noise pollution. These will greatly affect us, our quality of life and that of the wildlife/eco-system. To destroy so much of what makes South East Texas so beautiful for the benefit of the few from Houston-Dallas to ride a fast train does not sound very Texas to me. I do hope you read this with a careful heart, your decision will have an everlasting environmental impact for generations to come.  | Natural Resources |
| 1/7/2015   | Dennis Paul Reed     | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood. For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision. Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.  | Natural Resources |
| 1/8/2015   | Dennis Robinson      | In fact, it creates serious consequences for... wildlife and people throughout the targeted region. These include: negative economic impact, environmental, safety and security concerns...   | Natural Resources |
| 1/5/2015   | Donald R. Wasson     | Proponents state High Speed Rail is good for the environment. Benefits are small compared to the high destruction of the environment during and after construction. Lower energy use is only accomplished when trains are at near full capacity. The electrical energy generated from fossil fuels will not achieve any environmental gain. Along the purposed routes are numerous rare, threatened and endangered species, such as, the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena. In established neighborhoods of Harris County, large populations of squirrels, raccoons, birds and other animals thrive. Numerous bayous and creeks will require the installation of new bridges over waterways and endanger aquatic life. Additional supports and piers will cause water back-up and increase the risk of flooding. Concern for wildlife and farm animals has not been considered. What happens when a cow, deer, or flock of birds is hit by a train? The local ecology would be irreparably damaged by the High-Speed Rail project and the fence surrounding it. High-Speed Rail will destroy their habitat, reproduction, and ability to move and find food on other side of the tracks and fence. Every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the structure of the High-Speed Rail. If the bullet train does not kill them, it certainly will cause them harm and a change to their migration. High-Speed Rail will destroy habitat, migration routes, and access to forage for food/water. | Natural Resources |
| 12/3/2014  | Dorothy Yeats        | Eagle nesting area affected. Noise Level? Busses. Road Access. Utility corridor on Hegar goes thru very deep creek area that floods.  | Natural Resources |

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| 1/9/2015   | Doug Wheeler                 | I wanted to ask Mr. Johnson about one other aspect to the business of the High Speed Rail development.<br>There are a number of Nationwide Land Management firms that specialize in purchasing large tracts of unrestricted wetlands, forests, lakes etc. with the sole intention to marketing these pristine lands to developers such as the High Speed Rail project.<br>These acres are called "Coupon" acres. So if a developer engineers a project thru pristine lands they can purchase these "Coupon" acres which are located in a completely different area to replace development acres. The developer does not own them but owns the "Coupons" which are deemed replacement acres.<br>These Coupon acres are then deemed managed by a firm that insures they are kept undeveloped. For life indefinitely. They cannot be developed in any way and exempt in many ways to County, City and School taxes. The purchase of these unrestricted large tracts heavily impact the growth of any given region forever.<br>In the event the High Speed Rail development became a reality it is deemed and currently engineered to go thru a number of large environmentally sensitive tracts of land. That means the developer will have no choice but to purchase replacement "Coupon" acres by the thousands of acres to equally replace this land.<br>So, in essence areas no where near the High Speed Rail development will be heavily affected and harmed by the non-development of future lands and in distant regions because they have been deemed undevelopable indefinitely. There is no time limit and these contractual acres "Coupons" cannot be undone once purchased and established being set aside. No Commercial and no residential including no agricultural nor livestock can ever be established on these lands. Ever.<br>The possible High Speed Rail harms far more than proposed with little or no gain to the State and its business and residential tenants. only the Foreign Rail Corporation and the Union benefits. | Natural Resources |
| 12/3/2014  | Douglas Miller               | In addition, the train will grossly affect trees, cattle, wildlife, people and not to mention the noise and the wind rush. It will disrupt fire, law enforcement, emergency response, school buses, farm and ranch operations, add to noise and air pollution, displace and disrupt wildlife, damage environmentally sensitive ecosystems, destroy historical landmarks and cemeteries and a whole list of other negatives.   | Natural Resources |
| 1/7/2015   | Dustin Kerr                  | With the construction of the HSR, it is likely that the directional flow of water will be altered. This could radically impact the land, environment, animal life, as well as surrounding residential properties. No such information regarding facts, analyses, suppositions and other conclusions have been outlined and provided.<br>Elevated structures within the residential neighborhood will severely impact the land, animal and plant life, water quality and quantity.<br>No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood.<br>In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood.<br>The BNSF route has many crossings. The HSR, if (i) running at a minimum of every thirty (30) minutes (just one way), and (ii) not stopping at each cross-street, will significantly impact the flow of traffic. Indeed, motor vehicle traffic, emergency traffic, foot traffic, bicycle traffic, pedestrian traffic, and even the movement of animals will be directly and negatively affected by the HSR.   | Natural Resources |
| 1/6/2015   | Ed and Sue Walmsley Amash    | The limited width of the easement here cannot even support this in my opinion. For the homes that back up to the easement, they would literally be underneath this huge, high structure. It is unclear about how the easement area would be widened. What effect will this have on the tall pine and oak trees we have in our neighborhood and the ecosystem it supports directly adjacent to the proposed route?   | Natural Resources |
| 1/8/2015   | Elaine Rachac                | We have the great and beautiful country environment with all of the local fauna and animal life that we encourage and take care of so we protect our country environment.   | Natural Resources |
| 1/9/2015   | Elected Official - Ben Leman | WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the rail at grade cutting off private roads and county roads, thereby affecting travel within and through Grimes County, Texas and, potentially, lengthening response times of emergency responders thereby jeopardizing the health and safety of the people of Grimes County. The commissioners Court of Grimes County, Texas is also concerned about the rail at grade cutting off landowners from portions of their properties and the effects on the local migration patterns of the wildlife needed for survival in our frequent drought conditions;   | Natural Resources |
| 12/4/2014  | Elizabeth Robinson           | disruption of wildlife habitat  | Natural Resources |
| 10/27/2014 | Elvert Seiber                | For all the noise, destruction of pastures, woodlands and residential areas, this project will bring zero benefits to this area.  | Natural Resources |
| 1/9/2015   | Emma Kerr                    | Construction of elevated structures within the residential neighborhood will severely impact the land, animal and plant life, water quality and quantity.<br>Elevated structures within the residential neighborhood will severely impact the land, animal and plant life, water quality and quantity.  | Natural Resources |
| 12/4/2014  | Eric Yeagain                 | They say it's green, but I'm not sure what's so green about clear-cutting thousands of acres of mature timber adjacent to existing rails and utility alignments. They say the concept is Texan. Texan? Texan to me means preservation of rural lifestyles, free to farm and ranch on our land, to live on it. It means don't tread on me. I find this to be distinctly unTexan.   | Natural Resources |
| 12/2/2014  | Evelyn Ramsey                | All the wildlife that is out here. The water well for drinking water.   | Natural Resources |
| 10/27/2014 | Fred Davis                   | This project is highly likely to have an immense adverse environmental impact that cannot be avoided or mitigated.  | Natural Resources |
| 12/4/2014  | Gayle Grubbs                 | We're not in Japan. I don't know if any of you raised Kobe beef, where you keep a cow in a very confined space and rub it down several times a day with sake? We don't raise cattle like that. How are you going to keep them? How are you going to keep the deer? And how are you going to keep our feral pigs off the tracks? You're going to have to build a tunnel of some type and you're going to have to monitor it because those pigs can get in. I shudder to think what would happen if your silver bullet hit one of him them at 200 miles an hour. Thank you. Oh, one more thing. What part of no do you not understand?  | Natural Resources |
| 11/19/2014 | George Chen                  | Furthermore, having the HSR cross private land will have huge environmental impacts. When the train is at grade and with a 10ft fence on both sides this would prevent any migratory patterns for wildlife, livestock, and decimate the thousands of acres of forest in its path.   | Natural Resources |
| 12/4/2014  | George Chen                  | Migratory patterns and wildlife will be affected. Forrests will be decimated.   | Natural Resources |
| 1/9/2015   | George Craig                 | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood.<br>For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision.<br>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.<br>Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.  | Natural Resources |

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|------------|---|---|-------------------|
| 1/8/2015   | Geraldine Cox                               | If you'll do some digging, you'll find that the mine was configured as it is in order to avoid some populations of Navasota ladies-tresses and other rare species that your greenfield/utility alternative would likely hit.  | Natural Resources |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte         | We have bobcats which are an endangered species<br>We have white tailed deer which are an endangered species<br>In SCF we have the shy, vulnerable roadrunners which is officially designated "Federally Protected"<br>We have coyotes which are not in any way protected, but are still unusual in this habitat.<br>We are on the migration path for the monarch butterfly – an endangered species.<br>SCF has a natural, recreational lake officially designated a protected wetland, which TCR plans to carve through the centre of it.<br>Does TCR truly believe that buying into some designated property miles away from their current habitat will save these species? | Natural Resources |
| 1/5/2015   | Gillian B Cawte                             | We have bobcats which are an endangered species<br>We have white tailed deer which are an endangered species<br>In SCF we have the shy, vulnerable roadrunners which is officially designated "Federally Protected"<br>We have coyotes which are not in any way protected, but are still unusual in this habitat.<br>We are on the migration path for the monarch butterfly - an endangered species.<br>SCF has a natural, recreational lake officially designated a protected wetland, which TCR plans to carve through the centre of it.<br>Does TCR truly believe that buying into some designated property miles away from their current habitat will save these species? | Natural Resources |
| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | Please address how the natural and human elements listed below will be impacted by the construction and operation of a HSR system. The utility corridor does bisect our land (as well as others land). Natural:<br>1)habitat of houston toad, 2) migratory water fowl, 3) migratory birds, 4) bedding, grazing, roaming territory of deer, hogs, coyotes, foxes, bobcats, panthers, turkeys, roadrunners, etc., 5) natural vegetation: trees, bushes, grasses, flowers, 6) natural habitat for the rose mallow, 7) habitat of beavers and otters.   | Natural Resources |
| 12/11/2014 | Howard Okin                                 | It will have a great impact on...the abundant wildlife,Whitetail Deer,Greater Road Runner,Racoons,Squirrels,Bobcats,and many bird species , cattle,donkeys,horses. It will also be taking away hay production.The train will cut off migration of many of these species.  | Natural Resources |
| 12/23/2014 | Howard Robinson                             | ... natural habitat for birds and wildlife will be destroyed or severely disrupted by not only the construction of the rail line, but by the constant noise and vibration caused by the passing trains. Once destroyed, this natural resource of our state will never be replaced. There are numerous species of birds and animals that are on the Texas list of rare, threatened or endangered species, all of which will be at great risk should this project proceed.  | Natural Resources |
| 1/10/2015  | J.E. Thomas                                 | Wildlife<br>Address threatened and endangered species likely to occur along each alternative.<br>Describe the Applicant's intent with regard to take under Section 7 and/or Section 10 of the Endangered Species Act.   | Natural Resources |
| 12/26/2014 | J.R. Roberts                                | There is going to be a major disruption of wild life, migration patterns, and habitat upheaval with the implementation of this train.   | Natural Resources |
| 12/3/2014  | Jacquelyn and Jeremy Hornell                | <u>encroaching on wildlife habitat</u>  | Natural Resources |
| 1/5/2015   | Jane Ann Durbin                             | <u>...the disruption of wildlife habitats...</u> will be devastating.   | Natural Resources |
| 12/2/2014  | Janet Jones                                 | What about our -- sorry, y'all. I had to get this written down. Our wildlife travel. Our wildlife -- we all know there's lots of deer, natural panthers, bobcat, whatever. They have traveled. How are they going to get from one side to the other? How are you going to get if they do use the utility lane? How are you going to get to the one side or the other? There is no crossings. They have to make provisions. Do not think that they're just going to do it out of the goodness of their heart. You've got to stand up and you've got to voice your opinion and you've got to let them know what your needs are.   | Natural Resources |
| 1/9/2015   | Jaunda Payne                                | Will this fence impact livestock or wild animals in urban or rural areas?   | Natural Resources |
| 1/5/2015   | Jennifer Hayes                              | Additionally, as a huge animal advocate actively involved in various rescue groups in the Houston area, I am also concerned about the wildlife we are so privileged to have in our neighborhood. Please require Texas Central Railway to produce a comprehensive study in connection with the appropriate agencies on the impacts that construction and operation of a high speed rail would have on the established wildlife.  | Natural Resources |

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| 1/9/2015   | <p>Jijad &amp; Zeina Fares, James &amp; Nancy Bittikoffer<br/> Darold &amp; Wendy Frederick, Richard &amp; Diane Muller<br/> Larry Foyt, Steve &amp; Paula Winter<br/> HO Venture, LP, Jimmy &amp; Diane Thomas<br/> Cedric &amp; Mary Anne Burgher, Ewing King<br/> Steve &amp; Marci Alvis, Jay &amp; Deborah McLeod Sears<br/> Josiah "Bo" &amp; Amy Huggins, Roberto &amp; Claudia Contreras<br/> Pete &amp; Bonnie Vivian Martinez, Gordon &amp; Isabelle Gsell<br/> Charlie Hartland, Emerson &amp; Cecilia Hankamer<br/> Beau &amp; Eva Bisso, John &amp; Terri Havens<br/> Chuck &amp; Kim Watson, Darren Friedel<br/> Darren &amp; Nicole Friedel, Greg Friedel<br/> Glenn Hegar, Jr., Glenn A Hegar, Sr.<br/> AB Hegar Trust for Glenn Hegar, Sr., Frank Hegar Trust for Glenn Hegar, Sr.<br/> Judy Ripple, AB Hegar Trust for Judy Ripple<br/> Frank Hegar Trust for Judy Ripple, Ronda Hegar<br/> AB Hegar Trust for Ronda Hegar, Frank Hegar Trust for Ronda Hegar<br/> Jennifer Ladner, Ryan Ripple<br/> Stephen &amp; Kristy Patchett, Kurt S. &amp; Ruth Ann Watzek<br/> Robert L Waltrip, Wanda A McGee 1972 Trust<br/> Lawrence F Hegar, Mary Lynn Hegar<br/> Karen H Cook, L.F. Hegar children's Trust for L.F. Hegar, Jr., M.L. Hegar, K.H. Cook<br/> F.L. Hegar nieces and nephews Trust for L.F. Hegar, Jr. M.L. Hegar, K.H. Cook<br/> Lawrence Frederick Hegar, III, Arland Lawrence Cook<br/> Megan Elizabeth Hanson, Leah Nuco Hegar<br/> Kathy Friedel, AB Hegar Trust for Kathy Friedel<br/> Frank Hegar Trust for Kathy Friedel</p> | <p>The proposed Hegar Road route goes through a stand of ancient live oak trees that have been determined to be over 150 years of age. The forest along and north of Spring Creek in the vicinity of Hegar Road is among the most unique forest ecosystems in Waller County as well as in adjacent Harris County. Once field studies are completed, this fact will be verified, and the impact of this proposed route through this pristine forested area will need to be avoided, further emphasizing the need to expand, rather than restrict, the analysis of alternatives.</p> <p>The issues identified immediately below are most apparent in the Hegar family properties adjacent to Hegar Road. This historic farm is approximately 4000 acres, and dates back to the early to mid-1800s and is owned by multiple family members and trusts. This property contains ancient live oak trees, migratory waterfowl such as geese and ducks, and bald eagles as mentioned in paragraph six as well as significant historic and likely archeological resources. This Hegar family farm is one specific area where §4(f) and §106 are applicable, although there may be other areas as well along Hegar Road. Bald eagles have been sighted on the Hegar family properties and the Houston Oaks property and likely nest in the vicinity of the proposed rail line. Although no longer qualifying for protection under the federal Endangered Species Act, these great birds are protected by the Bald and Golden Eagle Protection Act (16 U.S.C. §668-668c), first enacted in 1940 and amended several times thereafter. The Act prohibits a "take" of bald eagles, with "take" being defined in the Act to include disturbance, a prohibition that likely will be triggered by this pre-selected alternative. Once again, one or more alternative routes should be developed. These and other facts will be revealed upon more detailed consideration of this western route, yet alternative routes with less impact will have been excluded by the pre-emptive elimination of all but two proposed routes at this extremely early point in time. That is unacceptable and arguably creates the basis for a NEPA challenge and potential reversible error in District Court.</p> | Natural Resources |
| 1/10/2015  | Joan and Jose Escamilla   | <p>Often the culture of rural living is to take a leisurely Sunday afternoon drive down a network of dirt roads for miles over wooden bridges viewing serene views of hills and hayfields, undisturbed wildlife; deer, Russian hogs, Red tial hawks, American Bald Eagles, Roadrunners, Swamp Rabbits, Grey and Red fox, Coyote Gulf Coast Red Wolf and Grey Wolf and occasionally the American Alligator and River Otter. Much of this wild life is dependent on a healthy balance, of the prey animals and wildlife trails traversed across miles of unbroken routes between Trinity River, San Jacinto River, North &amp; South Bedias Creek on the East to Gibbons Creek, Navasota &amp; Brazos Rivers on the west; where they seek abundant food source and water in times of drought.</p>   | Natural Resources |
| 12/4/2014  | Joan Stuts Escamilla  | <p>The environmental process is that it will cut off ancient migration routes. We have deer, wildlife, and other -- even the exotic wildlife that is now made a great inroad to this community. There is no reason to continue to do something that this community and this county will not benefit from.</p>   | Natural Resources |
| 12/4/2014  | Joan Stutts Excamilla   | <p>I mentioned earlier in my comments on the environmental impact on migratory routes of deer and other migratory animals such as the feral hog, which are really quite a nuisance in this area. They're dangerous. We think that to continue to cut off a route which would be across the whole state of Texas essentially from Dallas to Houston that will now cut off migration routes which are very important to even our life and livelihood because this is an area that is highly impacted by hunting.</p>  | Natural Resources |
| 1/8/2015   | John and Cindy Bartos   | <p>In the established neighborhoods of Northwest Houston near Loop 610, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require TCR to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in the affected neighborhoods.</p>   | Natural Resources |
| 11/13/2014 | John Huffman  | <p>Additionally in Donie is a reservoir which is immediately adjacent to the existing rail. Any rail to the west fo the current track will have to cross through over the lake. Regardless of the route I would be concerned about the railways affect on wildlife movement and health. A sealed rail that provides no exchange of wildlife from the east to west could have a negative impact on the genetics and health of dear, coyotes, rabbits, fox and other wildlife. At our property near Donie we routinely see an exchange of whitetail buck and does, fox and coyotes across the current BNSF rail ROW. Deer populations have been slowly rebounding in the area and this exchange is vital to their continued health and productivity. I would not want to see an artificial division of wildlife populations caused by the rail some regular wildlife crossings should be incorporated into the design regardless of the route selected. In rural areas of Freestone, Limestone, and Leon Counties the crossing should be spaced at least every mile. These crossings should also accommodate agricultural species and implements (tractors and other farm equipment) as well. There are numerous agricultural lands that will be bisected by this sealed rail.</p>  | Natural Resources |
| 1/9/2015   | John Soh and Silvia Unzueta   | <p>...a loss of wildlife habitat...</p>   | Natural Resources |
| 1/9/2015   | Jonathan Lyssy  | <p>Wildlife – In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood.</p> <p>For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision.</p> <p>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.</p> <p>Water Impacts – There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.</p>   | Natural Resources |

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|------------|-----------------|---|-------------------|
| 11/14/2014 | Joseph Obrien   | Current hi speed steel wheel rail is operating at about 150 mph through Europe and Asia, on tracks that have long radius curves and limited grade elevation. Steel wheels require expensive systems with long construction, dedicated tracks, etc. Why not Maglev-prefabbed elevated roadway, and low cost construction? Add less environmental impact  | Natural Resources |
| 11/14/2014 | Joyce Floyd     | Please consider all the negative effects a high speed rail line will have on the rural areas from Houston to Dallas. Please consider the negative effect it will have on the indigenous wildlife of the region.   | Natural Resources |
| 12/2/2014  | JT Spurr        | I'm also worried about your environmental study; because if this is the impact study that you've done so far, which you've already eliminated seven of the nine routes and narrowed it down to two without even asking our input, so we're supposed to be important. Really? Where's the importance? Because we're here now to tell you that those two tracks, one of them is very wrong, through people's yards. By the way, I don't know if you have done your environmental study, but we actually have roadrunners out there where you're fixing to put a train track through. You want to talk about endangered species, I've got pictures all day long. It's not going to work with 200-mile-an-hour train blowing them up. You need to listen to what these people are saying. These are good people that you are using for profit, that while it's Texas-based owned now, it can be sold for a profit just as any other company can.  | Natural Resources |
| 12/29/2014 | Keli Call       | native vegetation, the conservation status of endangered or vulnerable or protected species...  | Natural Resources |
| 11/19/2014 | Ken Hood        | This is a bad idea and will negatively affect me as my property is directly adjacent to the proposed line. However whatever route is chosen will be a problem for our wildlife here in Texas. How is it that a private firm from Japan can come to America and ruin the lives and livelihoods of thousands of families for a venture that has only been successful in 1 or 2 areas in the world? My 50-acres of densely wooded property is home to deer, turkey, coyote and other species that migrate through the area. The design of a 205 mph bullet train track would have to include a totally enclosed 10'-high razor wire fence for safety that would not be passable by wildlife. How is that good for the wildlife in the area and environmentally friendly?<br>I've just invested heavily in my property with improvements (road, water well, power, fencing) to allow me to move from the city in Houston to live in a peaceful quiet environment in the country. How peaceful do you think it will be with a train passing through my back yard every 30-minutes at 205 mph.<br>In a country where we have stopped logging for the sake of the spotted owl, how is it that we will allow ourselves to be sold out to a foreign country for a few dollars that may never come our way in reality. Studies have already proven that we do not have the population density to make the proposed plan economic so why are we even considering such a thing? Once this monster is alive and uneconomic and fails the tracks will always be there and the lives of 1000's of families will be ruined.<br>In my opinion this is a bad move for me personally but also bad for Texas and I hope that you give this project a bad recommendation and help us stop this nonsense in its tracks. | Natural Resources |
| 1/1/2015   | Kevin Warzon    | A linear transport system corridor is likely to have a significant impact on: ...native vegetation, the conservation status of endangered or vulnerable or protected species, It is vitally important to study the pollution impact,... Impact on the heritage significance of property registered or nominated for provisional registration to future generations, impact on ag use land and the loss of income from the loss of property.   | Natural Resources |
| 12/2/2014  | Kurt Watzek     | ...and then the third thing is the bald eagles that are nesting all around there. So I just -- those are our concerns, that if the rail comes through there, what happens to each one of those, how does it affect it.  | Natural Resources |
| 1/6/2015   | Kurt Watzek     | The rail line will disturb livestock, horse ranches, and wildlife. On my property, a family of bald eagles roost in the trees adjacent to the location of the proposed line, hunting in the fields and the lakes for rodents and fish.  | Natural Resources |
| 10/29/2014 | Kyle Workman    | This project will significantly impact my property with Jewett, TX, including destroying wildlife, water features and family land. I live in the quiet country. I   | Natural Resources |
| 12/1/2014  | Kyle Workman    | b. Has any agency or group evaluated the impacts to the endangered species in the affected counties?<br>c. Has any agency or group studied the impacts of this project to wildlife in the affected counties?  | Natural Resources |
| 11/11/2014 | Lacie Goolsby   | The HSR would also encroach on wildlife   | Natural Resources |
| 1/13/2015  | Larry Jacobs    | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood.<br>For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey, when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision.<br>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.   | Natural Resources |
| 1/8/2015   | Lauren Anderson | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood.<br>For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision.<br>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.  | Natural Resources |
| 1/3/2015   | Leanne Floyd    | A linear transport system corridor is likely to have a significant impact on: ...native vegetation, the conservation status of endangered or vulnerable or protected species,   | Natural Resources |
| 10/28/2014 | Leon Cummins    | I attended this meeting and learned a lot. Even got to speak. This rail is going to come real close to my property in Roans Prairie, TX (I own 113 acres). My concern are (Environmental) - I love my wildlife and native pastures. Sound/&smells? I'm neither opposed or in Favor/Will have  | Natural Resources |



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| 1/13/2015  | Linda Burroughs      | Line will pass over a lake which is used by water fowl and migratory birds.<br>The effects on wildlife and the migration routes of birds and animals would be devastating. Following wildlife on the Rare, Threatened, and Endangered Species of Texas:<br><ul style="list-style-type: none"> <li>• Houston Toad</li> <li>• American Peregrine Falcon</li> <li>• Arctic Peregrine Falcon</li> <li>• Attwater's Greater Prairie-Chicken</li> <li>• Bald Eagle</li> <li>• Henslow's Sparrow</li> <li>• Interior Least Tern</li> <li>• Mountain Plover</li> <li>• Sprague's Pipit</li> <li>• White-faced Ibis</li> <li>• White-tailed Hawk</li> <li>• Whooping Crane</li> <li>• Wood Stork</li> <li>• Louisiana Black Bear</li> <li>• Plains Spotted Skunk</li> <li>• Red Wolf</li> <li>• Texas Horned Lizard</li> <li>• Timber Rattlesnake</li> <li>• Pileated Woodpecker</li> <li>• Greater Roadrunner</li> </ul> 7. Huge areas of wetlands and natural resources would be destroyed   | Natural Resources |
| 1/9/2015   | Linda W. Echterhoff  | These potential impacts, which could be realized during construction and/or long- term operation of the TCR HSR Project, include but are not limited to the following, all of which need to be considered, evaluated and well managed by the TCR HSR Project to minimize the potential risks and impacts on the First Ward neighborhood.<br>The air, noise, water and/or soil pollution potentially created by the TCR HSR Project either during construction and/or long-term operation of the TCR HSR Project   | Natural Resources |
| 12/31/2014 | Lisa Collins         | Wildlife- There is a concern for the wildlife in the cities and the rural areas. The system will be fenced off to wildlife. I can't imagine what the consequences would be if a deer were to jump in front of the train or the train were to hit a flock of birds.<br>In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other critters. The local ecology would be irreparably damaged by the HSR project. What will a HSR do to their habitat, reproduction, and ability to move and find food on other side of the tracks when the land is fenced?<br>Every fall and winter, the areas around Oak Forest become the home to millions Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would set move to the rails of the HSR. If the bullet train does not kill them, it certainly will cause them harm and a change to their migration.<br>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena. | Natural Resources |
| 11/11/2014 | Lisa Hughes-Robinson | ruin carefully cultivated wildlife habitats   | Natural Resources |
| 12/4/2014  | Liz Machac           | I'm from Roans Prairie, too. And this thing is going over our house on one of those routes and there are species up there such as the roadrunners. We have those. We have some special woodpeckers. I was trying to find the proper name on my phone, but I couldn't get it. Pileated -- red head pileate, whatever they are. But yeah, we have those.  | Natural Resources |
| 12/17/2014 | Louis Mize           | It would have an adverse effect on the wildlife, and the domestic livestock we raise.   | Natural Resources |
| 11/12/2014 | Lucy and Mark Thomas | We suggest that you consider the impact of the high-speed tracks on wildlife. Perhaps wildlife underpasses could be placed under the tracks where they are located on the ground in high wildlife areas - similar to what has been done with some highways in the Everglades, thus, adverse impacts to wildlife could be minimized.   | Natural Resources |
| 11/9/2014  | Lynda Brackett       | Do Not Approve HSR<br>Once again those not personally facing loss by a proposed project such as the Dallas to Houston high speed rail only tout the "benefits" and minimize or even more insulting, trivialize the impact to those who may lose their land, their homes, their livelihoods.<br>One HSR related article* says the rail needs only 3,000 acres IN addition to existing right of ways to build the 240-mile line. The Texas Central web-page describes using of existing right of ways as an effort to "minimize landowner impacts". However, existing right of ways do not necessarily result in the loss of use of that acreage - animals can still be grazed, hay can still be baled, wildlife can still make a home (rabbits, doves, etc.) - THIS CERTAINLY IMPACTS THE ENVIRONMENT.<br>* Texas High-Speed Rail Routes Revealed. October 24, 2014. Dallas Morning News   | Natural Resources |
| 1/8/2015   | Lynda Brackett       | ...impacts resulting from a HSR line - livestock, wildlife,   | Natural Resources |
| 1/8/2015   | Lynette Adams        | The wildlife that surround us will be affected, natural trails and migration routes will be cut off.  | Natural Resources |
| 11/11/2014 | M. B. Zumwalt        | Also what will the exhaust, dust and waste settling on our hayfields, fruit trees and livestock be? What will the structural damage be to my home and barns located 300 feet from existing tracks? What environmental damage will be done to existing ponds. And what health concerns are possible to future generations?<br>I agree the high speed railway will be of great benefit to the citizens of Dallas and Houston, and I hope that, if this proposal proceeds, the route chosen will consider the impact on the rural citizens and future land owners that reside between these areas.   | Natural Resources |
| 10/28/2014 | Marian Lyde          | Most of our land has been family owned for generations or has been purchased by the hard work and sweat of its landowners. We live in the country for a reason and most of us are agriculture producers who help to grow the food for this great nation. A rail such as this threatens our land and livelihood. We could careless about transporting businessmen from Houston to Dallas. Grimes county is also home to many endangered species of animals and that card will be played if you continue to try to invade their territory. Take your rail elsewhere.  | Natural Resources |
| 12/4/2014  | Mark E McCourt       | cutting off wildlife from their feeding and watering sources. Will measures be taken to provide the wildlife and assure them access to their natural ranging area?  | Natural Resources |
| 12/29/2014 | Mark Henderson       | Pipelines, wildlife management deer & other animals. I grow trees on my property in they back 3 mile creek runs thought my property in the back center point high lines my property in the back, LCRA high lines buns thought they right a way we don't want they bullet train though hockley.  | Natural Resources |

| Date       | Contact Name         | Request/Comment  | Comment Topic     |
|------------|----------------------|--|-------------------|
| 1/13/2015  | Mary Anne Piacentini | <p>Thank you for an opportunity to comment on the proposed high-speed railway from Houston to Dallas. I am the executive director of the Katy Prairie Conservancy (KPC), a nonprofit land trust that is working to protect between 30,000 and 50,000 acres of the ecologically rich Katy Prairie in the Greater Houston region. KPC has already protected more than 20,000 acres on the Katy Prairie for the benefit of its wildlife and for the enjoyment of all Texans. Our goal is to have these lands preserved in perpetuity to continue to provide excellent habitat for the many upland and wetland species that live or migrate on the Katy Prairie while also insuring that the public has access to selected parts of the prairie for recreational and cultural purposes.</p> <p>I attended two public scoping meetings – one on October 29, 2014, at the NRG Center in Houston, Texas and one on December 2, 2014, at Waller High School Auditorium in Waller, Texas. One of the two routes – the westernmost route – will be located approximately 1 to 1.5 miles east of KPC's largest preserve, the 6,500-acre Warren Ranch, a working cattle ranch that boasts numerous remnant depressional areas that support many species of resident and migratory waterfowl as well as other wetland-dependent birds, reptiles, and amphibians, all of which are facing major threats through habitat destruction and fragmentation. The riparian corridor along Cypress Creek at the southern end of the ranch offers habitat for woodland dependent bird species and rare Neotropical migrants such as Swainson's Hawk and Golden-winged Warblers that fly over the Katy Prairie during their spring migration. Warren Lake, a 170-acre lake located at the northern portion of the ranch, is a key birding area that provides a great roosting and loafing spot for geese – especially Snow Geese and the smaller Ross Geese. There is a wildlife-viewing platform at the edge of the lake that provides recreational opportunities for thousands of birdwatchers, nature photographers, and outdoor enthusiasts annually.</p> <p>KPC's concerns about the development of the high-speed rail between Houston and Dallas include both direct impacts and indirect impacts. The direct impacts include:<br/> Destruction of habitat – Many of the lands through which the high-speed railway will be constructed, on the prairie and throughout the rural counties, provide extraordinary habitat, which will be both destroyed and greatly altered. The Katy Prairie itself is home to more than 300 resident and migratory bird species; 110 species of mammals, amphibians, and reptiles; 500 species of wildflowers and grasses; and thousands of terrestrial insects and aquatic invertebrate species, KPC's preserve system was recently designated as a Global Important Bird Area (IBA) by the National Audubon Society and Birdlife International. This scientifically rigorous designation confirms that KPC's preserves play an essential transcontinental role in providing crucial habitat for birds and other wildlife that are already facing a multitude of external threats, including loss of habitat and habitat fragmentation. KPC's preserve system is one of only 17 Global IBAs in Texas.</p> | Natural Resources |
| 1/9/2015   | Mary Wisnoski        | Has consideration been given to ...concerns for our wild life. The list goes on. Is this what Mayor Parker and the elected officials of the City of Houston support for the families of Garden Oaks and Oak Forest ?   | Natural Resources |
| 1/13/2015  | Melanie M Long       | <p>Wildlife - As a volunteer for the Wildlife Center of Texas I have already witnessed what "growth" does to our wildlife population. Houston is fortunate to have a large variety of wildlife including squirrels, raccoons, owls, hawks and many others. No studies have been provided as to the impact that construction and operation of the rail line will have on wildlife.</p> <p>Texas Central Railways lack of planning is clearly evident as to the impact on the surrounding neighborhood along the BNSF rail line currently being considered. They have provided little to no studies as to what the high speed train coming through a city neighborhood would look, feel or sound like. These studies must be completed and provided in order to analyze the impact on landowners , residences, schools, churches, businesses and wildlife.</p>   | Natural Resources |
| 1/7/2015   | Melinda Hughes       | The Scientists at the U.S. Agency for International Development predict that there will be a global food shortage in 40 years due to diminishing natural resources such as land, water, and energy.  | Natural Resources |
| 1/9/2015   | Michael A. Bucek     | Putting aside the fairness issue of not making one set of property owners having the burden of handling all future major easements to be utilized in the Leon County, Texas area for the general public, there are practical and environmental reasons for moving the project along the route closest to existing highways and rail lines. The current three rights-of-way through our properties still allow for wildlife, especially deer, to travel about our properties with little interference to their habitat. Another easement lessens the forest for the wildlife and the sounds and frequency of trains will disturb such animal life. Along existing Highway 39 and rail lines close to such highway there are very few animal habits that will be impaired.   | Natural Resources |
| 1/8/2015   | Michael Petrini      | The proposed route will also pass over White Oak Bayou which serves as an integral part of our local Flood Control District. Local wildlife along the bayou would be affected and the high speed rail structure could compromise the structural integrity of the White Oak Bayou flood control system which the City of Houston and the local community depend on during heavy rains.  | Natural Resources |
| 1/8/2015   | Michael Remson       | ...potential impact on the local environment,  | Natural Resources |
| 12/4/2014  | Mike Neville         | In addition, the train will grossly affect trees, cattle, wildlife, people... Property values throughout the county will be lowered, not just on the properties that carry the trains. High speed rail will not benefit anyone other than the few in Dallas, Fort Worth, Houston, and the company that runs it, although we're not sure who that company is going to be. It certainly will not benefit Grimes County. It will only have a negative impact. It will disrupt fire, law enforcement, emergency response, school buses, farm and ranch operations, add to noise and air pollution, displace and disrupt wildlife, damage environmentally sensitive ecosystems, destroy historical landmarks and cemeteries and a whole list of other negatives. With a power line, landowners can still use the easement. With rail, landowners are blocked out and often surface is rendered unusable with no egress or ingress for people or animals alike. High speed rail cannot afford to elevate the trains and the entire distance of Grimes County, residents will have access problems on every piece of property.  | Natural Resources |
| 12/2/2014  | Ms. Lee Kobs         | I am a nature enthusiast. I do nature photography. I do not want our natural things and beautiful things that most people move out here for to be destroyed. I've lived out here nearly 1 40 years. I have seen wildlife dwindle already, but due to all the construction, due to everything that's going on, and development.   | Natural Resources |
| 10/28/2014 | Nancy Anderson       | The wildlife in Texas is disappearing. With emphasis on the songbirds, quails, and doves.  | Natural Resources |
| 11/10/2014 | Nancy Anderson       | <p>My name is Nancy Anderson. I have lived in the Houston area for 25 years. I had the pleasure of attending a public scoping meeting for the Dallas Houston HSR in Huntsville, TX on Oct 28, 2014. I would like to share some of my concerns about the HSR.</p> <p>Recently I was made aware that the population of Texas is due to double in the next 30 years. I can only begin to understand the dilemma when trying to determine environmental impact of changes that will happen. Safe and efficient means of transportation have always been and will always be a determining factor in quality of life. I can understand why a HSR but I cannot understand where and how. Where: Option #2 Utility Line would be the most devastating of all plans. It would annihilate the smallest of voices in Texas, our wildlife. Of course it would be the cheapest because nothing is there, that is why it harbors and protects our wildlife and native vegetation. It is also far enough west that option #2 divides Texas in such a way that I35 and I45 do, leaving the land to become barren or unproductive to anything but commerce. Option #1 BNSF line will also have the same impact. The most expensive route is the I45 corridor because it would impact the most amount of commerce but it will have the least environment impact because commerce is already there!</p>   | Natural Resources |
| 12/4/2014  | Nancy Bond           | According to a recent study in the Japanese system, Texas Central Rail has stated that their railroads will be based on this Japanese system. A high speed rail line will impact the lives and habitat of the current -- current abundant wildlife we have in our community as well as in all of Grimes County. We are currently striving to preserve especially our two endangered species in our subdivision and are officially federally protected and very shy and vulnerable roadrunners.   | Natural Resources |
| 10/30/2014 | Olivia Wolken        | I believe it will have a negative impact on the wildlife in the area.  | Natural Resources |

| Date       | Contact Name                                | Request/Comment   | Comment Topic     |
|------------|---|---|-------------------|
| 1/7/2015   | Pat Montgomery                              | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood. For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision. Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.  | Natural Resources |
| 1/7/2015   | Paul Reed                                   | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood. For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision. Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.  | Natural Resources |
| 12/3/2014  | Paul SoRelle                                | Support High Speed Rail. I am a resident of Houston and enthusiastically support high speed rail between Houston and Dallas. I see advantages to both of the route alternatives, but can easily support both routes. Through the media, I have heard comments from rural residents about noise issues related to the trains. Please emphasize that there will be some noise, but at the speeds the trains travel the noise is only heard for a short time. As for animals, they become use to the noise. I have ridden high speed trains in Europe and the animals I have passed ignore the trains. The United States is way behind on high speed rail. Please get this project approved and underway.  | Natural Resources |
| 12/2/2014  | Paula , Member of the Leon ISD School Board | it will destroy habitat ...   | Natural Resources |
| 12/4/2014  | Phillis Allen                               | You will ruin our wildlife, and our farm land!  | Natural Resources |
| 12/2/2014  | Phyllis Robinson                            | Okay. It's my contention that any high-speed rail would be detrimental to Texas, period. Wildlife as we know it would suffer. Currently, animals cross -- travel across roadways with minimal risk. A high-speed rail would totally deny them access to daily migration patterns, in essence causing starvation.  | Natural Resources |
| 1/8/2015   | Rackelle Goebel                             | First, I am concerned about the environmental impact on the BNSF Option 1 proposed route. The BNSF Option 1 will have an adverse impact on maintaining our current wildlife activities. Construction the lines will change the migratory habits of some of the species we monitor. Further, noise from the trains will drive off certain species that appreciate the tranquility of the current habitat. Finally, I am quite concerned that high speed trains will kill native and migratory species that are adapted to this type of environment.  | Natural Resources |
| 11/14/2014 | Rebeca Chavez                               | Have the following effects been considered while planning the implementation of the railroad in this county?<br>various climate changes, increase of ozone holes, acid rains and extinction of plant and animal species   | Natural Resources |
| 1/8/2015   | Reid Covington                              | A linear transport system corridor is likely to have a significant impact on:<br>Native vegetation<br>The conservation status of endangered or vulnerable or protected species  | Natural Resources |
| 12/8/2014  | Reverend Gayle G. Grubbs                    | Environment: High speed rail will totally destroy our bucolic way of life in the Land of Milk and Honey. This is land that my great great grandfather Verplanck Ackerman fought Santa Anna with Sam Houston's army at San Jacinto to protect. The featured photograph on the rail company's website shows extensive, ugly overhead electric power structures. Add to that the fencing necessary to keep animals off the tracks, limited crossing points, disruption of vehicular traffic, difficulty of access from one side of the rail line to the other, loss of productive land, and absolutely no benefit to the residents of Grimes County. The guaranteed harm completely outweighs any pie-in-the-sky potential benefits. Please cease and desist this ill-advised, irresponsible, wanton destruction of God's green and pleasant land here in Grimes County.   | Natural Resources |
| 1/8/2015   | Richard Irwin                               | and destruction of wildlife habitat.  | Natural Resources |
| 1/6/2015   | Rjordan                                     | ..taking the habitat from the wild animals such as deer, rabbits, etc.  | Natural Resources |
| 1/8/2015   | Robbie Morrison                             | The lots are large, the vegetation is dense in areas and home to many varieties of wildlife. Many of the trees are very old and there is at least one designated "historic" tree in Garden Oaks Section One.  | Natural Resources |
| 12/29/2014 | Robert Els                                  | I strongly disapprove of this train project for a number of reasons. First, buildings a barrier across the landscape that would impede the natural flow of wildlife should be reason enough to rethink what your trying to do.  | Natural Resources |
| 1/4/2015   | Robert Morgan                               | please see attached charity video to provide a brief overview of the highly developed nature of the property in Navarro County.<br>I hope it is evident how adverse the rail would be if located within close proximity to the homes, lodge and deer release land.<br>I truly believe within just a few miles to the north east there are numerous rural non developed sites that would be more appropriate   | Natural Resources |
| 1/8/2015   | Roger Timmerman                             | I am writing to address the environmental impact of the Texas high speed rail and namely its support of the utility route both of which pose a threat to multiple ecosystems and historical areas. The Texas high speed rail corridor and the consequent high speed rail system that is proposed to transverse throughout the whole of the United State is worthy of very close scrutiny and observation. This proposed project has massive cost just for its construction and unknown impact and cost that may not even be able to be calculated on the environmental area in which is will affect. Just as motor vehicle roadway systems that are established affect the environment in their established corridors, this high speed rail system will affect the environment even more. More so from the need to protect both flora and fauna against the extraordinary speeds of the trains which develop huge amounts of kinetic energy. Continuous barriers need to be adequately place to ensure no wildlife will be affected by these high speed apparatus. These continuous barriers will develop actual physical barriers for wildlife which could easily adversely affect multiple species all along the proposed utility and high speed rail corridors.<br><br>The environmental impact also cannot be really known or totally appreciated either. Hundreds of miles of wilderness, wetlands, farms and ranches will be affected. Ecosystems will have a physical barrier dividing them. A serious study of environmental impact should be conducted, not by the interested private company or government. This is in order to determine the true unbiased look at environmental impact. | Natural Resources |
| 12/11/2014 | Sandy Cykoski                               | Wildlife being disrupted in some cases dying (we depend on hunting here)<br>Endangered species, one rep at the meeting said a study has not been done another I questioned said it has, which is it Madam?  | Natural Resources |
| 1/7/2015   | Seth Rudolph                                | How will construction of this train impact migrating wildlife and how will the train repay the public for killed wildlife while these trains travel at 200+ mph?<br>How will vibration from these trains affect home structures and faulting in the area?   | Natural Resources |

| Date       | Contact Name   | Request/Comment  | Comment Topic     |
|------------|--|--|-------------------|
| 1/9/2015   | Seth Wilson  | With the construction of the HSR, it is likely that the directional flow of water will be altered. This could radically impact the land, environment, animal life, as well as surrounding residential properties. No such information regarding facts, analyses, suppositions and other conclusions have been outlined and provided.<br>No information has been provided regarding the impact, if any, that the electrical cabling structures and the electricity used to power the HSR may have on the land, plant, animal, and residential neighborhood.<br>In addition, what contingency plans, if any, does TCR have in place for emergencies, electrical surges, or other events that may impact the land, plant, animal, and residential neighborhood.<br>The BNSF route has many crossings. The HSR, if (i) running at a minimum of every thirty (30) minutes (just one way), and (ii) not stopping at each cross-street, will significantly impact the flow of traffic. Indeed, motor vehicle traffic, emergency traffic, foot traffic, bicycle traffic, pedestrian traffic, and even the movement of animals will be directly and negatively affected by the HSR.   | Natural Resources |
| 1/9/2015   | Sheila Briones   | Assessment of the environmental impacts of this project and how it will affect wildlife, water quality and quantity, flooding, air quality, noise and light pollution need to be completed in detail prior to any decision.  | Natural Resources |
| 1/7/2015   | Sherry Jordan  | Wildlife- In the established neighborhoods of Harris County, we are fortunate enough to have large populations of squirrels, raccoons, birds and other wildlife. Please require Texas Central Railway to produce a comprehensive study and consultations with the appropriate state and federal agencies governing the impacts that construction and operation would have on established wildlife in my neighborhood.<br>For example, every fall and winter, the areas around Oak Forest become the home to millions of Boat Tailed Grackles. These birds have migrated to our area since it was farmland. They fly in a large flock, and set up residence in trees and power lines. More than likely, they would move to the rails of the high speed train. As seen in Turkey when high speed train collides with migrating birds, the results are very problematic. Texas Central Railway must provide a detailed report on how they will accommodate these migratory birds and ensure the safety of passengers in the likely event of collision.<br>Along the route there are numerous rare, threatened and endangered species, including the Houston Toad, the Bald Eagle, the Red Wolf, and the Large Fruited Sand Verbena.   | Natural Resources |
|            | Sierra Club  | 3. Threatened, endangered, rare, or sensitive plant species occur in the project area. Among these unique species is Prairie Dawn, which is federally listed plant. In addition, important vegetation communities, like salt barrens and deep sand Post Oak communities, exist on KPC properties and in the area. These unique plants and plant communities are rare must be protected and not diminished by the project.<br>4. Threatened, endangered, rare, or sensitive animal species occur in the project area. Among these unique species are the Houston Toad, Timber Rattlesnake, and Bald Eagle. These rare animal species must be protected and not diminished in numbers and habitats by the project.   | Natural Resources |
|            | Sierra Club ?  | 12. The Sierra Club urges FRA and Texas Central High-Speed Railway to support the restoration of native prairie along some if not all the ROW. In this way fragmentation of the landscape and restoration of native prairie tall-grasses and wildflowers will occur. These native plants are adapted to many changes in climate and will provide better wildlife habitat.  | Natural Resources |
| 1/8/2015   | Stephanie Prosser<br>Senior Conservation Lands Biologist<br>Bayou Land Conservancy | Bayou Land Conservancy (BLC) is an accredited regional land trust that holds 56 conservation easements in the Houston Region, including one preserve that could be directly impacted by the proposed project. We are submitting our comment as an interested party in the EIS of the Dallas to Houston High Speed Rail.<br>In review of the preliminary information available, we state our opposition to BNSF Option 1 due to its impacts to conservation lands and to riparian buffer zone adjacent to Lake Creek and Spring Creek. BLC holds a conservation easement on land located at the intersection of TX-105 and Old Dobbin Road approximately 1 mile east of FM1486, known as the Stewart Preserve. A location map of the conservation easement is included as Exhibit 1. The alignment provided on county maps on the project web site shows BNSF Option 1 traverses the Stewart Preserve and would be detrimental to the ecological values that BLC protects in perpetuity.<br>BLC is currently working with a landowner who holds land due north of TX-105 and approximately 1 mile east of FM1486, to place a conservation easement on this property. This tract is also shown on Exhibit 1 as Planned Conservation Easement.<br>BNSF Option 1 is proposed to cross and run parallel to Lake Creek for approximately 29 miles. According to TCEQ, Lake Creek remains one of the few unimpaired waterways that feed Lake Houston, the main drinking water source for the City of Houston. Lake Creek's expansive floodplain is approximately 1.5 miles wide at the first proposed BNSR Option 1 crossing, and continues in similar width throughout the Lake Creek watershed. These floodplains provide forested wetlands of high quality and size. This segment of BNSF Option 1 is also directly adjacent to the western boundary of the Sam Houston National Forest and would cause adverse effects to ecosystem and habitat quality of this protected area.<br>2<br>Conservation • Preservation • Education<br>BLC is the nonprofit partner in the Spring Creek Greenway project, the largest urban forested contiguous greenway in the Country. The intersection of BNSF Option 1 and Spring Creek falls in a sensitive area on the greenway where negotiations with landowners to the east and west of SH-249 are currently underway.<br>BNSF Option 1 does not co-locate the line within or adjacent to any existing facilities. This proposed route would be constructed mainly on raw land and therefore would be even more impactful then if placed adjacent to existing traffic corridors.<br>It is for these reasons that Bayou Land Conservancy is opposed to the establishment of a High Speed Rail on the proposed BNSF Option 1.<br>BLC recommends that the proposed line be collocated with existing facilities in order to minimize environmental impacts. In the initial review of available data, the I-45 Alignment and Utility Alignment appeared to collocate the proposed project with existing facilities, resulting in lower environmental impacts than BNSF Option 1. Due to the limited mapping of I-45 Alignment, more information is needed to better determine route placement and potential impacts to BLC lands.<br>Bayou Land Conservancy appreciates the opportunity to comment and requests a public hearing for further discussion of this project | Natural Resources |
| 1/9/2015   | Terry Jeanes   | Impact / Nature This area, as noted with the parks, landscape, and greenspaces also have a vast array of wildlife which enhances quality of life. The impact on birds, and others species are still of concern.<br>☐   | Natural Resources |
| 12/2/2014  | Terry Johnson  | I represent Saddle Creek Forest, which is a little subdivision that kind of -- kind of splits Grimes County and Waller County. I'm a resident and a board member there. We had several concerns, questions I'm not for sure about, because I didn't know what was going on until about a week and a half ago that we were even doing this; but we do have several concerns that concerns our little neighborhood. The first one is being, of course, we've gotten the environmental impact study. We do have a couple of endangered species that do live in our -- in our neighborhood. Bluegreen was a development company that originally put them out there, so they know what it is; but one of them was the red-headed -- the woodpecker and another one was the Houston toad.  | Natural Resources |
| 1/8/2015   | Tinabeth Keaslin   | A linear transport system corridor is likely to have a significant impact on:<br>Native vegetation<br>The conservation status of endangered or vulnerable or protected species   | Natural Resources |
| 1/9/2015   | Tom Gleason  | ...the long term impact of the project will be disruption to a way of life, reduction of wildlife in the area ...  | Natural Resources |
| 12/4/2014  | Tracy F Olds   | What is the result of impact studies to migratory birds, wildlife and livestock?   | Natural Resources |
| 1/7/2015   | Trent Salch  | The HSR elevated structures would irreparably harm our environment with the required removal of mature trees around the proposed line.   | Natural Resources |
| 11/11/2014 | Virginia Taylor  | I have only been talking about people, but there are many animals that live along this route. Farmers have cattle and horses and there are wild animals that will be affected. Have you talked to PETA or the Sierra Club about your project? I'm betting they would object. You ARE aware they stopped the logging in up in Washington and Oregon to save the spotted owl.  | Natural Resources |

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| 1/10/2015 | William Denning  | <p>As reported in the January 10, 2015 issue of The Leader, a newspaper "Covering the Heights, Garden Oaks, Oak Forest, &amp; the neighborhoods of North Houston", the rancher asked in part, "What about the wildlife? You're going to eliminate all of the deer movement east and west for 200 miles?"</p> <p>Mr. Eckels responded by saying that the TCR would provide safe 'pass-throughs' along its route.</p> <p>Which is it, Mr. Eckels? Are you constructing a totally secure rail line that is 100% impenetrable to innovative teenagers, or one that presents no obstruction to the free and natural movement of wildlife?</p> <p>Which response was a lie? Or were you lying in both instances?</p> <p>Is your sole motivation personal profit? That's the reason you've publically stated on numerous public occasions for building your rail line through residential neighborhoods that are united in opposition to your plan.</p> <p>"It's more cost effective and profitable," is what you've said time and time again.</p> <p>Profitable for whom? For the people who live there? For the deer and other wildlife? Or for you and your rich cronies?</p>   | Natural Resources |
| 1/9/2015  | William Sullivan | <p>There is also the impact on the wildlife along the path of the rail. Just as the urban sprawl has displaced animals, so will this rail disrupt the migratory trails of animals.</p>  | Natural Resources |
|           |                  | <p>According to the Federal Register notice on June 25, 2014, "The primary environmental resources located within the study area that may be affected are: agricultural, residential commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands." Does your plan truly avoid and minimize the impact to residential properties?</p>  | Natural Resources |
| 1/9/2015  | Allison Drobniak | <p>I am writing to you to express my sincere concern with the Texas Central Railway's (TCR) proposed routes for a high speed rail (HSR) in my area. I am opposed to this project for many reasons and have significant concerns as outlined below.</p> <p>Of all concerns outlined below, the most alarming to me is that TCR states that the routes are still under discussion and have not been finalized; however there is nothing to deny that the project is close to a final route selection.</p> <p>As a professional in the capital projects industry, I am very familiar with the stage gate process in which projects are developed and assessed. I am concerned that the 9 original options now being promoted as 2, signifies that this project has moved from the FEL 2 (Select Phase) and is being moved into FEL 3 (FEED) with little or no consideration for the public. Once the Environmental Impact study is assessed, there appears to be little to stop the momentum of this very detrimental project from moving right into FEL 3 and FEL 4 (Detailed Design and Construction).</p>   | NEPA Process      |
| 12/3/2014 | Allison Matney   | <p>According to the Federal Register notice on June 25, 2014, "The primary environmental resources located within the study area that may be affected are: agricultural, residential commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands." Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than 1/4 mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?</p> <p>I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable alternative routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods. We strongly encourage you to find a safer, less-intrusive route than the one Texas Central Railway has proposed.</p> <p>We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?</p> | NEPA Process      |
| 1/9/2015  | Brenda Hilton    | <p>This project has been ongoing for several years. Nine potential options were initially evaluated which have been reduced to two. Where are those studies conducted to eliminate the 7 options? The HSR web page even states that : "The alignments were developed to meet the following goals:</p> <ul style="list-style-type: none"> <li>Minimize risks to safe train operations</li> <li>Maximize connectivity to regional transportation systems</li> <li>Minimize relocation of existing roads and freight tracks</li> <li>Optimize alignment for maximum operating speed</li> <li>Minimize road and freight track crossings</li> <li>Minimize construction impacts and costs</li> <li>Minimize right-of-way requirements</li> <li>Minimize environmental impacts</li> </ul> <p>Why has the public not been given the opportunity to review these studies? As part of these studies proposed public "takings" via eminent domain should have been evaluated as part of the screening and scoping process. High level costs associated with each of the proposed routes should also have been determined for all proposed options. Why has this information not been presented to the public?</p> <p>This is a massive project with many "risk" to the public. Early stages of the EIS process require that an "Aspect and Impact Register and IA Scoping Report" be prepared. These are used to frame the full Environmental Impact Study. Based on the project schedule for issuing the draft EIS these deliverables should have already been complete. Why have they not been released to the public?</p>  | NEPA Process      |
| 1/8/2015  | Brooke Fernandez | <p>The current running models referenced by TCR are only partially representative of the features of HSR here in Texas. What additional research will be completed before a go-ahead is given to HSR? Will there be any type of fund or economic assurances provided to the cities to protect them from large outlays which may be required if unforeseen events occur?</p> <p>Where can one read about impact studies completed by institutions free from an interest in the project?</p> <p>At the meeting on January 5th, no rebuttal was given to the concerns of noise, disruption, or loss of property value. Instead, the reasons for choosing the route were reiterated, suggesting that the problems are something that will have to be lived with. Who has the ultimate oversight for saying the cost of the problems cited by concerned citizens outweighs the benefit of following a route along residential areas?</p> <p>My biggest concern is that policy makers have already decided or will decide that this project's potential benefits clearly outweigh its costs before truly thorough, effective, and comprehensive study is made and processed by those policy makers.</p>   | NEPA Process      |

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| 1/12/2015 | Carol Caul        | <p>The Citizens' Transportation Coalition (CTC) emailed comments on January 9, 2015, regarding procedural deficiencies in FRA's scoping process in Houston.</p> <p>We ask you to incorporate this point of clarification to the comment we made in our January 9 remarks that there had not been a properly noticed and accessible scoping meeting in Houston for the neighborhoods that would be most negatively affected by the remaining routes.</p> <p>Specifically in our comments we stated that having Bob Eckels from TCR speak to neighborhood attendees at informal outreach meetings does not substitute under NEPA for a well noticed, accessible FRA Houston scoping meeting and an opportunity to be heard in the record. Those comments of the persons who attended the organized outreach meetings do not go into the administrative record for the case unless they email them in. There was no USR/FRA observer that we knew of to witness the anger and distress. The neighborhood attendees did not get the benefit of talking to FRA and USR personnel or even to sign in as an attendee. So the opposition of the attendees at the neighborhood meetings regarding negative impacts of I inverse condemnation, I noise, I vibration, I visual impacts, and in many cases, I shock that this project was even being planned and I shock that it would go through their established neighborhoods does not flow from the meetings to the administrative record. These sentiments will not show up in the record, and there is no channel to convey the sentiments from the meeting to the FRA, but the attendees incorrectly think they have legally voiced their opinions, concerns, and outrage about the significant impacts in their neighborhood, and opposition.</p> <p>The FRA scoping report, on the other hand, would show there was no significant opposition by the affected neighborhoods (except for any emailed comments).</p> <p>We may have been somewhat cryptic and need to clarify the legal ramifications of the outspoken crowds at the informal meetings. We ask that attach this clarification to our January 9 comments.</p> <p>The two alternatives picked were shocking to us, but it points out the need for an extended scoping process with further analysis and disclosure of more routes. It is an inappropriate way to treat neighborhoods who were there first, and who will not derive much benefit from the project. Nor does it give TCR, who will not have a cost recovery tariff, much help in costing out its project.</p> <p>Closing scoping now and moving to the DEIS, without further investigation and analysis, will not promote streamlining of the NEPA process or deal with the serious impact and legal issues posed by the project.</p> <p>We urge the FRA and URS to extend the Scoping Process specifically to • reexamine and reanalyze the nine alternatives,</p> <ul style="list-style-type: none"> <li>• look at other alternatives and termini, and</li> <li>• deal with property rights issues that need to be treated now, rather than kicking them down the road to the EIS.</li> </ul> <p>A roadmap should be developed to accomplish this before coming out of Scoping and issuing a formal Scoping Report.</p> <p>CTC wants this process to move most efficiently and in a manner that does the least damage to property rights and the most profit to investors so they will want to build more of them. We think that reexamination of alternative routes and new routes suggested by public input; the identification and quantifying of externalities; avoidance of residential neighborhoods; and/or a full commitment to comply with standards and mitigate all impacts will lessen the chance of delay, lawsuits, and loss of funding. Public clarification is needed immediately regarding the issue of condemnation by railroads in residential areas.</p> <p>"There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. This process shall be termed scoping." 40 CFR 1501.7. The scoping process provides a transparent way to identify significant environmental issues and to deemphasize insignificant issues, thereby focusing the environmental analysis on the most pertinent issues and impacts.</p> <p>As to what scoping is and what is adequate scoping, the regulations give the agency (FRA) broad latitude, but it will be the agency which chooses the route for the project, so the agency as well as the public (and</p> | NEPA Process  |
| 12/1/2014 | Christine Workman | Wwhere and when will you provide the responses to all of the questions and concerns that are being asked at these scoping meetings?  | NEPA Process  |
| 1/6/2015  | Cindy             | <p>After attending a meeting last evening where Robert Echols, investor of TCR, presided, it is extremely clear to myself and literally everyone else in the room of well over 200 attendees, that this proposal has NOT been well-thought out, well planned or that Mr. Echols is very well versed in any of the specifics regarding his own business interest, that of high-speed rail! He could not answer any specific questions regarding vibration, environmental impact, property value impact, etc.,</p>   | NEPA Process  |
| 1/7/2015  | Clara Timmerman   | <p>I am writing you to let you know that I am totally against this high speed rail project. I live in the area at which one of the routes is being considered. I have been told that indications are that one route, the utility route, has already been picked. I heard today on the news that a number of routes are being studied.</p>  | NEPA Process  |
| 1/8/2015  | Clara Timmerman   | <p>I am writing to let you know that I am totally against this high speed rail project. I live in the area at which one of the routes is being considered. I have been told that indications are that one route, the utility route, has already been picked. I heard today on the news that a number of routes are being studied.</p>  | NEPA Process  |
| 1/7/2015  | Dennis Paul Reed  | <p>Concerned residents were told by Texas Central Railway President, Robert Eckels that the BNSF1 route was the preferred route due to costs and least resistance. If they choose this route for being the cheapest, what other expenses are they being low-cost about? As a private company needing to make a profit, what assurances does my neighborhood have that Texas Central Railway will not cut corners on safety and construction as well? Please require Texas Central Railway to provide detailed environmental analysis of the following route alternatives and explanations of why the preferred route is more environmentally preferable.</p>   | NEPA Process  |
| 1/7/2015  | Diane Simmons     | <p>Robert Eckels dodged a lot of residents' questions and deferred them by saying "the engineers are working on those issues." No engineers with Texas Central Railway were present at the meeting. Who in their right mind can say that this monstrosity is compatible with residential developments?</p>   | NEPA Process  |
| 1/2/2015  | Don Agan          | <p>Why is the Federal Railroad Administration considering granting a new company, with no funds, no revenue, no assets and no HSR experience, the approval to build a \$10B high speed rail? Certainly FRA knows who the ultimate builder/operator must be. Doesn't FRA have an obligation to U.S. citizens, to disclose who that builder/operator would be? Why has FRA held 12 public meetings in Texas in October and December, for consideration of granting authority for an HSR to a company that has never operated a train and that has no money? Why is FRA promoting the business of companies they are supposed to be regulating? This appears to be a case of the Regulator and the Regulated, being in bed together. No taxpayer money should be used to subsidize HSR or guaranty loans for HSR.</p>   | NEPA Process  |
| 12/2/2014 | Don M Garrett     | <p>We don't believe that this is a viable project. We have a long way to go in this. And I look forward to the coordination process. And I would encourage you to do so. And I would also encourage TxDOT to come clean on the process regarding these environmental impact statements that's of record. I do have a response from the Sierra Club that was probably two to three inches thick when they tried to come through this county. And many of the issues that you will be addressing have already been addressed. And I think if you look at these, they will save us all a lot of time and money.</p> <p>What y'all tried to do back in 1973 is a map here with the high-speed rail that was given to one of the locals here. It was a bad idea then and it's still a bad idea now. Thank you very much. I have a letter here addressed to Mr. Johnsen, and -- and I sent that to him certified mail. And I've yet to have a response. And so see you in coordination. Thank you very much.</p>   | NEPA Process  |
| 12/3/2014 | Donald Wasson     | <p>So I was told Bob Eckels that a decision on the route would be decided by the first quarter of 2015. It sounds like here we don't even know when it's going to be done or we're waiting another three years until a decision on the exact route and everything else is determined. You're putting people's lives on hold. You know, am I going to lose my home? Am I not going to lose my home due to this train? Am I going to lose my property? You're going to take half of my property? We don't know what to do. We need answers now. We cannot just wait around until 2016 for some private investor that I don't trust is going to make their decision, or the federal government's going to make the decision. Thank you very much.</p>   | NEPA Process  |



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| 10/29/2014 | Elected - Gene Green, U.S. House of Representatives | As a Member of Congress that represents Houston, I write in support of the Texas Central Railway (TCR). The privately funded project will connect two of Texas' most important and two of the nation's largest cities, Houston and Dallas. The connection will bolster economic growth, improve frequent travel delays and reduce traffic congestion.<br>By 2020, more than 50,000 Texans could move between Houston and Dallas at speeds in excess of 240 miles per hour. Currently, the project is preparing for an Environmental Impact Statement (EIS). The EIS is the most important compliance step contained within the National Environmental Policy Act (NEPA). To ensure projects and actions do not adversely impact the quality of the human environment, an EIS must be completed. An EIS will conduct analysis of alternatives, review environmental concerns, and conduct outreach to the public to receive comment.<br>Because the TCR will be a completely new project that does not share infrastructure with any other modes of transportation, it is important to conduct outreach to key stakeholders. As a lifelong Houstonian, I have seen the growth of the two cities and massive expansion of industry and business that has taken place over the last 30 years. In the 21st century, we must have modern infrastructure to facilitate the movement of ideas and people. The TCR is an important project and will allow Texas to compete on a global basis.   | NEPA Process  |
|            | Elizabeth and Ben Fairchild                         | When will we know which route you will choose? We need a timeline.  | NEPA Process  |
| 1/8/2015   | Elizabeth Vargo                                     | Unfortunately, the president of Texas Central Railway (TCR) was not able to adequately explain how that route was no longer under consideration. He was not able to answer many other basic questions either, such as, "How loud will the HSR be?" and "What will be the speed of the HSR as it travels through residential areas?" He said many of those questions would be answered when they do the environmental impact reports. However, I fear that that will be too late for us to save our neighborhoods.   | NEPA Process  |
| 1/9/2015   | Eva Anderson  | I live in the Bayou Bend Subdivision and my house backs up to the already existing railroad track. My family and I must tolerate the trains that run on the tracks on a daily basis - they are loud, shake the earth around our home, cause pictures hanging on the walls to move out of place, and the conductors, with no regard to the residential areas around them, blow the train whistles at all hours of the day and night, waking us from our sleep. I am deeply concerned with Texas Central Railway's proposed use of the very same track for a high-speed rail as it will only further interfere with our right to quiet enjoyment of our home, lower our property values, and severely harm the livability of our neighborhood with its increased noise and vibration, not to mention any safety considerations with such a monstrosity. Further, I am opposed to the Federal Railroad Administration and Texas Central Railway acquiring private homes and urban land through eminent domain for private for-profit rail when there are other viable alternative routes that exist which can achieve their transportation goals. I am equally concerned with the environmental impact issues which arise and which should be completely researched and evaluated before even considering such a proposal.   | NEPA Process  |
| 11/14/2014 | Evan Michaelides                                    | This is no way to run a railroad. Instead, the Federal Railroad Administration, which is managing the approval process, should look to the recent example set by TxDOT in the planning of the I-45 expansion. The scoping process for that project involved no fewer than four rounds of review over a period of several years, but the time invested was well worth it; the final design, which incorporated feedback from the community and their elected representatives, will be a boon for downtown Houston and is far superior to the alternatives originally proposed.   | NEPA Process  |
| 12/1/2014  | Fred Robinson                                       | I've lived in Leon County my whole life. My family has property in between Jewett and Robbins on Highway 39 that's been in the family for over five generations. I'm not completely opposed to the rail coming through, but what I am opposed to is not being able to vote on the rail coming through or be able to at least vote for elected officials to fight for it to not come through. I believe that it should be something that's voted on by the people, not just shoved in our face. It's -- there's no reason that it can't be cast on a ballot to vote for at election time or at least give us a chance to put elected officials into office to speak for us and not just tell us what we're going to do.  | NEPA Process  |
| 12/4/2014  | Gillian Cawte                                       | I'm a property owner in Grimes County. I prepared a three-minute presentation bringing attention to some technical inconsistencies and stupidities and rationales for building a high speed rail in Texas as presented to us by Texas Central Railroad. However, they're not going to let me do this, so I'll just make these few points. A TCR representative of the Waller meeting out of the meeting told us that investors would propose the original track with only the terminal city stations, then after getting all the required permissions, they would actually build other stations along the road. It makes me wonder whatever else they propose to sneak into the design after all the components are granted that might cause even more hurt to people along the line.   | NEPA Process  |
| 10/31/2014 | Glenn Beckendorff                                   | Tell us ROW requirements, explain the EIS to our citizens, noise level, pollution levels, how much it cost taxpayers, profit and loss expectations, timelines for the project and if this project is tied to the power line expansion we are studying in the same corridor.   | NEPA Process  |
| 1/9/2015   | Greg Lukin  | I believe information available currently requires that the FRA and TxDOT reject the two current route proposals. At the very least, the FRA and TxDOT should require that TCR address the critical issues and provide the important information as discussed above.<br>Thank your for your attention to my and my community's concerns. I trust that all that your due diligence will result in your fully addressing every aspect. If you need to contact me, my information is below.  | NEPA Process  |
| 1/10/2015  | J.E. Thomas   | I hereby submit the following comments on the scope of the Draft EIS. I am requesting your consideration and analysis of the following issues and concerns. I own property less than 200' from an alternative route.<br>Purpose and Need<br>According to scoping materials, "No HSR regulations currently exist." (Source: Scoping presentation slide, What is the Federal Action). Describe how this project will comply with rules that do not yet exist. Describe how and when the FRA will publish HSR rules, if any. Describe when those rules, if issued, will be available for public review and comment. Describe how any rulemaking will affect this proposed project. Describe each Cooperating Agency and their respective roles and all decisions to be made as part of this project by those agencies. Describe how the EIS will lead to "support all federal approvals and permits" (Source: Scoping presentation slide, Purpose and Need). Describe all other commenting agencies (such as Texas state agencies, county and municipal agencies, their roles, and all decisions to be made by those agencies.<br><br>Describe how and when "FRA reviewed and verified criteria used to identify the alternative alignments for detailed evaluation in the DEIS." (See scoping presentation slide, Alternatives Screening Process). Describe why this verification was completed before scoping and before the scope of issues to be included in the EIS was determined. Provide backup and reference materials used as references materials when the Draft EIS is released, as appropriate. Describe any existing FRA rules that were applied.<br>d) Describe how the screening criteria factored into the weighting process described in the Scoring – Sensitivity Analysis. Specifically address the relationship between the "Applicant's focus is on financial ... considerations" and "Environmental Considerations." Describe the meaning of the numeric values presented in the table and how these will or will not be carried forward into the EIS. Describe how the specific values used to determine "Recommended for further evaluation" were determined. Describe the party or parties that made this recommendation. (See Scoring – Sensitivity Analysis) | NEPA Process  |
| 1/6/2015   | Jason Funderburk                                    | When will a final choice for a route be made?   | NEPA Process  |

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| 1/9/2015   | Jijad & Zeina Fares, James & Nancy Bittikoffer<br>Darold & Wendy Frederick, Richard & Diane Muller<br>Larry Foyt, Steve & Paula Winter<br>HO Venture, LP, Jimmy & Diane Thomas<br>Cedric & Mary Anne Burgher, Ewing King<br>Steve & Marci Alvis, Jay & Deborah McLeod Sears<br>Josiah "Bo" & Amy Huggins, Roberto & Claudia Contreras<br>Pete & Bonnie Vivian Martinez, Gordon & Isabelle Gsell<br>Charlie Hartland, Emerson & Cecilia Hankamer<br>Beau & Eva Bisso, John & Terri Havens<br>Chuck & Kim Watson, Darren Friedel<br>Darren & Nicole Friedel, Greg Friedel<br>Glenn Hegar, Jr., Glenn A Hegar, Sr.<br>AB Hegar Trust for Glenn Hegar, Sr., Frank Hegar Trust for Glenn Hegar, Sr.<br>Judy Ripple, AB Hegar Trust for Judy Ripple<br>Frank Hegar Trust for Judy Ripple, Ronda Hegar<br>AB Hegar Trust for Ronda Hegar, Frank Hegar Trust for Ronda Hegar<br>Jennifer Ladner, Ryan Ripple<br>Stephen & Kristy Patchett, Kurt S. & Ruth Ann Watzek<br>Robert L Waltrip, Wanda A McGee 1972 Trust<br>Lawrence F Hegar, Mary Lynn Hegar<br>Karen H Cook, L.F. Hegar children's Trust for L.F. Hegar, Jr., M.L. Hegar, K.H. Cook<br>F.L. Hegar nieces and nephews Trust for L.F. Hegar, Jr. M.L. Hegar, K.H. Cook<br>Lawrence Frederick Hegar, III, Arland Lawrence Cook<br>Megan Elizabeth Hanson, Leah Nuco Hegar<br>Kathy Friedel, AB Hegar Trust for Kathy Friedel<br>Frank Hegar Trust for Kathy Friedel | <p>...it is clear that environmental inventory data and environmental impact analyses should be the basis for selecting and/or eliminating alternatives. That is not what appears to have been done in this case. In reviewing the limited information that has been made publicly available regarding the TCR concept and associated planning documents, it appears that the agency has failed to correctly collect, evaluate and utilize ecological and socio-economic impact information in the selection of alternative routes. §</p> <p>In particular, there appears to be a rush to eliminate alternatives down to two proposed routes (and no action) without a full analysis and consideration of environmental and socioeconomic pros and cons of various routes, including the evaluation of more detailed data and information. Alternative pathways that could lessen environmental impact may have been omitted which is contrary to the NEPA process as set out in 40 CFR §1502.14 above. According to Procedures for Considering Environmental Impacts, 64 Fed. Reg. 28545 (May 26, 1999), it is proper that the number of alternatives being considered should decrease as the environmental consideration process proceeds and as analysis reveals that certain alternatives would in fact be unreasonable. p. 28550 (emphasis added). However, it is not proper to eliminate alternatives at the "scoping step" which is the beginning of the EIS process, particularly without having the benefit of certain key data sets and analyses. Simply stated, the EIS process for the TCR is moving forward too fast, and the current decisions relative to alternatives have been made without necessary background information to support such early screening. In this manner, potentially viable alternatives are being eliminated prior to consideration of key environmental and socio-economic data.</p> | NEPA Process  |
| 10/29/2014 | Junius Allen   | I generally support the project. I look forward to hearing about mitigations of environmental impacts. A good project like this between Dallas and Houston can serve as a national model for High Speed Rail and encourage similar developments around the country.  | NEPA Process  |
| 1/6/2015   | Kurt Watzek  | I also question the URS's statements about being unbiased in this study and the resulting decisions. One of their statements was that they will help to make this venture financially viable for this "For Profit" company. I have been in the construction business for over 35 years and I have never heard of a government agency worrying about the financial viability of a private company's business, especially one that is being funded by a foreign company. Even though we were being led to believe in the public hearing that this is a US company, it is being funded by a Japanese company. I would think that the URS would only care about the citizens and environment that will be affected and if it costs the private company more money to keep the train from ruining the lives of people who probably won't ever ride the train.   | NEPA Process  |
| 12/1/2014  | Kyle Workman   | How can you properly evaluate the merits, impacts, and viability of this project without all information available? i.e., which route, elevated, fencing, etc.   | NEPA Process  |
| 12/2/2014  | Kyle Workman   | One thing that I want to point out and everybody may have noticed this or not, I have been to three meetings and it seems to me like the lines between FRA and URS and TCR are blurred. I don't see -- I don't see there being an objective approach to the review of this project, okay? And that's concerning to me because I think it probably plays into the fact that this is really part of a larger initiative, a federal initiative to include rail as something that we all need, okay? And that's probably coming from our White House, would be my submission.  | NEPA Process  |
| 12/3/2014  | Kyle Workman   | So -- and then lastly, it certainly feels like to me, and I appreciate that there's been some effort made this evening to change the tone a little bit as far as the "wes" versus "theys" because previously the meetings were a more collaborative with TCR and seemed very much less than independent or neutral. Tonight, though, I will admit that you did use some more theys and stiff-armed that. I appreciate that, but I think it's evidenced that that collaboration is evident is not stop-bill chart. Like he said, it's a foregone conclusion. I think the rest of us just need to understand how we reached this point without federal government and the State of Texas and URS being neutral in this process. Thank you.   | NEPA Process  |
| 1/9/2015   | Mary Wisnoski  | Mr. Eckels came to the town hall meeting without a current picture of the proposed railway. When asked what the train will look like he provided a picture of Japan's railway from the 60's. We deserve to see what TCR wants to build through our neighborhood. I ask again - Where are the studies? Have they been done? Do they contain positive or negative results? Is this why they have been kept from the people that will have to live with this noise making elevated concrete structure? Is this an oversight or is this intentional? As citizens of the City of Houston and residents of Garden Oaks and Oak Forest we deserve the entire truth and we deserve a vote on such a massive intrusion to our neighborhood and our quality of life.   | NEPA Process  |
| 1/9/2015   | Nora Dedontney   | How were the two current proposed lines chosen from the original nine? There doesn't appear to be any specific information on the website comparing the proposed routes to each other.   | NEPA Process  |
| 10/21/2014 | Oscar Slotboom   | The objective of the environmental study should be to find the straightest, fastest and most efficient route. The objective should NOT be to minimize the environmental impact. This corridor, if built, will exist for hundreds of years into the future so it needs to be the straightest and fastest alignment. I support the utility option for the alignment.   | NEPA Process  |
| 1/8/2015   | Paul W. Han  | <p>According to the Federal Register notice on June 25, 2014, "The primary environmental resources located within the study area that may be affected are: agricultural, residential commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands." Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?</p> <p>I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable alternative routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods. We strongly encourage you to find a safer, less-intrusive route than the one Texas Central Railway has proposed.</p>   | NEPA Process  |

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| 12/2/2014  | Richard Nolte               | I also live in Saddle Creek Forest. And I'm sure y'all are well aware that we're not happy. The impact to our community has been pointed out on not only the equestrian, property values and noise levels. Noise level is huge. You can't do anything about it. We moved out there to get away from the city. About three weeks ago, I was driving back from Houston, 8:30 at night. And my seven-year-old daughter looks at me and says, I'm glad we don't live in the city anymore. I said, Why? It's too bright and too noisy. I like it out here where we live. We can see deer. In the city, the only animal you see are people's pets. I have three other kids. Y'all are going to take that away from us. That's on a personal level. It's not right. It's not fair. Okay? You talk about your environmental impact study. I was told by one of your colleagues that y'all work for us, the people. I would assume that to mean that y'all should be nonbiased. What I've heard tonight is not nonbiased. Okay. You sound very pro railroad. I want to know, URS is funded by TCR. Is that correct? What guarantees the integrity of an environmental impact study funded by TCR? How are you going to prove to us that the impact study you come out with is going to be accurate? Okay. And not in favor of the least expensive option. You yourself said that they want to provide a financially viable project. Okay? I don't care about your finances. I don't care about TCR's finances. I care about my children and my way of life. And y'all are out here messing it up. That's what I want to know, because I -- I'm already convinced that when your EIS comes out, it's not going to benefit me. I want to know how I can be sure that y'all are telling the truth. Thank you. | NEPA Process        |
| 1/8/2015   | Robert and Catherine Hurt   | Please make your voices heard as to the discontent with the people of our neighborhood concerning this issue. My wife and are for progress and know that something must be done to address the massive growth that Texas is experiencing and think that the high speed rail would be a great asset. We do however feel that the process of choice of the train's route and overall impact has been kept out of the eye of the general public, especially the people whose homes and neighborhoods would be impacted the greatest.   | NEPA Process        |
| 1/8/2015   | Roger Timmerman             | Simple studies will not be sufficient for a massive project such as this. Nor should any study conducted by an agency hired by proponents of the company and individuals proposing to install high speed rail be trusted. This is because so far of the guarded secretiveness in which proponents have released information about the high speed rail project to the whole of the population of Texas. An effective distrust has now been established because of this. The Obama administration is also a proponent of high speed rail. Research can quickly be conducted to indicate the profitability of the U.S. government in trying to manage business (i.e. the current debt). Since this has been the case it would be safe to conclude that if this private company and or/individuals be allowed to hire a group to investigate, what would prevent them from paying to influence the outcome of any such study to show favorable results to their desired end. Life so many parts of this high speed rail project, there are no easy solutions.   | NEPA Process        |
| 1/9/2015   | Sally and Mark Jozwiak      | We believe that detailed questions must be asked of Texas Central Railway and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.   | NEPA Process        |
| 12/7/2014  | Scott Reagan                | The environmental impact of the project will be minimal, and most likely will result in an overall positive impact through the reduction of plane flights and individual vehicular commuters. The chosen routes follow existing infrastructure, minimizing impact of operations and construction. The detailed environmental study will recognize wetlands, threatened and endangered species, and cultural resources, allowing the implementation of proper prevention and mitigation for sensitive habitats and areas. The permanent ROW and temporary workspace is a public concern, but following existing infrastructure greatly limits the damages to individual landowners.  | NEPA Process        |
|            | Sierra Club                 | 44. All analyses of environmental, social, and economic factors must be in the EIS. The analyses need to be in the EIS so the public can review, comment on, and understand the analyses. For instance, some of the analyses that must be in the environmental report include wetlands delineation; a mitigation plan for wetlands; an analysis of surface water run-off quality and quantity and effects on streams and overland flow; an archeological and historic field study and mitigation plan; a cumulative impacts mitigation plan; an analysis on habitat fragmentation; and a hydrological analysis.   | NEPA Process        |
| 12/4/2014  | Terry Johnson               | Who at the FRA will be making decisions on which route which studies will be considered and if the rail should go through at all, which of course we all agree it shouldn't. Who at the FAR [sic] will be directing and coordinating the EIS -- EIS process? Who at TxDOT is in charge of coordinating the plenty efforts while supporting the public involvement? According to your slide show the following agencies are required to approve this project: FRA, FHWA, USFWS, USACE, EPA, and the FDA. Who at these agencies will be given the approvals? I want their names. We want to be able to contact them. Thank you.   | NEPA Process        |
| 12/2/2014  | Will Mullins                | Seems like a conflict of interest for you to provide your own EIS?  | NEPA Process        |
| 12/16/2014 | A. Smith                    | In addition to the safety issue, having a high speed rail within a few feet of residential neighborhoods will render an entire community uninhabitable due to noise and vibration and as a result it will severely degrade our property values, not to mention our quality of life.   | Noise and Vibration |
| 1/9/2015   | ACF                         | The train would go through our neighborhoods every 15 minutes from 5:00 AM to 11:00 PM, which would destroy property values and our quality of life because of the <u>incredible amount of noise</u> . Please consider how you would respond (truly respond) if the proposal was to put the HSR through YOUR backyard.  | Noise and Vibration |
| 1/13/2015  | Adam Burns and Karla Olvera | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. The existing tracks in this area are being transitioned into "Quiet Zones," but this proposition would render that a waste of tax-payer dollars.   | Noise and Vibration |
| 10/29/2014 | Alexandra Orzeck            | Ground vibration concerns. 100 ft. wide?  | Noise and Vibration |
| 1/7/2015   | Alicia Nuzzie               | The additional noise is also likely to be a signific not negative impact on these locations.  | Noise and Vibration |
| 1/9/2015   | Allison Drobniak            | Noise: Information has not been provided around any acoustic studies or other regarding the noise damage from the high speed rail. Based on the operation schedule discussed in the information meetings (5:30am-11:00pmoperation schedule with trains expected every 15 minutes due to the bi-directional traffic), this is a SIGNIFICANT increase in noise for impacted areas. How this will affect local residents, wildlife, and businesses is not transparent. This needs to be appropriately addressed.   | Noise and Vibration |
| 1/9/2015   | Allison Drobniak            | Vibration: Based on the potential railway structures presented at recent community information sessions by the TCR representatives, there fails to be clear evidence that the vibrations caused by the trains will not interfere nor cause damage to area foundations / land. I am requesting detailed analysis be provided to the public addressing this concern. Much of the land in Harris County and other parts of the state have poor soil properties which are not conducive to heavy structures without significant reinforcement and preparation. Should piles be required for these structures (highly likely) then that also introduces significant concerns from a construction standpoint especially when the TCR is adamant that the Right of Way for the existing rail lines is more than adequate in most places. This needs to be studied and proven and communicated to the public.   | Noise and Vibration |
| 1/9/2015   | Allison Drobniak            | Vibration: Based on the potential railway structures presented at recent community information sessions by the TCR representatives, there fails to be clear evidence that the vibrations caused by the trains will not interfere nor cause damage to area foundations / land. I am requesting detailed analysis be provided to the public addressing this concern. Much of the land in Harris County and other parts of the state have poor soil properties which are not conducive to heavy structures without significant reinforcement and preparation. Should piles be required for these structures (highly likely) then that also introduces significant concerns from a construction standpoint especially when the TCR is adamant that the Right of Way for the existing rail lines is more than adequate in most places. This needs to be studied and proven and communicated to the public.<br>Noise: Information has not been provided around any acoustic studies or other regarding the noise damage from the high speed rail. Based on the operation schedule discussed in the information meetings (5:30am-11:00pmoperation schedule with trains expected every 15 minutes due to the bi-directional traffic), this is a SIGNIFICANT increase in noise for impacted areas. How this will affect local residents, wildlife, and businesses is not transparent. This needs to be appropriately addressed.  | Noise and Vibration |

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| 12/3/2014  | Allison Matney            | While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system the combined noise and vibration of this elevated train running approximately 17h hours a day, any home adjacent the track would be negatively affected.<br>Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?<br>I urge you to listen to our reasonable concerns about this project ...the aesthetics of an elevated 18 foot track abutting neighborhoods, <b>ground vibrations, noise</b> , and taking of private property to expand the existing railroad tracks, safety and financial issues.  | Noise and Vibration |
| 12/3/2014  | Allison Matney            | While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system, the combined noise and vibration of this elevated train running approximately 17.5 hours a day, any home adjacent to the track would be negatively affected.   | Noise and Vibration |
| 1/6/2015   | Allyne Halstead Awad      | The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks.   | Noise and Vibration |
| 1/9/2015   | Allyson Faist             | In the early 1990's I lived in California and remember the substantial damage a dinner train which ran twice daily caused the local homes in Sonoma due to vibration. The homeowners won a suit that the train could not travel over 10 miles per hour while in neighborhoods. Independence Heights is a historic neighborhood, placing a massive structure in the middle of it would destroy the historic beauty as well as the structures.<br>What studies do have that can prove it is safe to homeowners, both pier and beam or slab, that vibration will not damage the foundation?<br>What noise studies have you performed? How many decibels of noise does the train make and at what speeds? We are already pounded by the freeway noise. (Is this similar to when the county provided us a sound wall? The county provided a video for us to watch that showed how sound walls are not effective unless they are 16 feet and then gave us one that was 10 feet. In other words, is this a waste of all of our time, you are going to do what you want for profit and could care less what you do to me as a homeowner?)<br>This train route runs through a high school and the 34th Street Park. Can you guarantee the safety including the noise decibels?   | Noise and Vibration |
| 1/9/2015   | Amelia Strickling         | We have concerns with the noise level, with the amount of vibration, and the impact on local traffic. Currently, the train that comes through everyday is extremely loud and disruptive. Adding to that the sounds of a high speed rail every fifteen minutes would significantly impact our quality of life in a negative way. The vibrations that would be felt as the massive structure is hurtling toward downtown will also likely cause damage to our foundation over time. I have seen no report or promise that anyone will pay to have the foundation fixed because of constant vibrations. Noise pollution? Constant vibrations?  | Noise and Vibration |
| 1/8/2015   | Amy Ackley                | What about the railway disturbing our cattle, which is our lively hood?? Also our wildlife that uses part of our land as a safe haven?? The vibrations and the noise from the train coming by will definitely keep them away from the tracks, therefore not allowing us to utilize all of our pasture which is needed to feed our cattle.   | Noise and Vibration |
| 1/5/2015   | Amy Hernandez             | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses. | Noise and Vibration |
| 1/9/2015   | Andrea Lancaster          | OSHA noise level exposure. In my field hearing protection is required above 85 decibals. Airplane takeoffs, prop or jet, within 1000 THOUSAND feet require hearing protection. At 100 to 300 feet (130-140 decibels), a single exposure can cause permanent hearing loss, ear drum distortion and ear drum rupture. WHO is buying out BILLIONS of dollars of homes 1000 feet either side of this rail? Mine is 300' away and appraised at half a million. AND/OR. who do I sue for loss of right to HEAR? City of houston (ordinance of 64 decibal daytime, 58 at night)? Some texas commision for endangerment   | Noise and Vibration |
| 1/8/2015   | Andrew & Kimberly Grimmer | ...increase noise and vibration...  | Noise and Vibration |
| 1/9/2015   | Andrew Brown              | I am certain that my family will be significantly impacted by ...noise...   | Noise and Vibration |
| 12/15/2014 | Andrew Fuhrmann           | In addition to the sound and sight pollution, this train will no doubt cost us a fortune in a reduction in our home value.  | Noise and Vibration |
| 1/7/2015   | Andrew Fuhrmann           | ... expected noise levels, level of vibration and effect on foundations,  | Noise and Vibration |
| 11/7/2014  | Ann Staples               | Concerns for people: noise  | Noise and Vibration |
| 1/10/2015  | Anne Fruge                | The train would go through our neighborhoods every 15 minutes from 5:00 AM to 11:00 PM, which would destroy property values and our quality of life because of the incredible amount of noise.  | Noise and Vibration |
| 1/9/2015   | Anne Meschwitz            | I live in the Chateau Forest Subdivision. I don't like the idea of a high speed rail going by our neighborhood. We have a lot of children in this neighborhood and it's a quiet neighborhood. I'm sure there will be noise and added traffic to our area, not to mention bringing a lot of people into our area. Please put this rail somewhere else or be prepared to buy out people with fair market values or more, just for the uprooting inconvenience. We don't want this rail near us. Hear us loud and strong!  | Noise and Vibration |
| 1/6/2015   | Anne Vegsund              | <ul style="list-style-type: none"> <li>• What will be the impact of the vibration that this train causes on the structure of people's homes and businesses? Has there been a survey done regarding this? How far away is the vibration felt for?</li> <li>• What is the environmental impact of the sound of the train has on children, adults, and senior citizens? What is the environmental impact on wild animals in the area? How far away can people hear this train?</li> </ul>  | Noise and Vibration |

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| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Some concerns that should must addressed and studied:<br>Ambient noise levels, level of vibration and their effect on livestock as well as humans, there will be significant visual intrusion   | Noise and Vibration |
| 1/9/2015   | Arthur Madrid   | Noise and Vibrations - For those of us living within a half-mile of the proposed route, there is a major concern about the noise of trains passing by 70 times each day. My wife and I are retired and normally home, so we will hear each train as it passes. Also, we recently spent thousands of dollars leveling the foundation of our home because of the unstable soil in our area. Will the vibrations from this train undo this effort and cause even more damage to our home? There are numerous schools and businesses in the area that will also be impacted. Please require TCR to provide detailed noise and vibration impact studies before approving this project.   | Noise and Vibration |
| 11/20/2014 | Ashley Martindale   | The peace and quiet we have worked our lives to build will now be interrupted by the sound of a train. I could have just paid a lot less and lived next to an already existing train. What about the noise pollution and the environmental price?   | Noise and Vibration |
| 11/22/2014 | Ashley Martindale   | The peace and quiet we have worked our lives to build will now be interrupted by the sound of a train. I could have just paid a lot less and lived next to an already existing train. What about the noise pollution and the environmental price? The noise pollution for landowners seems ambiguous. Exactly how loud is the train?  | Noise and Vibration |
| 1/8/2015   | Barbara Russell   | * The vibration from the constant passage of these trains will cause structural damage to our homes in addition to being a nuisance. In addition, the construction process would impact our neighborhoods.  | Noise and Vibration |
| 1/9/2015   | Barbars Sims  | I think the vibrations will be very detrimental to the foundations of the homes, schools and businesses.  | Noise and Vibration |
| 1/8/2015   | Bem McCosh  | I am a resident of Garden Oaks. My children attend Garden Oaks Montessori Magnet, and our family attends St. Rose of Lima Catholic Church. Garden Oaks and Oak Forest are both neighborhoods with many young families. The church houses a very popular day care, pre-school, and elementary school. Garden Oak Montessori Magnet, which is a public elementary and middle school, is only a block away from the proposed route of the high-speed rail between Houston and Dallas. There are numerous other churches, schools and parks within close proximity to the proposed route. I am concerned for the noise pollution the children living, learning, and playing in the area will experience should the high-speed rail go through this neighborhood. Constant noise pollution has been linked to an increase in autism and other health related issues in infancy and childhood.  | Noise and Vibration |
| 1/7/2015   | Beth Jez  | cause noise pollution   | Noise and Vibration |
| 1/6/2015   | Betty Willis  | My subdivision, Saddle Creek Forest, is in Grimes and Waller counties with a high voltage power easement passing through it. That easement has been designated as a possible route for the Dallas/Houston high speed rail line. I moved to Grimes County after 37 years in Houston for the peace, quiet, wildlife and refreshing country living. I see heavy cost and NO benefit to Grimes County and my subdivision if the HSR passes through Saddle Creek Forest. Enumerated objections are:<br>HSR noise and vibration will replace the quiet environment of the high voltage easement in my subdivision   | Noise and Vibration |
| 1/9/2015   | Bill Denning  | At the Super Neighborhood #22 meeting on December 18, 2014, residents of the affected areas where the proposed route coinciding with existing BNSF tracks is planned, raised questions regarding the safety of the operation. Mr. Eckels responded by saying that 'maintenance will be performed once every 24 hours'.<br>A resident then asked if that means that our residential neighborhoods will be forced to daily endure workers, loud noises, and heavy equipment on streets where families with children live. Mr. Eckels responded by changing the subject.<br>Please stop the Texas Central Railway from coming to Garden Oaks and Oak Forest in Houston, Texas. Its leadership is disingenuous and dishonest.   | Noise and Vibration |
| 1/8/2015   | Bob McDaniel  | The various routes being proposed all have pluses and negatives. I doubt any one who lives within ear shot of the proposed routes will welcome the continuous noise every 15 minutes of a train going by at 150-200 mph. The property values of those in proximity will be harmed and the investments made into homes will be drastically reduced while taxes will be increased due to the promised positive economic impact.   | Noise and Vibration |
| 1/3/2015   | Brandy Graham   | According to the Texas Central Railway proposal trains would leave Houston and Dallas every thirty minutes, which means we could expect a train to pass every 15 minutes. The almost constant noise and vibration would destroy the aesthetic qualities as well as create physical damage to our sub-division.  | Noise and Vibration |
| 1/9/2015   | Brenda Hilton   | The marketing information provided to the public does not adequately address public concerns. The material shows nice sleek train but does not address my concerns as a land owner such as impacts to my property values, <u>noise pollution</u> , light pollution, construction impacts (storm water, mud, etc.), impacts to surrounding roadways etc. The proposed rail structure is a massive above ground steel and concrete eyesore.   | Noise and Vibration |
| 11/15/2014 | Bruce and Shirley Thomas  | At the Corsicana meeting, we were told there would be a north and south track, train speeds of 200+ mph, possibly a train going by every 30-35 minutes during peak hours, but we were not told the decibel level at the train's north/south boundary fence, at 50 yds. or 100 yds. We have lived the majority of our lives in Dallas, Houston, and San Antonio and know urbanites are buying rural land today primarily for leisure activity and to escape the urban environment. A high speed train every 30 minutes or so would be detrimental if close to our property.<br>Without the exact location information, as well as the noise levels information at different distances, I have serious concerns that you are being less than transparent with this vital information and I am concerned therefore, that our wildlife-friendly environment will be impaired, and your needed easement will bring damage to the evaluation on the rest of the property. We would rather the rail ran 3-5 miles to the west of the second power line-the westernmost power line. | Noise and Vibration |
| 1/9/2015   | Bruce Sanderson   | Would you want this looming over the parks and green spaces where your children play? I doubt it.   | Noise and Vibration |
| 1/7/2015   | Carlo Dechiro   | This elevated rail line with trains running every 15 to 30 minutes 18 hours a day at extreme speeds would be an unbelievable and constant disruption to the numerous schools, churches, homes and businesses that are mere feet off the proposed route and make these neighborhoods and city so wonderful. It would further increase noise and vibration and severely harm the high quality livability of these neighborhoods that make up this wonderful city.   | Noise and Vibration |
| 1/9/2015   | Carma L Sullivan  | What about noise?   | Noise and Vibration |
| 1/8/2015   | Carol and Scott Isbell  | We are also concerned about the <u>noise pollution</u> .  | Noise and Vibration |

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| 1/12/2015  | Carol Caul              | FRA should require TCR to commit to compliance with the FRA Noise and Vibration Impact Standards. The FRA published its second "High-Speed Ground Transportation Noise and Vibration Impact Assessment" (2012) with technical analysis.<br>The FRA has both equipment operating standards and moving standards for noise. 49 CFR Part 210. The Scoping process should define what the standards are and should advise stakeholders and attendees whether the FRA will require CTR to commit to comply with the Noise and Vibration standards so that neighborhoods will know and CTR can incorporate those costs into its forecasts. Regardless, the standards still allow for a lot of noise.<br>The FRA published its second "High-Speed Ground Transportation Noise and Vibration Impact Assessment" (2012). It says "This report is the second edition of a guidance manual originally issued in 2005, which presents procedures for predicting and assessing noise and vibration impacts of high-speed ground transportation projects. Projects involving high-speed trains using traditional steel-wheel on steel-rail technology as well as magnetically levitated (maglev) systems are included. Procedures for assessing noise and vibration impacts are provided for different stages of project development, from early planning through preliminary engineering and final design. For both noise and vibration, three levels of analysis are described including a preliminary impact screening, a general assessment and a detailed analysis."<br><a href="https://www.fra.dot.gov/eLib/Details/L04090">https://www.fra.dot.gov/eLib/Details/L04090</a> .<br>Compliance with standards cannot be rolled up into the NEPA documents.<br>The EIS is prepared in accordance with the requirements of NEPA (National Environmental Policy Act, 42 U.S.C. 4321 et seq. NEPA documentation itself has been interpreted in court cases to be a weak action forcing mechanism and principally a procedural guarantee to impacted citizens. But NEPA section 42 U.S. Code § 4334 provides in part: "Nothing in section 4332 or 4333 of this title shall in any way affect the specific statutory obligations of any Federal agency<br>(1) to comply with criteria or standards of environmental quality" | Noise and Vibration |
| 1/11/2015  | Carol Hazel             | What are you doing to make sure that the noise and vibration won't impact the quality of our lives?  | Noise and Vibration |
| 1/8/2015   | Carol Madrid            | Noise and Vibrations - For those of us living within a half-mile of the proposed route, there is a major concern about the noise of trains passing by 70 times each day. My husband and I are retired and normally home, so we will hear each train as it passes. Also, we recently spent thousands of dollars leveling the foundation of our home because of the unstable soil in our area. Will the vibrations from this train undo this effort and cause even more damage to our home? There are numerous schools and businesses in the area that will also be impacted. Please require TCR to provide detailed noise and vibration impact studies before approving this project.   | Noise and Vibration |
| 12/12/2014 | Carolyn and Saul Melger | While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system, the combined noise and vibration of this elevated train running approximately 17.5 hours a day, any home adjacent to the track would be negatively affected. I ask you...would you want an elevated train running behind your home, property, school and playgrounds?   | Noise and Vibration |
| 12/24/2014 | Carrie Robicheaux       | ...all of the transportation noise, construction and other associated issues would be contained in a corridor that is already set aside for / accustomed to that purpose. It now appears this will not be the case. The noise, trash, light pollution and other issues I can't begin to imagine are unwelcome in areas where they are not currently present.   | Noise and Vibration |
| 1/9/2015   | Catherine Winkler       | The noise and vibrations from this train will be deafening.  | Noise and Vibration |
| 1/8/2015   | Cathy Stephen           | The sound and visual impact would be a detriment to the growth of our school as we are "on the tracks."  | Noise and Vibration |
| 1/9/2015   | Cathy Winkler           | The noise and vibrations from this train will be deafening.  | Noise and Vibration |
|            | Chad Prior              | What are the expected noise levels in decibels for every 100ft from HSR Right-of-Way?  | Noise and Vibration |
| 12/4/2014  | Cheryl Fugarty          | I request that the FRA's EIS report include the following categories to be studied: Number 1, noise pollution of the effected residents and businesses;  | Noise and Vibration |
| 1/8/2015   | Cheryl McCosh           | I am concerned for the noise pollution the children living, learning, and playing in the area will experience should the high-speed rail go through this neighborhood. Constant noise pollution has been linked to an increase in autism and other health related issues in infancy and childhood.   | Noise and Vibration |
| 12/31/2014 | Chris Arnold            | Personal: Part of our decision in purchasing the home was that we were told the neighborhood was working on a "quiet zone" similar to what has been done in West University. The decision to place high speed rail through the neighborhood, would obviously prevent a quiet zone... We have one year old son and another on the way. I am concerned about the noise and the children waking up when the train passes.<br>Thank you for your time and consideration. I know this is email is not a determining factor, but I hope this helps you understand the full impact of the options.  | Noise and Vibration |
| 1/9/2015   | Chris Collins           | While we currently have periodic freight train traffic, the proposed HSR would run every 30 minutes in each direction, significantly increasing noise pollution for nearby blocks. If the train is elevated, above the level of any sound absorption by buildings or barriers, the noise pollution will have an even larger impact. ng with the increased noise pollution is the additional vibration from increased rail traffic. Home foundations in the area already suffer from settling and other issues, and the HSR would only accelerate this process.   | Noise and Vibration |
| 1/9/2015   | Chris Komarek           | I am writing this to express my concern regarding the high speed rail project and where it is planning to go through. I live in the Garden Oaks neighborhood of Houston. My children attend Garden Oaks Montessori Magnet, and our family attends St. Rose of Lima Catholic Church. Garden Oaks and Oak Forest are both neighborhoods with many young families. The church houses a very popular day care, pre-school, and elementary school. Garden Oak Montessori Magnet, which is a public elementary and middle school, is only a block away from the proposed route of the high-speed rail between Houston and Dallas. There are numerous other churches, schools and parks within close proximity to the proposed route. I am concerned for the noise pollution the children living, learning, and playing in the area will experience should the high-speed rail go through this neighborhood. Constant noise pollution has been linked to an increase in autism and other health related issues in infancy and childhood.  | Noise and Vibration |
| 1/6/2015   | Christina Windham       | It has no concern for the noise or the vibration effect of residents or animals. The noise and vibration could severely impact livestock and for many residents in between Dallas and Houston, agriculture is a lifelong and family business.  | Noise and Vibration |
| 12/22/2014 | Christine Adams         | The noise from the train and the close proximity of the train to houses, parks, schools, local businesses will destroy the neighborhood. It's bad enough that we are bombarded by noise and cut through traffic from I-45 & 610.   | Noise and Vibration |
| 1/6/2015   | Christine Crotwell      | A project such as the rail line proposed would be a stark and disrespectful contrast to the ideals we hold very dear in our community and, specifically would ... increase noise and vibration (in great abundance compared to what we already experience with current railroad on 34th).  | Noise and Vibration |
| 1/6/2015   | Christine Lukin         | ... increase noise and vibration (in great abundance compared to what we already experience with current railroad on 34th). Trains running for an 18 hour period per day, at 15-30 minute intervals is not neighbor we in Garden Oaks wants to welcome.  | Noise and Vibration |
| 12/3/2014  | Christy Lambricht       | Adding a high-speed train that is elevated above our rooftops would place an undue burden on homeowners, many low to moderate income, of additional noise...   | Noise and Vibration |
| 1/8/2015   | Clara Timmerman         | Concerns about the utility route:<br>The noise level is also a major concern to our environment in this area. Because of our location in the country we have a recreation business that relies on the country environment that city people want to come and relax, get away from the noise and stress of the city atmosphere. We have always been told how beautiful our land is so we developed a retreat for city people to escape their stressful city environment. Now our country environment is being threatened by this HSR project. We feel this is God's country and it is our responsibility to be the custodian to take care of it and give people the opportunity to enjoy Mother Nature at her best. This retreat is priced where middle income people can afford to come and enjoy it and our business is just in its infancy stage with great hopes of success and now we have this project as a major threat to our new business. What we are marketing with the new business will be destroyed by HSR. We also raise cattle and know that the noise will definitely be a negative factor in our breeding program along with other negative impacts to our livestock which offers our major income. I have many more concerns about the possible negative factors of this project to our environment.  | Noise and Vibration |



| Date       | Contact Name                        | Request/Comment  | Comment Topic       |
|------------|-------------------------------------|--|---------------------|
| 1/13/2015  | Cook                                | Moreover, the value of nearby land will likely decrease due to the sight, <b>noise</b> and restricted use of property caused by the high-speed rail.   | Noise and Vibration |
| 1/10/201   | Coty Meibeyer                       | I know that supporters of the HSR have touted that the HSR is supposedly very quiet. However, noise is not the only issue.   | Noise and Vibration |
| 12.3.2014  | Coty Meibeyer                       | I know that supporters of the HSR have touted that the HSR is supposedly very quiet. However, noise is not the only issue.   | Noise and Vibration |
| 1/9/2015   | D Wayne Forster and Janet F Forster | TCR proposes a probable elevated freeway overpass-like railway running above the existing BNSF railway easement. This would result in a massive concrete structure built on top of the existing 5 foot high BNSF railway bed. Total height would be 40 to 50 ft. high including supporting electrical transmission lines for the train. A structure of this nature is more suitable for freeway/industrial corridors, not in neighborhoods. It will loom over the houses and backyards of residents of the neighborhoods.<br>Residents, homes, businesses, schools, churches, daycare facilities, retirement communities, along the route will be exposed to the noise and vibration of the trains passing every 15 minutes, 72 times a day. For the above reasons, the TCR HSR will make adjacent properties if not uninhabitable, at the very least, result in a profound decrease in the value of homes, the most significant investment of a large majority of the families along the route.<br>As stated in the disclaimer at the bottom of TCR's website homepage, Texas Central Railway "TCR will not be the owner, developer, implementer nor operator of the railroad." It appears TCR will not be legally responsible for anything once actual development and building begins. TCR is not a railroad company. TCR is promoting a railroad to international investors, at the expense of local homeowners. | Noise and Vibration |
| 1/7/2015   | Dan DuPriest                        | While I believe the high speed rail could possibly ease travel between Dallas and Houston and positively impact commerce, it would negatively impact the residential neighborhoods within the proposed route. The neighborhoods in question are currently trying to revitalize and increase property value along with attracting business opportunities within the community. It would impact families and businesses with noise and emission pollution, not to mention the towering overpasses not to far from homes are imposing. I could not imagine a train passing by my home every 15 min!   | Noise and Vibration |
| 12/2/2014  | Dani Moore                          | Our primary residence is located in Saddle Creek Forest. We also own 2 additional 1 1/2 acre lots in Saddle Creek Forest (SCF). I also own a 1 1.2 acre commercial property adjacent to the power line. My primary concern, other than reduced property values, is noise - we bought out in SCF because it is so quiet.  | Noise and Vibration |
| 1/6/015    | Daniel Cheng                        | As you can imagine, having a high speed train passing in the neighborhood brings up a lot of concerns about noise. And the only mitigation for noise would be to raise the rail way, or build a large wall. Either one of those options will not be Aesthetically pleasing.  | Noise and Vibration |
| 1/6/2015   | David and Linda Cato                | Many homes would not be able to be enjoyed due to noise...   | Noise and Vibration |
| 1/7/2015   | David Bell                          | We are firmly opposed to this proposed BNSF route through various residential neighborhoods. This project would create disruption, deteriorate schools along the path, add noise/sight pollution, depreciate property values, let alone the increased risk of accidents causing injury or death.   | Noise and Vibration |
| 12/10/2014 | Debbie Okin                         | The noise pollution will continue after construction with High Speed Train running from 5:30 am to 11:30 pm.   | Noise and Vibration |
| 1/5/2015   | Debbie Strang                       | There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes, schools, churches and businesses near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate.<br>The noise from the HSR as it passes could be compared to the sound of an airplane leaving the airport. Should the freight derail, it will more than likely damage the track and supports of the HSR. Has this been attempted anywhere else in the world? I cannot find any documentation to find out how this issue would be handled. We cannot let this experiment go through residential areas. A quiet zone through my neighborhood is supposed to go into effect this month along the BNSF rail. Construction of a High-Speed Rail will make this large project useless and a waste of tax-payer dollars.   | Noise and Vibration |
| 1/7/2015   | Deborah Pfeiffer-Traum              | I am concerned about the effects of vibration...   | Noise and Vibration |
| 1/7/2015   | Dennis Paul Reed                    | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.                        | Noise and Vibration |
| 1/8/2015   | Diana Endris                        | The noise pollution will directly affect Montgomery ISD schools and proposed schools in the area as well.  | Noise and Vibration |
| 1/7/2015   | Diane Simmons                       | ...while noise and this massive infrastructure in our area would NOT benefit any residents or small business owners who would be affected.   | Noise and Vibration |
| 12/1/2014  | Dianne Epps                         | I live on Epps Road in Palmer, and from this map back here, both lines go right straight through my property. I want to know what the environmental impact on the humans is going to be about this because according to the lady back there, it's anywhere from 65 to 80 decibels for this train, and you're running from 5:30 to 11:30 every day. 5:30 is before I get up; 11:30 is right after I go to bed. I'm going to be awake all the time. My husband is home all day. He's been on this property for sixty-seven years.  | Noise and Vibration |
| 1/8/2015   | Didier Bedel                        | 1. Where can the noise mapping of both elevated and ground tracks be found?  | Noise and Vibration |
| 1/5/2015   | Donald R. Wasson                    | There have been no studies to show how the vibrations from the elevated bullet train will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. The noise from the High-Speed Rail as it passes, sounds like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be deemed inhabitable and unsellable. When one cannot sell their home or it is destroyed, property values will decrease throughout the community.<br>There are 7 schools in the Oak Forest area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. The noise and vibrations from the bullet train will affect the students learning ability, not to mention what the vibrations may be doing to the building, leading it to be deemed unsafe. Also, many of these schools would be in jeopardy of losing their land and sporting facilities to eminent domain.   | Noise and Vibration |
| 1/7/2015   | Donna Henson                        | There are several schools on this route that are next to where this high speed train on a raised heavy duty structure with wires running above it will run, and the noise, vibration and distraction is not conducive to learning or anything else. Would you want your kids exposed to this? A new high rise retirement community sits on the same stretch as schools, churches, the YMCA and an adult daycare center. There will be no more peaceful neighborhoods in the area if this high speed train runs every 30 minutes through it.  | Noise and Vibration |
| 11/10/2014 | Dorothy Parungao                    | The serene tranquility that we fell in love with when we first visited this property will soon be poisoned by the roar of the train every 30 minutes .<br>Is there going to be some sort of acoustical fence built to lessen the noise impacts?  | Noise and Vibration |
| 12/3/2014  | Dorothy Yeats                       | Noise Level?   | Noise and Vibration |

| Date       | Contact Name                          | Request/Comment  | Comment Topic       |
|------------|---------------------------------------|--|---------------------|
| 1/9/2015   | Doug Villaescusa                      | I live in the First Ward which is in between the two proposed routes leading in to down town. I am 1.5 blocks from the south track and 2.5 blocks from the north track. I have done extensive research into the established HSR lines overseas and I am now very concerned about the vibrations I will each as the HSR pulls in to Houston and as the HSR pulls out of Houston. I've been told that I should expect a train to pass by my house every 15 minutes. It is well documented that these trains create a large amount of seismic vibration.<br>As the HSR brakes to enter the station, how far away from the rail line will vibrations be felt?<br>Have you done any studies on the impact these vibrations are going to have to the communities the HSR passes through? If so what are your findings?<br>Once the HSR has reached top speed, how far away from the rail line will vibrations be felt?<br>As the HSR leaves the station, how far away from the rail line will vibrations be felt?<br>They are also constantly telling us about how quiet the HSR is but they have conveniently failed to mention the massive seismic vibrations that are created every time the HSR brakes as it approaches the station.   | Noise and Vibration |
| 12/3/2014  | Douglas Miller                        | The train will grossly affect trees, cattle, wildlife, people and not to mention the noise and the wind rush. It will disrupt fire, law enforcement, emergency response, school buses, farm and ranch operations, add to noise and air pollution...  | Noise and Vibration |
| 1/9/2015   | Dr. and Mrs. Michael Shoemaker        | Noise traffic of trains coming through residential neighborhoods every 30 minutes, and the impact this will have on our community.   | Noise and Vibration |
| 1/6/2015   | Dustin Kerr                           | I'm a concerned homeowner which my property backs up to the tracks on 34th st. I would like a few questions answered: What will be the vibrations of the train and how far will they be felt?  | Noise and Vibration |
| 1/7/2015   | Dustin Kerr                           | The noise resulting from the HSR, while advertised as "quiet", will not only impact those properties directly adjacent to the rail easements and/or right of ways, but also those properties within several miles of the rail line. No noise studies, impact or findings have been provided to the neighborhoods in and around the BNSF rail line such that the property owners are able to effectively comment (except to provide generalized opposition). The vibrations from the HSR will only add to that which is already presented by the freight trains using the BNSF rail line. This could result in significant damage to the land, environment, animal life, as well as surrounding residential properties.<br>No vibration studies, shock findings, engineering reports, analyses and conclusions have been provided to the property owners and neighborhoods that will be affected by the HSR. As a result, the neighborhoods, property owners, and others (including businesses) do not have the opportunity to effective comment (except to provide generalized opposition).  | Noise and Vibration |
| 1/6/2015   | Ed and Sue Walmsley Amash             | As a resident of Garden Oaks and living one block away from where the proposed railway would come past our home, I am totally against this project coming through our quiet and long established neighborhood. Of particular concern is the disruption this would cause both immediately with construction and for the long term. The idea of a 40-50 foot structure supporting a high speed rail going right through our neighborhood every 15-30 minutes would totally destroy the character of one of Houston's older neighborhoods. The sound and vibration disturbance would greatly affect the quality of life here. The limited width of the easement here cannot even support this in my opinion. For the homes that back up to the easement, they would literally be underneath this huge, high structure. It is unclear about how the easement area would be widened. What effect will this have on the tall pine and oak trees we have in our neighborhood and the ecosystem it supports directly adjacent to the proposed route? Taking public land for a private venture also concerns me greatly as there would be little incentive to minimize the impact.<br>This proposal is a bad idea and needs to be scrapped. This rail system needs to be constructed along routes that do not disturb existing neighborhoods. There are existing ways to do this, even it if means commuters might have to do a bit of travelling to get to the endpoint. | Noise and Vibration |
| 1/8/2015   | Elaine Rachac                         | The negatives as I see it will be NOISE and just the addition of it in our landscape.  | Noise and Vibration |
| 1/9/2015   | Elected Official - Ben Leman          | WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the impact of noise and other emissions from the train to the peace and welfare of its citizens and the rural environment of Grimes County, Texas;   | Noise and Vibration |
| 1/13/2015  | Elected Official - Senator Schwertner | The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.  | Noise and Vibration |
| 1/8/2015   | Elected Official<br>Amy Peck - CNL    | As Houston City Council Member for District A, I am writing on behalf of my constituents in regards to the proposed high speed rail from Dallas to Houston. While I support the idea of a high speed rail in general, I am concerned about the proposed plan. Two of the proposed routes go through parts of District A The established neighborhoods in these areas could be impacted enormously . While I am aware that the plans are still in the very early stages, there are many questions that need to be answered in the Environmental Impact Statement (EIS). I am concerned that the noise level and the vibrations of the train will be a detriment to the established neighborhoods.   | Noise and Vibration |
| 1/6/2015   | Elisa Cuellar                         | That will be taken away with them introduction of a high speed train that is elevated and... and heard from every house in Section One.  | Noise and Vibration |
| 1/6/2015   | Elizabeth Newton Hayes                | ...what kind of decibel level noise is typical and how does that compare to the current train traffic (and during what times of day)? Will I feel our house shake more?  | Noise and Vibration |
| 12/4/2014  | Elizabeth Robinson                    | noise pollution  | Noise and Vibration |
| 12/3/2014  | Elizabeth Wanner, MD                  | I want to understand if the high speed rail coarses by our subdivision. What is the vibration and sound pollution effect?  | Noise and Vibration |
| 1/6/2015   | Ellen R. Cohen                        |  | Noise and Vibration |
| 10/27/2014 | Elvert Seiber                         | There is serious concern that some of our lesser travelled county roads will be closed or re-routed to accommodate new track route. For the persons involved, this could pose serious problems in cases of emergency. Increased noise levels in the vicinity of new tracks could pose problems in the area of lowered property values, and discomfort for residents.   | Noise and Vibration |
| 1/6/2015   | Emily Bugaj                           | I live adjacent to the W 34th Street train track. The rail traffic every 15 to 30 minutes would cause harm to me due to the loudness of the increased rail traffic and the vibrations to my home and property from the increased rail traffic.   | Noise and Vibration |
| 1/9/2015   | Emma Kerr                             | The noise resulting from the HSR, while advertised as "quiet", will not only impact those properties directly adjacent to the rail easements and/or right of ways, but also those properties within several miles of the rail line.<br>No noise studies, impact or findings have been provided to the neighborhoods in and around the BNSF rail line such that the property owners are unable to effectively comment (except to provide generalized opposition).<br>The vibrations from the HSR will only add to that which is already presented by the freight trains using the BNSF rail line. This could result in significant damage to the land, environment, animal life, as well as surrounding residential properties.<br>No vibration studies, shock findings, engineering reports, analyses and conclusions have been provided to the property owners and neighborhoods that will be affected by the HSR. As a result, the neighborhoods, property owners, and others (including businesses) do not have the opportunity to effectively comment (except to provide generalized opposition).  | Noise and Vibration |
| 1/6/2015   | Erin Palkot                           | Additionally, there has been no clear information given on the impact of the vibrations from the high speed rail, which is purportedly planned to run every thirty minutes, on the slab foundations.   | Noise and Vibration |
| 1/9/2015   | Ernest D Fruge                        | There are obvious noise and vibrations concerns – there have been no studies that demonstrate that this rail operation would not damage our foundations.   | Noise and Vibration |
| 1/7/2015   | Ernest Fruge                          | I and my family are adamantly opposed to the proposed rail line route that runs through the Garden Oaks subdivision in north central 3. There are obvious noise and vibrations concerns – there have been no studies that demonstrate that this rail operation would not damage our foundations.   | Noise and Vibration |
| 12/25/2014 | Eugene and Delmy Karagodin            | We are already suffering from the noise caused by BNSF railroad running its trains day and night with no quiet zone requirement. Adding a high-speed Shinkansen on top of it would increase stress level of the residents many fold, with trains running every 30 minutes north and every 30 minutes south.  | Noise and Vibration |

| Date       | Contact Name                        | Request/Comment  | Comment Topic       |
|------------|-------------------------------------|--|---------------------|
| 1/9/2015   | Eva Anderson                        | I live in the Bayou Bend Subdivision and my house backs up to the already existing railroad track. My family and I must tolerate the trains that run on the tracks on a daily basis - they are loud, shake the earth around our home, cause pictures hanging on the walls to move out of place, and the conductors, with no regard to the residential areas around them, blow the train whistles at all hours of the day and night, waking us from our sleep. I am deeply concerned with Texas Central Railway's proposed use of the very same track for a high-speed rail as it will only further interfere with our right to quiet enjoyment of our home, lower our property values, and severely harm the livability of our neighborhood with its increased noise and vibration, not to mention any safety considerations with such a monstrosity. Further, I am opposed to the Federal Railroad Administration and Texas Central Railway acquiring private homes and urban land through eminent domain for private for-profit rail when there are other viable alternative routes that exist which can achieve their transportation goals. I am equally concerned with the environmental impact issues which arise and which should be completely researched and evaluated before even considering such a proposal.  | Noise and Vibration |
| 11/18/2014 | Felix Zacarias                      | I do not need the additional noise...  | Noise and Vibration |
| 1/8/2015   | Frances Rose                        | ...additional noise will make it unbearable.   | Noise and Vibration |
| 12/2/2014  | Frank Comly                         | The noise and vibration will spook horses and potentially injure riders. Noise and vibration will adversely affect residents seven days a week, 18 to 19 hours a day, four times an hour. That's 76 trains going through that utility corridor in a day. Residents within sight or sound of the trains will not be able to keep, train, or ride horses because they'll be spooked four times an hour, 18 to 19 hours a day.  | Noise and Vibration |
| 12/2/2014  | Frank Johnson                       | I've just returned from a Public scoping meeting in Jewett. Not impressed at all with the information given. I live approximately 12000ft from the projected route. My thoughts are the drivers behind this project do NOT understand how it will effect the land owners that they plan on forcing this upon. Personally I moved from Houston Metropolitan area to get AWAY from the noise of the city. Now I have the potential of hearing a roaring train every 30 minutes for the rest of my life, That sucks. On a calm evening I can hear people casually talking more than half a mile away across the lake, so I know this train will create considerable noise pollution.  | Noise and Vibration |
| 12/4/2014  | Gayle Grubbs                        | I speak for the Shiro Presbyterian Church and since the Shiro United Methodist and the Shiro Baptist members have left, I will include them. When the BNSF freight trains roll through on a Sunday morning, we cannot hear. We cannot follow the literature. The sounds of a train drown out our hymns, our prayers, and they interrupt my sermons. I do not think that the Lord looks on train noise as a joyful noise.   | Noise and Vibration |
| 11/19/2014 | George Chen                         | The rural life is a quiet and peaceful way of living. The noise impact would be the greatest in those areas where it is usually quiet to begin with.   | Noise and Vibration |
| 1/9/2015   | George Craig                        | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.  | Noise and Vibration |
| 1/7/2015   | Gillian & Tony Cawte                | Concerns<br>Reports from Japan are showing that their high speed lines (on which the Texas trains will be based) are manifesting serious and worrying social and health problems due to the low frequency vibrations produced by HSR. This includes arrhythmia, chronic insomnia, sudden aggression and elevated suicide rates caused by low frequency vibrations.<br>Australia was planning to start constructing HSR commencing 2010 but has put the project on hold due to the deleterious health and structural reports coming out of Japan<br>Deterioration in hearing for local residents.<br>Lack of sleep for rural residents – If last train is 11.30 from terminal then 12.30-1am is its last pass through rural Texas Counties – then start passing again every 15 minutes within 5 hours. There are plenty of medical studies on internet about the deleterious health effects of enforcing only 4-5 hours sleep a night.<br>Comment<br>It should be inconceivable that High Speed Rail would be proposed for Texas when the health and other associated problems for communities along such a line are so well researched and documented for other countries. In Japan they have already started to regret introducing HSR because of the awful socio-economic problems beginning to manifest themselves.<br>Why would Texas want to allow speculators to build problems for Texans when the clear warnings from other countries enable us to avoid building a rail line which would only benefit a few people in a couple of cities and destroy the lives of people in communities the length of the State?<br>Question (1) Does TCR plan to design and build a sophisticated and extensive vibration baffle either side of the track to protect residents, farm stock and wildlife from the deleterious effects of noise and vibration pollution?<br>How exactly does TCR plan to avoid/alleviate the health problems into communities along a rail route that they have been warned they will be introducing by building HSR? TCR cannot make the Japanese excuse "we did not know the dangers before we built". | Noise and Vibration |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte | Question (1) Does TCR plan to design and build a sophisticated and extensive vibration baffle either side of the track to protect residents, farm stock and wildlife from the deleterious effects of noise and vibration pollution?<br>Reports from Japan are showing that their high speed lines (on which the Texas trains will be based) are manifesting serious and worrying social and structural problems in addition to the documented health problems. Low frequency vibrations cause resonance and sheering in even specially-designed structures.<br>According to studies of existing HSR systems, noise and vibrations in excess of 90dB are produced each time a train passes. Noise alone will be a severe annoyance for people living along the track, even at considerable distances as the lower frequency vibrations and noise associated with HSR carry long distances. Property owners purchased their homesteads in rural Texas to enjoy the rural peace and quiet. Induced structural problems are totally unacceptable.<br>Constant Noise and Vibration will either drive away or cause lack of procreation for local endangered and Federally protected species. (See section on Wildlife)<br>Passing sudden noise is related to rural safety – ie causing horses to throw riders   | Noise and Vibration |
| 1/5/2015   | Gillian B Cawte                     | Does TCR plan to design and build a sophisticated and extensive vibration baffle either side of the track to protect residents, farm stock and wildlife from the deleterious effects of noise and vibration pollution?   | Noise and Vibration |
| 12/2/2014  | Gillian Cawte                       | As a basis for these scientific and controlled studies, it has been established that even if audible sound levels can be kept below 10 decibels each time a train passes, vibration caused by the train will peak at levels greater than 70 decibels and at least three very low frequency ranges. These very low frequencies tend not to be attenuated by structures, but floors and walls will resonate and amplify low frequency vibrations, thus carrying them considerable distances. This resonance has been proved to cause shearing in structures and directly associated with health problems.  | Noise and Vibration |
| 12/1/2014  | Gina Greenslate                     | ... ground vibrations, noise...  | Noise and Vibration |

| Date       | Contact Name                                | Request/Comment  | Comment Topic       |
|------------|---|--|---------------------|
| 1/6/2015   | Gina Johnson                                | TCR hasn't been able to specifically give nearby homeowners the decibel level of moving trains. While we have watched online video content of the Japan high speed bullet train, we don't know exact impact on our communities and homes. Will sound barriers installed? If so, at what height will they be erected? We need to know this fact before the project route is determined. Many of the historic homes in Independence Heights, Garden Oaks and Oak Forest are pier-and-beam, not slab foundation. Our established homes are very susceptible to shifting ground movement. What impact will have rail vibrations have on our home foundation? No one from TCR has been able to answer this question. Have there been studies conducted to show how the vibrations from the elevated HSR will affect the structures and foundations of homes near the railway? We need to know this fact before the project route is determined.   | Noise and Vibration |
| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | Please address how the natural and human elements listed below will be impacted by the construction and operation of a HSR system. The utility corridor does bisect our land (as well as others land). Humans:<br>1) almost continuous noise,  | Noise and Vibration |
| 10/31/2014 | Glenn Beckendorff                           | ... noise level...   | Noise and Vibration |
| 1/9/2015   | Greg Lukin                                  | We have not been provided any studies to show how the vibrations from the construction of the tracks and the operation of the tracks and trains themselves—whether or not elevated—will affect the structures and foundations of homes and other buildings and structures near the HSR. Houston's soil is different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. The FRA and TxDOT should require TCR to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures. We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood more than 60 times a day, homes nearby would be viewed as uninhabitable and unsellable to Houston residents, further decreasing neighborhood property values and the tax revenue based on property values. Furthermore, there are at least seven schools that could be affected by the noise and vibrations. The FRA and TxDOT should require TCR to provide detailed noise and vibration surveys with estimates of the noise impacts at the noise-sensitive areas, including residences, schools and businesses. | Noise and Vibration |
| 1/5/2015   | hjobinson                                   | I doubt that you will receive a reply to your questions as Texas Central Rail are well aware of the health problems and damage to property caused by vibrations and noise from these trains, so they will ignore you and just go ahead. The problems associated with high speed rail are well documented and are very worrying.  | Noise and Vibration |
| 12/11/2014 | Howard Okin                                 | Not to mention the vibration and noise that we will have to feel and here 30 to 60 times per day.  | Noise and Vibration |
| 12/23/2014 | Howard Robinson                             | There have been numerous studies conducted in other countries, including Japan which is the system intend for use by Texas Central Railway, that have found that there is an unacceptable risk to health associated to the running of high speed trains which cannot be overcome. The main cause for concern into health problems caused by high speed trains are those directly concerned to the persistent exposure to low frequency vibrations associated with the running of the trains. Long term exposure to low frequency vibrations such as is caused by high speed rail trains will cause physical sickness, an inability to lie down due to a roaring in the head, and chronic insomnia. Studies also show that intolerable aggression and an increased rate of suicide is associated to the vibrations caused by these vibrations. By building a high speed rail, Texas Central Railway would be contributing to the ill health of Texans purely for the financial gain of a few individuals, who may well in time be foreign. This aspect needs further study and a more transparent policy by Texas Central Railway before the line is even considered yet alone constructed. These vibrations, also know a infrasound, tend not to be diminished by structures but are indeed amplified by them thus increasing the distance traveled. These vibrations have been shown to cause considerable damage to property and structures even a considerable away from the original source.                   | Noise and Vibration |
| 1/8/2015   | Ian Penfold                                 | Increased noise and vibration are inevitable. The track will run very close to several parks (Graham Park, American Legion Park, Oak Forest Park, GOMM Spark Park), schools/daycares (Garden Oaks Baptist Daycare, Garden Oaks Montessori Magnet, Saint Rose of Lima, YMCA, Waltrip High School, Lutheran High) and places of worship (St. Rose, Garden Oaks Baptist, Glad Temple Memorial Church, Potter's House Christian Church, Hare Krishna Temple). Both indoor and outdoor activities at these facilities will be severely impacted by noise and vibration.   | Noise and Vibration |
| 1/9/2015   | ibrother7                                   | *Where are the noise/vibration/environmental impact studies?   | Noise and Vibration |
| 1/10/2015  | J.E. Thomas                                 | Noise<br>Describe the construction noise levels experienced by adjacent property owners at various distances.<br>Describe the operational noise levels experienced by adjacent property owners at various distances and various speeds. Include noise generated at 205 mph. Describe noise generated at each proposed grade crossing by train horns, crossing arms, etc. Describe alternatives for avoidance, minimization, and mitigation of noise at these grade crossing locations.<br>Describe anticipated speeds for each portion of each alternative. Describe assumptions used to determine speed limits for urban, suburban, and rural areas.<br>Describe the noise levels anticipated at grade crossings.<br>Describe the distance required for noise generated by the train and grade crossings to attenuate to background levels. Include average and maximum noise for outdoor areas. Describe models and assumptions used.<br>Describe proposed noise mitigation measures, including noise walls, and how the need for these will be determined based on existing or similar criteria used for transportation projects in Texas, addressing specifically TxDOT's or FHWA's highway noise criteria for comparison.<br>Describe the number of schools, churches, residences and all other noise-sensitive receivers within the area of potential effect.  | Noise and Vibration |
| 12/1/2014  | Jack Kelley                                 | There would be excessive noise [noise] to nearby residents.  | Noise and Vibration |
| 1/8/2015   | Jack van Zeelst                             | ...increase noise and vibration dramatically.  | Noise and Vibration |
| 12/3/2014  | Jacquelyn Hornell                           | I oppose the direct noise impact to my family and to other people and wildlife in the Waller and Grimes County areas.  | Noise and Vibration |
| 1/6/2015   | Jamie Emory Trevino                         | There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?<br>1. Noise pollution and danger to health caused by trains passing every 15 minutes throughout the day. <a href="http://www.jtdweb.org/journal/2013/7.pdf">http://www.jtdweb.org/journal/2013/7.pdf</a><br>2. Vibration causing damage to facilities<br>3. Use of children's playground will become unbearable due to noise and vibration<br>4. Rail company states trains will be quite and vibration free. How do they know this before line is built and trains are running? More data required.<br>5. Use of the community swimming pool will become unbearable due to noise and vibration.   | Noise and Vibration |
| 1/8/2015   | Jan Garver                                  | Let me begin by saying I have nothing against high speed rail. Done right, I think it could be a positive move. However, I have several concerns about the proposal for a high speed train between Dallas and Houston as it currently stands.<br>1. How is the noise going to be mitigated? There are two proposed routes that are "preferred", and both go through neighborhoods. There are ways to minimize the sound that I've seen online - which of these are going to be used?   | Noise and Vibration |
| 1/5/2015   | Jane Ann Durbin                             | I am writing to voice my family's view Against the proposed HSR project. We purchased land and moved to Leon County when we retired. We had lived in the metropolitan area and were delighted to leave the city life behind. We moved to the country for the peaceful and quiet environment that it provided. We are small cattle producers. Most of the cattle raised in Texas come from herds of 50 or less. We bought our land as an investment and an inheritance that could be passed on to future generations. We worked hard, saved our money, retired to Leon County and country life. We were expecting to live the rest of our lives on our land fulfilling our hard earned dream. I have personally witnessed the noise pollution caused by the high speed trains when visiting London. I never ever thought that noise pollution in rural central Texas would be something that would threaten our peaceful lifestyle.   | Noise and Vibration |

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| 1/9/2015   | Jane Martin             | It would also increase_noise leve..  | Noise and Vibration |
| 10/23/2014 | Janet and William Jones | Chruchs at the Town of Flynn Sunday noise?   | Noise and Vibration |
| 11/23/2014 | Janet Davis             | ... quality of life would be greatly diminished, with trains running almost continuously. (I can't even imagine how much the houses would shake.)  | Noise and Vibration |
| 1/5/2015   | Janet L. Davis          | The local wildlife (including migratory birds) and residents' horses no doubt would be negatively affected by the noisy, vibrating, speeding trains.   | Noise and Vibration |
| 1/8/2015   | Janette Dennis          | As a homeowner affected by the possible TCR route, going through the St. Beulah Area in Montgomery County I am against the TCR Project. Listed below are the following reasons for objection: Noise leve. L  | Noise and Vibration |
| 1/6/2015   | Janice S Martinez       | ...cause significant noise pollution to residents trying to enjoy their backyards.   | Noise and Vibration |
| 1/6/2015   | Jason Funderburk        | How much noise and ground vibration will the trains create? Once my neighborhood is ruined, and the home that I built in 2008 loses its value, who will compensate me for this large loss? Many families here have built and but a large investments in their homes.<br>When will a final choice for a route be made? When would construction start, and when would it end? What known health concerns exist by building and operating this system exist? What unknown/unconfirmed/studies exist that might show other possible health concerns living blocks away from this type of system?   | Noise and Vibration |
| 1/8/2015   | Jason Funderburk        | How much noise will be made? How much vibrations will be made? How far can they be felt? When you destroy the pleasntry of my neighborhood (Garden Oaks), who will compensate me for the loss in property value. When will a final choice/route selection be made? When would construciton begin and end? What known and unknown health concerns exist to families living in close procimity to this powered rail way?   | Noise and Vibration |
| 1/6/2015   | Jason Theriot           | This proposed rail project would not in any way benefit the citizens of these flourishing communities. Instead, the ...constant noise pollution, would lower property values... and harm the viability and livability that these neighborhoods have worked so hard to achieve.   | Noise and Vibration |
| 1/9/2015   | Jaunda Payne            | Will it be as loud as an airplane? As loud as Metro bus constantly driving by? Or as loud as a freight train? The City of Houston previously promised our community that train whistles would not be allowed through our area at night but that promise has never been fulfilled. This fact, leaves me with little belief that if the high-speed rail would prove to be louder than initially proposed, our community would be left to suffer as we already do, but obviously in greater proportion.<br>Second, how will the vibration from the train affect homeowners/business owners located near the HSR train? Geologically speaking Houston is simply alluvial sediment from the Rockies – a mud pit. This creates concerns on many levels. If most homeowners suffer foundation damage from our intense droughts, the potential of vibrational damage from the HSR train could be catastrophic. Has this type of train system been implemented in similar soil conditions as in the City of Houston? If it has can you supply this data for review?<br>The trains' path will skirt around at least seven schools in our area. How will safety of children be addressed? How will this affect students ability to concentrate – if the noise and vibrations are heard from inside old buildings? There was mention of a fence that could be used in safety of the train.   | Noise and Vibration |
| 1/9/2015   | Jeffrey C Fye           | Noise and Vibration Impacts. We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off.<br>Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.   | Noise and Vibration |
| 12/9/2014  | Jen Ledesma             | The frequency of the train passing only a block from my house every half hour from 5AM to 11PM will cause constant noise and vibration every moment in my life.  | Noise and Vibration |
| 1/6/2015   | Jennifer Funderburk     | Running these lines through peaceful neighborhoods will greatly impact our quality of life. The constant vibration and noise pollution would be much different and more constant than the current rail system, which many people enjoy and find add charm to the neighborhoods. A massive High Speed Rail would completely change the face of our neighborhoods, for the worse.  | Noise and Vibration |
| 12/17/2014 | Jennifer Garcia         | I have a son who attends St Rose of Lima School which is directly adjacent to the rail lines. I cannot foresee how effective teaching will be carried out amidst the constant noise and vibration of a high speed rail line. That does not even address the safety concerns that this would raise for the children.  | Noise and Vibration |
| 1/5/2015   | Jennifer Hayes          | Furthermore, Texas Central Railway has not appropriately addressed noise and vibration concerns that will impact residences, schools, and business. I can only imaging the noise and vibrations that will come from a rail line that runs at 200+ mph approximately 70 times per day. Nearby residential properties will be viewed as undesirable and uninhabitable, further decreasing property values. Additionally, there are at least 7 schools that I believe will be impacted by the noise and vibrations as well. The existing tracks in this area are being transitioned into "Quiet Zones", however this proposition would render those efforts useless and a waste of tax-payer dollars.   | Noise and Vibration |
| 1/8/2015   | Jerry Peruchini         | As the City of Houston's Mayor Pro-Tem and Council Member representing District H, I write to express concerns with the currently proposed routes for Texas Central Railway's proposed high-speed rail line connecting Houston and Dallas. While I am a proponent of innovative transportation concepts like the high-speed rail line and envision a very successful Houston – Dallas connection, it is imperative that my constituents are able to have their concerns addressed before any further action is taken.<br>Over the last few months, Houstonians have become informed on the proposed high-speed rail line through a series of presentations to our City Council and to our communities by the private Texas Central High-Speed Railway. While I commend Judge Robert Eckels and their entire team for their efforts to inform our citizens and to hear community concerns, I would like to see comprehensive plans that address major issues raised by District H residents, some of which are:<br>Potential for decreased property values and burdensome right-of-way acquisitions.<br>Blighted neighborhood aesthetics caused by the elevated rails running continuously each day.<br><b>Noise pollution and vibrations caused by the proximity of the proposed routes to our neighborhoods.</b><br>Lack of interconnectivity to existing public transit options, lack of consideration of existing neighborhood transportation plans.<br>As this proposed project moves forward, I would like to encourage Texas Central High-Speed Railway to address the concerns recapped above and to take advantage of existing major transportation corridors like I-610 and I-45 to connect Houston and Dallas. As our cities continue to grow, this increased interconnectivity has the potential to positively impact our entire state; let us ensure that our communities remain at the table throughout the process.<br>Should you have any questions, please do not hesitate to contact me directly. | Noise and Vibration |
| 1/7/2015   | Jewett Brown            | Let's talk about noise and frequency. Sure, we already have a freight train that toots its horn at 4:15 AM in the morning. Most of the time it is once per day, sometimes it is twice per day. The proposed overhead train although a little bit quieter, is supposed to move through Oak forest every 30 minutes. So we hear a whoosh every 30 minutes. Very unnerving! The human brain anticipates when noise is present so often, thus sleep would be extremely difficult. So we're looking at something short of Chinese water torture.<br>While it might sound like a cool idea on the surface, high-tech, all that good stuff, for the convenience of a few, it would disrupt hundreds of thousands of lives not only in our community but all those folks between here and Dallas putting up with more noise at these extremely short intervals! This is a horrible idea! Please do not do this!  | Noise and Vibration |

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| 1/9/2015   | Jijad & Zeina Fares, James & Nancy Bittikoffer<br>Darold & Wendy Frederick, Richard & Diane Muller<br>Larry Foyt, Steve & Paula Winter<br>HO Venture, LP, Jimmy & Diane Thomas<br>Cedric & Mary Anne Burgher, Ewing King<br>Steve & Marci Alvis, Jay & Deborah McLeod Sears<br>Josiah "Bo" & Amy Huggins, Roberto & Claudia Contreras<br>Pete & Bonnie Vivian Martinez, Gordon & Isabelle Gsell<br>Charlie Hartland, Emerson & Cecilia Hankamer<br>Beau & Eva Bisso, John & Terri Havens<br>Chuck & Kim Watson, Darren Friedel<br>Darren & Nicole Friedel, Greg Friedel<br>Glenn Hegar, Jr., Glenn A Hegar, Sr.<br>AB Hegar Trust for Glenn Hegar, Sr., Frank Hegar Trust for Glenn Hegar, Sr.<br>Judy Ripple, AB Hegar Trust for Judy Ripple<br>Frank Hegar Trust for Judy Ripple, Ronda Hegar<br>AB Hegar Trust for Ronda Hegar, Frank Hegar Trust for Ronda Hegar<br>Jennifer Ladner, Ryan Ripple<br>Stephen & Kristy Patchett, Kurt S. & Ruth Ann Watzek<br>Robert L Waltrip, Wanda A McGee 1972 Trust<br>Lawrence F Hegar, Mary Lynn Hegar<br>Karen H Cook, L.F. Hegar children's Trust for L.F. Hegar, Jr., M.L. Hegar, K.H. Cook<br>F.L. Hegar nieces and nephews Trust for L.F. Hegar, Jr. M.L. Hegar, K.H. Cook<br>Lawrence Frederick Hegar, III, Arland Lawrence Cook<br>Megan Elizabeth Hanson, Leah Nuco Hegar<br>Kathy Friedel, AB Hegar Trust for Kathy Friedel<br>Frank Hegar Trust for Kathy Friedel | There is a significant cultural resource represented by the Houston Oaks entertainment and relaxation venue north of Spring Creek adjacent to Hegar Road.<br>This facility is important to Waller County's economy and is extremely sensitive to noise and vibration impacts. Further, although not technically within the protection of §4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303) as it applies to "parkland", there is no question that this facility is of the type intended to be protected by the §4(f) prohibition. It is very likely that detailed noise analyses and modeling results will indicate a substantial negative impact from the proposed rail line on the quiet solitude of Houston Oaks. This impact can and should be avoided. Furthermore the proposed Hegar Road route will bifurcate Houston Oaks to the detriment of the community and the resource.<br>The proposed Hegar Road alternative will be immediately adjacent to and approximately 50 yards from the front door of an elementary school, raising serious noise and vibration impact issues. There is no reason to expose elementary-aged school children to the disruptive effects of noise and vibration.<br>A detailed analysis and modeling of noise and vibration impacts as well as construction impacts will indicate significant negative impacts upon the learning environment of elementary school-aged children. This impact can and should be avoided by the selection of a route that does not pass immediately adjacent to an elementary school. This simply should not be allowed to happen.  | Noise and Vibration |
| 12/18/2014 | Jill Moorhead  | When I first heard about a bullet train from Dallas to Houston, I was so excited. I travel to Dallas to visit friends and family or to do business quite a few times a year and would love to do so on a train. I understand that the train you are proposing has been proven both safe and quiet, which I appreciate. However, as I learned more about the project and how it would affect my neighborhood (Oak Forest), I became concerned. Even if the train is as quiet as an F-150 truck (the comparison I heard),... so it brings only negatives: loud, ugly, and lengthy construction ...   | Noise and Vibration |
| 1/8/2015   | Jill Moorhead  | I also have concerns about sound and vibration, but I am hopeful that those side effects are likely to impact a smaller portion of the population, just the people with homes directly adjacent to the tracks. Even if this is the cheapest option due to established right of ways (or whatever other factors were considered) I hope you will select a different route that does not cut through an established, heavily residential neighborhood.   | Noise and Vibration |
| 10/28/2014 | Jimaree McConnell  | Where is the rail going??? Moved out her to get away to quiet area not next to a high speed train!!!!  | Noise and Vibration |
| 1/9/2015   | Joellen Snow   | noise level would be bad,...   | Noise and Vibration |
| 1/8/2015   | John and Cindy Bartos  | noise and vibration impacts...   | Noise and Vibration |
| 1/5/2015   | John Cox   | There may be some minor noise and vibrations, but I doubt they will be any more annoying than the existing freight trains currently rumbling through the neighborhood, simultaneously blasting their horrible horns twenty-four hours a day. I don't believe the majority of the neighborhood opposes the train. Why should they? They are far enough north and east of the tracks to care. They could go weeks without even seeing or hearing the train.  | Noise and Vibration |
| 1/9/2015   | John Everett   | The operation of this train, not to mention the years of construction, violates all the categories set out by the FRA including noise, nighttime sleeping, and land uses during both day and night among others. There are homes, schools, libraries, children's recreational areas and churches all impeded by such a plan. An elevated track will cast noise — assurances of a quiet train notwithstanding nor credible — throughout the area from dawn until very late night.   | Noise and Vibration |
| 1/9/2015   | John Everett and Kathy Huber   | An elevated track will cast noise — assurances of a quiet train notwithstanding nor credible — throughout the area from dawn until very late night. And, one historic neighborhood to our east, Independence Heights, is the first African-American incorporated community in the state of Texas. It appears as if HSR was looking for a route THEY prefer so as not to stir up too much opposition.   | Noise and Vibration |
| 10/28/2014 | John H Botkin  | will generate noise.   | Noise and Vibration |
| 12/4/2014  | John Richard Bond  | My wife Nancy and I live in Saddle Creek Forest. It's a gated acreage community consisting of over 400 residences. The subdivision straddles the county lines between Grimes and Waller counties and one of the proposed HSR routes bisects our community. I believe all of these concerns are valid and based on real issue and accurate information. If I may, however, I would like to focus on two realities regarding the creation of this system: noise pollution and property values. An article accomplished in the Southern Medical Journal titled, 'Noise pollution: the Modern Plague,' stated, "Greater annoyance has been observed when noise is of low frequency, is accompanied by vibrations that contain low frequency components. Annoyance is greater when noise progressively increases rather than remaining constant. Average outdoor residential day/night sound levels below 55 decibels were defined as acceptable by the Environmental Protection Agency." In the study regarding the building of high speed rail in California, it was determined that a high speed train traveling at approximately 200 miles per hour would produce a noise level in excess of 971 decibels; the effect of noise pollution railways studied; expressed -- exposed to high level noise interrupts sleep; and adds stress to a person's life as well as how many times have we talked about this, reducing quality of life. Sleep loss causes lost productivity, distraction; and high blood pressure. I can attest to the high blood pressure since I heard about this two weeks ago. The effect of the noise and the stress it causes over a long period of time impacts the health of those within the sound of the railway. Eventually, it will cause property values around the railway to go down."In every study concerning noise pollution created by High Speed Rail Systems that I examined, without exception, the conclusions reached were that those most adversely affected would be the children. Is this the legacy we want to leave to future generations? | Noise and Vibration |



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| 12/4/2014  | John Richard Bond           | Over the last three days, we have heard a great deal about the negative impact a high speed railway system would have on many areas of our state. I believe all of these concerns are valid and based on realistic and accurate information. If I may, however, I would like to focus on two realities regarding the creation of this system. NOISE POLLUTION AND PROPERTY VALUES.<br>An article published in the Southern Medical Journal, titled, NOISE POLLUTION: A MODERN PLAGUE, stated, "Greater annoyance has been observed when noise is of low frequency, is accompanied by vibrations that contain low- frequency components . . . . Annoyance is greater when noise progressively increases rather than remaining constant. Average outdoor residential day-night sound levels below 55 dBs were defined as acceptable by the Environmental Protection Agency." The -article goes in to great detail concerning the effects of noise pollution. In the study regarding the building of high speed rail in California, it was determined that a high speed train traveling at approximately 200 miles per hour would produce a noise level in excess of 97 dBs, or almost twice as much as what is safe.<br>The Effects of Noise Pollution Railways study states, "Exposure to high-level noises interrupts sleep and adds stress to a person's life as well as reducing quality of life. Sleep loss causes lost productivity, distraction and high blood pressure. I can attest to increased high blood pressure. Mine has jumped 15 points since I learned about the proposed project a few weeks ago. T   | Noise and Vibration |
| 1/9/2015   | John Soh and Silvia Unzueta | I believe you are receiving scoping comments from the public pertaining to the project listed in the Subject above.<br>I would like to inject the following comment pertaining to my property listed in Saddle Creek Forest<br>1. I have grave concern regarding the "Utility Alternative" option of this project (Utility Option following the high voltage power lines in the easement running through Saddle Creek Forest). ... more importantly the noise and vibration can have a detrimental effect on health (anticipated that trains, traveling in excess of 200mph, will run every thirty minutes from about 7am until 11pm, resulting in a train every 15 minutes through our neighborhood)  | Noise and Vibration |
| 1/6/2015   | Johnson                     | The noise of the train along with the massive 18 foot track will change Oak Forest forever.  | Noise and Vibration |
| 1/9/2015   | Jonathan Lyssy              | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway.<br>Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br><br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.   | Noise and Vibration |
| 11/14/2014 | Joyce Floyd                 | Please consider the negative effect the additional noise will have to the animals and human being along the route.   | Noise and Vibration |
| 1/9/2015   | Judith Roesler              | Our home and property in Garden Oaks is sandwiched between 610 Loop Norht and the BNSF route. We already have horrific and extreme noise and light pollution ffrom the 610 Loop. With the additon of the HSR in our neighborhood, it would increase the noise and light pollution even more so.  | Noise and Vibration |
| 1/8/2015   | Julia Nolte                 | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>What noise levels are to be expected? Sound barrier walls already cast deep shadows in many yards and they were constructed for grade level travel noises.<br>We purchased our property near a rail line because we enjoy seeing and hearing the trains go by, but the HSR proposal is too rushed and a bad idea.   | Noise and Vibration |
| 1/9/2015   | Julie Falcon                | This proposed high speed rail would increase noise and vibration levels in the area,create traffic disturbances and hurt small businesses in the area.   | Noise and Vibration |
| 1/9/2015   | Julie Falcon                | This proposed high speed rail would increase noise and vibration levels in the area,create traffic disturbances and hurt small businesses in the area.   | Noise and Vibration |
| 1/9/2015   | Julie Villaescusa           | I have another question about the bullet train: Mr. Eckles said that the train would be quiet, but what about vibration? How far away can you feel the train?  | Noise and Vibration |
| 1/9/2015   | K Gahm                      | The effect of the train's presence in my neighborhood (visual, noise, vibration) will impact Oak Forest resident's ability to enjoy their homes and property. The thought of an 18 foot high cement structure with additional height including the train and high voltage electrical lines (up to 50 feet in total height) located within a neighborhood is absolutely unacceptable. Even if the train were to run at grade, rather than on elevated structures, the impact of noise and vibration would remain significant. In the photographs displayed at the four community meetings I have attended, none show any of the high speed trains passing through densely populated areas. Rather, they are in rural, industrial or commercial zones. A person's home is their sanctuary from the world, and with the noise and vibration of high speed trains passing every 15 to 30 minutes for 18 hours a day, it would not be possible to enjoy the quiet tranquility that Oak Forest offers today. Interestingly, at the first community meeting that I attended, Mr. Robert Eckels stated that he "would not be offended by" a high speed rail line in his neighborhood and near his home. Prior to living in Oak Forest, I lived for more than 20 years in a lovely neighborhood two miles from where Mr. Eckels currently lives. I feel confident that his neighbors do not share his views and would be just as appalled as the residents of Oak Forest are at such a proposal. Perhaps the route can be altered to pass through Mr. Eckel's neighborhood to test his theory.<br>Considering the soil composition in Houston, I have concerns about the effects of consistent, long-term vibrations on the structural integrity of concrete foundations of homes along the train route.<br>Effects of the noise and vibration on student's ability to learn in the seven schools located along the proposed rail route. Some of these schools are within feet of the existing BNSF rail lines. | Noise and Vibration |
| 1/9/2015   | Karen Francis               | The increased noise of ..., the HSR itself and vibration, going by every 15-30 minutes, from 5 am - 11 pm, will ... of my property. My home was built in 1940 and sits on pier "beam foundation". The increased vibration will damage my foundation.   | Noise and Vibration |
| 1/6/2015   | Karen Hink                  | Concerns were also raised about the vibrations and associated disruption of sporting events, and social gatherings in our parks.   | Noise and Vibration |
| 1/9/2015   | Katherine Stinson           | ...noise from trains; speed of trains; increased flooding from construction and elevation; aesthetics; and impact on home/land values for these revitalizing neighborhoods.  | Noise and Vibration |
| 1/9/2015   | Katherine Wyrick            | I strongly oppose the currently proposed routes for the High Speed Rail for the following reasons:<br>As an educator, I am highly aware of the impact minor distractions including sounds and minimal movement, i.e. vibrations, can affect students and their learning, and there are 7 schools in the area that would be impacted by the BNSF high speed railway. Of additional concern is the special education population who may have an even greater challenge with distractions and learning.<br>Noise caused by continuously running trains every ½ hour each way (4 trains per hour) for 16+ hours per day. Even a low decibel train noise will be heard by many people living near the rail line.<br>Vibrations - many of these homes, including mine, were built in the mid 1900s and are without updated insulation, double pane windows and other current building materials to insulate it from sounds and vibrations.<br>Another concern is subtle shifting of the land due to underground physically undetectable (yet mechanically detectible) vibrations that could vibrate the house thereby causing foundation and structural damage to our homes. My home is 1/10 of a mile from the proposed rail line, and there are homes even closer than mine which would be affected.   | Noise and Vibration |
| 1/8/2015   | Kathleen Nasir              | Our neighborhood, Garden Oaks, as well as surrounding ones are greatly opposed to the proposed HSR through our homes and our daily lives. We do not want the extra noise, vibration, pollution, and problems in movement from place to place.<br>We are concerned with problems that have not been addressed and the fact that we are just now hearing about this project. Why has it been kept so quiet and so difficult to find out information?   | Noise and Vibration |

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| 1/8/2015   | Kathy              | As an educator, I am highly aware of the impact minor distractions including sounds and minimal movement, i.e vibrations, can affect students and their learning, and there are 7 schools in the area that would be impacted by the BNSF high speed railway. Of additional concern is the special education population who may have an even greater challenge with distractions and learning.<br>Noise caused by continuously running trains every ½ hour each way (4 trains per hour) for 16+ hours per day. Even a low decibel train noise will be heard by many people living near the rail line.<br>Vibrations - many of these homes, including mine, were built in the mid 1900s and are without updated insulation, double pane windows and other current building materials to insulate it from sounds and vibrations.<br>Another concern is subtle shifting of the land due to underground physically undetectable (yet mechanically detectible) vibrations that could vibrate the house thereby causing foundation and structural damage to our homes. My home is 1/10 of a mile from the proposed rail line, and there are homes even closer than mine which would be affected.  | Noise and Vibration |
| 1/8/2015   | Kathy Huber        | HSR may be quieter than freight, but trains running every 30 minutes 5 a.m. – 11 p.m. simply would be unbearable.  | Noise and Vibration |
| 1/9/2015   | Kay Zepeda         | I live in one of the neighborhoods that will be negatively impacted by the above-mentioned rail project and hereby state my objection to the railway being built in the location as proposed. While certainly noise is a major concern, so is the negative effect the railway will have on property values for the neighborhoods.<br>It is my understanding that Houston City Councilwoman Ellen Cohen has sent a letter outlining her objection to the proposed location as well and outlining negative social, economic and environment impacts.<br>The Texas Department of Transportation and Federal Railroad Administration must take note of concerned citizen, business and other organizations' objections and DENY the rail project for the current proposed location!  | Noise and Vibration |
| 12/29/2014 | Keli Call          | ambient noise levels, level of vibration and their effect on livestock as well as humans,  | Noise and Vibration |
| 1/8/2015   | Kelly Gaines       | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway.<br>Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, churches, schools and businesses.   | Noise and Vibration |
| 1/8/2015   | Kelly Gaines       | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway.<br>Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, churches, schools and businesses.   | Noise and Vibration |
| 1/9/2015   | Kevin and Liz      | The plan to place it in our neighborhood at an elevation that will likely result in increased noise without the benefit of lower elevation buffers (trees)...  | Noise and Vibration |
| 1/9/2015   | Kevin Mineo        | The noise pollution alone would have major impacts. Has there been noise impact analysis performed. Could I view the results?  | Noise and Vibration |
| 1/9/2015   | Kevin Shannon      | As a resident of the Garden Oaks neighborhood and a home owner living less than a mile from the proposed HSR, I write this letter with great uneasiness about the proposed HSR route directly through my neighborhood. Garden Oaks is an old neighborhood with roots dating back to the 1940's and experienced a significant period of downturn and unrest during the 1980's and 1990's. It was a less than desirable place to live and now that trend is being reversed with reinvestment in housing and commercial properties in and surrounding the neighborhood. This could change with the proposed HSR route. The fact that a railway currently runs through our neighborhood and has yet to be deemed a quiet zone already poses a threat to the revitalization of this neighborhood. The noise level is currently an issue for all of areas near the tracks. The proposed HSR will add to noise pollution and increase the unsightly presence of the RR in our neighborhood. Because of the noise pollution and awful appearance of a RR (40 feet in the air), home values will fall along with tax revenue from the area. This would come at a time when Houston needs more revitalization of older inner city neighborhoods. The proposal is exceptionally troublesome to the residents of this neighborhood when there are perfectly good alternatives that have less of an impact on existing residential areas. The Hardy toll road corridor would be a great alternative and only affect an industrial area. Having the HSR stop outside of the beltway is also a better alternative affecting less densely populated areas. We thank you for considering these comments and look forward to future discussions. | Noise and Vibration |
| 1/1/2015   | Kevin Warzon       | ambient noise levels, level of vibration and their effect on livestock as well as humans,  | Noise and Vibration |
| 1/9/2015   | Kim Smith          | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. The route(s) could reduce homeowner privacy and be generally out of place with the traditional rural lifestyle of our county. All this would lower the quality of life for residents as well as lower local property values.  | Noise and Vibration |
| 1/9/2015   | Kimberly Kay Lopez | I am a 15 year property owner in Oak Forest subdivision in Houston. I oppose the proposed route of this train because it would divide my neighborhood and would be very near my home increasing the noise pollution while operating and such construction would inconvenience residents with no notable benefit. Oak Forest is currently in a revitalization period with restoration of classic 50s homes and new homes being constructed in the 800000 to 1000000 range. This project would greatly impact real estate values and all but squash this new revitalization effort. Again, as a property owner and tax payer I oppose the proposed route of this high speed rail. Please listen to people who would be actually impacted by this effort.   | Noise and Vibration |
| 1/5/2015   | Kirk D Carver      | The noise, vibration, lack of privacy and turbulence of an HSR line, with trains passing every 15 to 30 minute for 18 hours a day, would severely disrupt the lifestyle and serenity of the neighborhood where we have chosen to live out the rest of our lives. How will this be mitigated? How will I be compensated for this loss?  | Noise and Vibration |
| 1/9/2015   | Kristi M. Grizzle  | 4. No data has been presented to show if vibrations from HSR will or will not affect nearby homes.   | Noise and Vibration |
| 1/6/2015   | Kurt Watzek        | Having the noise and vibrations of a train racing through this area at 200+ mph will definitely displace these bald eagles and any other species of wildlife that is living in the area.   | Noise and Vibration |
| 12/1/2014  | Kyle Workman       | 3. Environmental<br>a. Has any agency or group studied the impacts to surrounding properties relating to the noise produced by the train?  | Noise and Vibration |
| 12/16/2014 | Lady Smith         | In addition to the safety issue, having a high speed rail within a few feet of residential neighborhoods will render an entire community uninhabitable due to noise and vibration and as a result it will severely degrade our property values, not to mention our quality of life.  | Noise and Vibration |
| 12/1/2014  | Lance Hall         | I just want to say that I'm strongly opposed to this train altogether. Many comments tonight were some of the things that I wanted to say, so I won't spend time repeating those. I just want to say that I'm strongly opposed to this project altogether. I think it's ridiculous, a waste of time and potential taxpayers' money. But one comment that somebody said earlier is that there were a lot of rural areas in between Houston and Dallas. That's one of the reasons that I moved here. That's one of the reasons that I elected to raise my family here is for the rural areas. If I want to take a walk with my son down the road, I don't want to hear some stupid train coming through the area. Thank you.   | Noise and Vibration |

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| 12/4/2014  | Lane Parish          | Also, let me say this following the gentleman before about the decibels, what you've -- on FRA.gov, you need to look it up because it clearly states 97 percent noise levels of these trains. Now, you've got a child playing in the backyard hearing this every 45 minutes -- and OSHA requires PPE hearing equipment at 68 decibels. What are you going to do? You going to pay for these deaf children?  | Noise and Vibration |
| 12/19/2014 | Larry Clevenger      | Bridgeland resident concerned about noise   | Noise and Vibration |
| 1/13/2015  | Larry Jacobs         | Noise and Vibration Impacts. We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.   | Noise and Vibration |
| 1/9/2015   | Laura Aurea Denning  | The Texas Central Railway's proposed high speed rail route along the Burlington Northern Santa Fe tracks that pass through the residential areas of Oak Forest and Garden Oaks in Houston, will create a high level of disruptive noise in the homes, churches, and schools that are adjacent to the route. The BNSF freight trains run throughout the day and night, causing windows to rattle and dishes to fall off of shelves in homes near the right of way. Sleep is frequently disturbed by loud, ongoing train whistles that can be heard for several blocks from the tracks. The Oak Forest Civic Association is near the end of a 10 year legal process to have the area designated as a 'quiet zone' to alleviate the negative impact of the BNSF. Now the TCR intends to have high speed trains running every 30 minutes all day and most of the night. Do not allow them to do this. If there is a high speed rail route to be constructed between Houston and Dallas, it should be along an existing right of way in a non-residential area, such as the double track main line that runs down the center of the Hardy Toll Road in northeast Houston. Please stop the Texas Central Railway from invading our neighborhood.  | Noise and Vibration |
| 1/8/2015   | Lauren Anderson      | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses. | Noise and Vibration |
| 1/6/2015   | Laurie Clothier      | This does not even begin to express concerns for noise, vibration, location of rails (above or at grade level) and risk for devastating accidents that could occur with a fast moving train going thru the middle of our neighborhood.  | Noise and Vibration |
| 1/9/2015   | Laurie Hazzard       | With the proposed bNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas, or what the effects of vibration of a train going 200 mph every 15 minutes would be on the foundations of homes adjacent to the tracks. Surely a geological study is in order to determine this.  | Noise and Vibration |
| 1/3/2015   | Leanne Floyd         | Some concerns that should be addressed and studied: ambient noise levels, level of vibration and their effect on livestock as well as humans,   | Noise and Vibration |
| 1/7/2015   | Leroy Juanita        | .. increase noise and vibration,  | Noise and Vibration |
| 1/9/2015   | Lewis Goodkouski     | I never heard what the noise rating will be in decibels. Some say hearing it will be up to half a mile. Do we not have enough freeway noise coming from loop 610 and 45? Surely there are alternative routes that will be less disruptive to a neighborhood. Hardy Toll Rd.? Hempstead Highway or Old Katy Rd?  | Noise and Vibration |
| 1/9/2015   | Linda Bay            | ...noise level would be bad,  | Noise and Vibration |
| 1/13/2015  | Linda Burroughs      | Noise pollution and danger to health caused by trains passing every 15 minutes throughout the day. <a href="http://www.jtdweb.org/journal/2013/7.pdf">http://www.jtdweb.org/journal/2013/7.pdf</a><br>Vibration causing damage to facilities<br>Use of the community swimming pool will become unbearable due to noise and vibration<br>Use of children's playground will become unbearable due to noise and vibration<br>Most residents purchased property largely due to its safe and quiet location to raise their family<br>Many retirees purchased property to provide a peaceful and tranquil setting for their final years of retirement<br>Financial and usage<br>See <a href="http://debate-central.ncpa.org/wp-content/uploads/2012/08/High-Speed-Rail-Negative-NCPAL.pdt">http://debate-central.ncpa.org/wp-content/uploads/2012/08/High-Speed-Rail-Negative-NCPAL.pdt</a><br>8. Communities would be subjected to continual noise and vibration causing health effects and loss of amenities  | Noise and Vibration |
| 1/13/2015  | Linda Kelly          | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable.  | Noise and Vibration |
| 1/9/2015   | Lindsey Banigan      | I am a new homeowner in the Garden Oaks district. I purchased the home fully aware of the proximity to the BNSF tracks. While the sound of the train rolling by doesn't bother me so much, the whistle blowing at night at every intersection does. I have been told that I will eventually get used to this but now I am concerned about a high speed rail being constructed literally right outside our front steps. I have concerns about the increased frequency that a high speed train would be running by - about every 15 minutes in one direction or the other compared to a freight rolling through 3-4 times a day. I am concerned about the impact this train would have on the quality of living at our new home and the financial impact it would place on the resale value of the property.  | Noise and Vibration |
| 12/31/2014 | Lisa Collins         | There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate.<br>The noise from the HSR as it passes, sounds like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be deemed inhabitable and unsellable.<br>There are also 7 schools in our area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. The noise and vibrations from the bullet train will affect the students learning ability, not to mention what the vibrations may be doing to the building, leading it to be deemed unsafe. Also, many of these schools would be in jeopardy of losing some of their land and sporting facilities to eminent domain.  | Noise and Vibration |
| 11/11/2014 | Lisa Hughes-Robinson | increase ambient noise and light,   | Noise and Vibration |
| 1/8/2015   | Liz Tharp            | The vibrations and sound this track would cause to a residential neighborhood.  | Noise and Vibration |
| 1/9/2015   | Lori Fischer         | Trains running along these rails every 15-30 minutes 18 hours a day would increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked so hard to achieve, while not directly serving these neighborhoods. These systems belong in high-speed freeway or industrial corridors, or should stop before entering long-established urban neighborhoods.   | Noise and Vibration |
| 1/9/2015   | Lyn Rudel            | Why I am just now hearing that Hwy 249 is a finalist for the high speed rail? I've lived in this house for 45 years and it's getting louder and louder.   | Noise and Vibration |
| 1/7/2015   | Lynn Dechiro         | It would further increase noise and vibration...  | Noise and Vibration |

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| 12/10/014  | Lynn H Dechiro            | It would further increase noise and vibration and severely harm the high quality livability of these neighborhoods that make up this wonderful city. We need your assistance. Please listen to these communities and assist us with alternate routes for this proposed project and make sure this project does not destroy our beloved schools, churches, homes--neighborhoods. There are other routes which would not destroy our neighborhoods. We vehemently oppose this project!<br>☐  | Noise and Vibration |
| 1/6/2015   | M Fisher                  | ... where a 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would increase noise and vibration...   | Noise and Vibration |
| 1/6/2015   | M Fisher                  | increase noise and vibration,  | Noise and Vibration |
| 11/11/2014 | M. B. Zumwalt             | effect on environment, health, safety and property values<br>We now also experience loud and prolonged train whistles in the middle of the night, so I would expect the noise level will intensify if this route is used.<br>I agree the high speed railway will be of great benefit to the citizens of Dallas and Houston, and I hope that, if this proposal proceeds, the route chosen will consider the impact on the rural citizens and future land owners that reside between these areas.  | Noise and Vibration |
| 1/9/2015   | Marcia and Thomas Otto    | Few studies have evaluated the impact of the implementation of high-speed train stations showed positive impact on local communities, including increased connectivity and reduced commuting time. Those benefits may counterbalance the negative impact of such implementation. However, in the absence of a local train station, as the Texas Central Railway (TCR) proposed, residents are left only with unfavorable effects of high-speed train line. According to the World Bank, neighborhoods and cities along train line without train stations suffered decreased business activities. Another study conducted in France reported that noise and visual impact from line implementation drained away economic activities such as local business and new developments that are currently undergoing in our neighborhood. Oak Forest-Garden Oaks is currently receiving an increasing number of investments, which is positively changing our community. The construction of a high-speed line, if approved, is highly likely to stop and even revert this process, leading to irreversible social and economic loss to individuals and the whole community.<br>Another serious concern we have is regarding harmful effects of noise pollution in our community. According to the World Health Organization, intermittent noise from trains and other transportation means cause sleep disturbances including difficulty falling asleep, frequent awakenings, waking too early, and alterations in sleep stages and depth. In addition to effects on sleep, noise pollution during sleep causes increased blood pressure, increased heart rate, increased pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmias, and increased body movement, the probability of being awakened increases with the number of noise events per night. Noise pollution from high-speed trains is directly correlated with train speed and traffic. Texas Central Railway stated that high-speed train would cross our neighborhood every 30 min on each direction, which may lead to peaks of noise pollution every 15 min, considering trains traveling in both directions. TCR has not yet revealed the speed in which high-speed trains would cross our neighborhood, but in previous meetings his president has indicated that they will be "very fast". Considering the well known impact of noise pollution in health and the high proportion vulnerable individuals such as the elderly and children in our community, we believe that the implementation of a high-speed line will impose substantial harm to the health of our community. | Noise and Vibration |
| 1/9/2015   | Marcia and Thomas Otto    | Another serious concern we have is regarding harmful effects of noise pollution in our community. Noise pollution from high-speed trains is directly correlated with train speed and traffic. Texas Central Railway stated that high-speed train would cross our neighborhood every 30 min on each direction, which may lead to peaks of noise pollution every 15 min, considering trains traveling in both directions. TCR has not yet revealed the speed in which high-speed trains would cross our neighborhood, but in previous meetings his president has indicated that they will be "very fast".  | Noise and Vibration |
| 1/6/2015   | Marie and William Downing | Adding rail traffic every 30 minutes would harm our residences by the increased vibration and noise. Oak Forest is beautiful with many trees and bird and squirrels and the rail will distract from its environmental beauty and safety.   | Noise and Vibration |
| 1/9/2015   | Marie Kallus              | The current BNSF rail line borders the property of three high schools in Oak Forest (one public and 2 private). The high pitch whine and ground vibrations produced by the bullet train running alongside the current tracks will definitely affect the learning environment of the students in these three schools. And once again, if they are forced to relocate, I do not see where that would be possible within the neighborhood that they serve. The land deemed as "non-residential" is just not there to support schools/playing fields/facilities of this size.<br>Although meeting participants have asked for information concerning the decibel level of the operational noise associated with the N700-I Japanese Bullet train, there has been no substantial feedback from TCR. But in going to U-Tube, one can view and listen to the various recordings Japanese have made of the N700-I. And it is not quiet. It may be quiet in the train, but it is a different matter outside the train. In addition to the high pitch whine, the vibrations are substantial. In fact, I would rate it higher than that of a conventional freight train. The N700-1 may not have a train whistle, but it still runs on steel wheels and at a higher rate of speed than a freight. And TCR proposes to run these trains every 30-minutes from 6:00 AM to 11:00 PM daily. Noise pollution? Absolutely.  | Noise and Vibration |
| 1/9/2015   | Mariette Garcia           | I fear that such a project will ..._create more noise...   | Noise and Vibration |
| 12/4/2014  | Mark E McCourt            | I am concerned about noise issues and cutting off wildlife from their feeding and watering sources. Will measures be taken to provide the wildlife and assure them access to their natural ranging area?   | Noise and Vibration |
| 12/16/2014 | Marlon Sanchez            | I am concerned the level of noise and vibrations that will affect nearby structures like churches, community centers, schools and homes.   | Noise and Vibration |
| 1/6/2015   | Martin Parr               | The noise and unsightly structure would severely impact the livability of this and other affected subdivisions   | Noise and Vibration |
| 1/13/2015  | Mary Anne Piacentini      | Noise – It is our understanding that the train will run at least every 30 minutes for 18 hours a day, or 36 trips. You note that the high-speed rail's decibel levels will be at 65, but you are not sure. However, it is not only the level of the noise, it is the constancy of the noise coming every 30 minutes through primarily rural areas such as the Katy Prairie, where KPC's preserves and the Warren Ranch are located. Some species of wildlife, especially those that depend on their ability to call out for mates, are impacted by noise. For example, the construction of an overpass through Memorial Park in Houston caused the widespread loss of Great Horned Owls that used to live and mate within the Arboretum by interfering with the owls' ability to compete with the noise to secure a mate.<br>Vibration – Vibration will impact wildlife, especially those that roost and nest on the Katy Prairie. Wildlife species that burrow or live underground are especially sensitive to vibrations.  | Noise and Vibration |
| 12/18/2014 | Mary Beck                 | We already feel vibrations from the trains that go by. Considering the frequency of the high speed rail, it would destroy the houses and apartments near it. I don't understand why it would go through the middle of such a residential area.   | Noise and Vibration |
| 1/9/2015   | Mary Beck                 | The Houston to Dallas High Speed Rail is a good idea in theory only. The implementation plan is beyond poor. The costs to Houston far outweigh the benefits.<br>The Costs:<br>The BNSF rail already causes the ground to vibrate - due to the sheer size and frequency of the high speed rail, many homes will be damaged.   | Noise and Vibration |
| 12/6/2014  | Mary Noble                | ... increase noise pollution   | Noise and Vibration |
| 1/9/2015   | Mary Wisnoski             | Because the railway will be just feet from our homes there will be no escaping any of the constant noise and vibration as well as the unsightly view of the monstrous cement structure. Is this what TCR wants for the Garden Oaks and Oak Forest community? Is this how you would want to live your life every day with your family? Well this is exactly what will happen to our wonderful established neighborhood full of people, churches, schools, parks and the YMCA. We cannot comprehend this decision to destroy our entire neighborhood that has given back to the City of Houston and to the community.<br>Would you want your child to attend St Rose of Lima School and miss out on a quality education because of a noisy elevated railway right outside of the classroom window? But it does not stop at St Rose - there are many schools on this proposed route that will be affected. Our children and our schools deserve better. Texas Central Railway believes its profits mean more than the education of our children, the future of America. How can this be acceptable to the project decision makers?<br>Has consideration been given to the deterioration of the value of our homes, decreases in property tax revenues for the City, noise and vibration impacts, safety issues, destruction of Texas historical areas and concerns for our wild life. The list goes on. Is this what Mayor Parker and the elected officials of the City of Houston support for the families of Garden Oaks and Oak Forest ?   | Noise and Vibration |
| 1/9/2015   | Matt Roesler              | noise & light pollution  | Noise and Vibration |
| 1/7/2015   | Megan Stark               | It does not address potential noise pollution or foundation issues caused by the train's vibrations.   | Noise and Vibration |

| Date       | Contact Name                        | Request/Comment   | Comment Topic       |
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| 1/13/2015  | Melanie M Long                      | Noise & Vibration Impacts - No information has been provided as to studies showing the vibrations or noise from a high speed rail. Vibration alone could result in structures and foundations of current residences/buildings to be compromised. Not only will the noise & vibration effect homes but also the at least seven schools and many churches surrounding the BNSF rail line<br>Texas Central Railways lack of planning is clearly evident as to the impact on the surrounding neighborhood along the BNSF rail line currently being considered. They have provided little to no studies as to what the high speed train coming through a city neighborhood would look, feel or sound like. These studies must be completed and provided in order to analyze the impact on landowners , residences, schools, churches, businesses and wildlife. | Noise and Vibration |
| 1/7/2015   | Melvin Guider                       | This comment sheet is submitted to express my objection to the high speed rail system being proposed to travel through residential communities connecting Houston with Dallas, Texas. The proposed Houston routes will heavily impact the Candlelight Oaks community, along with the Oak Forest and other communities. The proposed elevated high speed train would create a noise nuisance, reduce property value of homes in the areas and create a tremendous eye sore with elevated tracks, barriers, concrete supports and electrical power being constructed.   | Noise and Vibration |
| 12/4/2014  | Michael Graham                      | The combined noise and vibration would have an adverse effect not only on the property owners and their homes but also on the resident's horses and wildlife.<br>According to the Texas Central Railway proposal trains would leave Houston and Dallas every thirty minutes, which means we could expect a train to pass every 15 minutes. The almost constant noise and vibration would destroy the aesthetic qualities as well as create physical damage to our sub-division.   | Noise and Vibration |
| 1/8/2015   | Michael Petrini                     | Our community has worked for several years on extending a quiet zone over the rail right-of-way on 34th Street to reduce the freight train noise level. The last effort in 2013 nearly saw the effort succeed but the City lacked the funding at the time for the proper improvements. Good news though, we are the City of Houston's next quiet zone project up to be funded in 2016. I shudder to think of a giant bullet train whizzing by every half hour from sunset to almost midnight each day of the week and further disturbing the peace through noise pollution.   | Noise and Vibration |
| 1/8/2015   | Michael Remson                      | CAN NOT fully assess the potential impact ... on the ground (via electrical or rumbling), on homes within 1000 feet of the proposed tracks  | Noise and Vibration |
| 12/2/2014  | Michael Thomas                      | Well, I guess let me just say I'm completely against this new train. To me, it's no different than the train that was back in the '90s. I guess I just -- I guess that's really all I can say about it. I can't think of any reason why anybody that owns land would have any interest in having a train come whistling through their property every 30 minutes or whenever it is. So that's about it.  | Noise and Vibration |
| 11/7/2014  | Mike and Janeth Nevill              | not to mention the noise and the wind rush. Most people in Grimes County either grew up in the country and stayed or moved here for the peace and quiet.  | Noise and Vibration |
| 12/1/2014  | Mike DeBolt                         | What's the collateral damage done by the noise, the sound to the animals around, to the bucolic peace that we all seek when we move to the country? Thank you. I see my spot has occurred.  | Noise and Vibration |
| 12/4/2014  | Mike Neville                        | ...not to mention the noise and the wind rush. Most people in Grimes County either grew up in the country and stayed or moved here for the peace and quiet.   | Noise and Vibration |
| 1/6/2015   | Mike Waltmon                        | A train elevated at this height going 205 mph will send noise at the speed of sound for miles literally destroying our peace and our property values here .Please ,I repeat please do not allow this . I worked hard for 31 yrs as a Houston Police officer helping others , enforcing the law and helping restore dignity to the well being of others ,and after all that I come home to find peace for awhile .   | Noise and Vibration |
| 1/6/2015   | Miller Bozerman                     | I would like to express my opposition to the above mentioned subject.<br>The quality of life for many residents in long established neighborhoods along these tracks would be diminished by the noise and vibration of the frequent trains.   | Noise and Vibration |
| 1/9/2015   | Mitch Blakely                       | The additional noise is also likely to be significant negative impact on these locations.   | Noise and Vibration |
| 12/3/2014  | Monica Mosqueda                     | I AM OPPOSED TO High-Speed Rail IN TOMBALL<br>I live right by the Rail Road tracks on Spring Cypress and Memorial Spring Subdivision. Years of construction will disturb our daily lives with traffic, noise, and pollution. Health for me is a great concern as I suffer from Asthma and allergies. Constant noise will be disruptive for the peace of daily lives as is not conducive for a healthy state. Constant dust will produce unhealthy environment for a home, vehicles and any home items as it builds up and deteriorates the life expectancy. This type of construction should not be done in a urban area where there are homes established and families lives will be impacted.   | Noise and Vibration |
| 12/2/2014  | Ms. Lee Kobs                        | I also have a disabled child. And I too, as one of the ladies spoke, had done a little bit of my own research. In looking up things about high-speed rail, the sound is something and the vibration is something that's concerning me very much. Another thing is I have a disabled grandson that I am raising. He is very sensitive to sounds and vibrations. He can hear thunder when it's thundering in Katy. He will let us know when a storm is coming. I am afraid, with this going through, that I may never get another night's sleep ever.   | Noise and Vibration |
| 12/4/2014  | Nancy Bond                          | Vibration and noise will render our community recreation area unusable. Our property values are already negatively being impacted with just the thought of what a rail line might be allowed to inflict upon us.<br>Many current studies show that the very low frequency vibrations emitted each time a high speed rail passes will peak at greater than 70 decibels and will not be taken care of by buildings like it would in the Houston area. We are open range. But we will tend -- it will tend to be amplified and can share even structures built to far more rigorous codes than our homes and our community structures. Saddle Creek Forest is mounting every effort that we can to stop this high speed trail -- rail. Thank you.  | Noise and Vibration |
| 1/8/2015   | Nazih Nasir                         | We do not want the extra noise, vibration,...   | Noise and Vibration |
| 1/7/2015   | Nelson Jarrin                       | The value of nearby land will decrease due to the noise...  | Noise and Vibration |
| 1/7/2015   | Nelson Sos                          | I also agree that noise pollution will affect the quality of life for all residents close to the tracks. The vibration caused by a fast train can also affect foundation in nearby houses, and all combined, affect real estate values.   | Noise and Vibration |
| 1/8/2015   | Nicholas J. and Ashley Menage       | A HSR train frequently running through our neighborhood would disturb many of homes near the proposed tracks. The combined noise and vibration from this type of train at the frequency currently under consideration would make our homes significantly less desirable. Furthermore, the elevated tracks would tower over most, if not all, neighborhood homes, which would reduce homeowner privacy. The rail and its effects would lower our quality of life and negatively impact our local property values.<br>The existing tracks that run behind our home are being transitioned into "Quiet Zones." The HSR would render this long-awaited and highly anticipated transition an unfortunate waste of taxpayer dollars.  | Noise and Vibration |
| 1/13/2015  | Nicholas J. Menage<br>Ashley Menage | A HSR train running through our neighborhood would disturb many homes near the proposed tracks. The combined noise and vibration from this type of train at the frequency currently under consideration would make our homes significantly less desirable. Furthermore, the elevated tracks would tower over most, if not all neighborhood homes, which would reduce homeowner privacy. The rail and its effects would lower our quality of life and negatively impact our local property values.<br>The existing tracks that run behind our home are being transitioned into "Quiet Zones."  | Noise and Vibration |
| 12/17/2014 | No Name                             | I would like to see info on how other bullet trains affect buildings by their tracks. We live less than 1/2 a mile from this utility line in north Waller county. We and many, many others in this area live in mobile homes and just the bass from someone's music can drive you crazy. I can't imagine it would be pleasant to live with trains constantly running on the track. I also feel like this train is going to cut many communities in half. Don't see bridges or tunnels being built for every road it crosses.  | Noise and Vibration |
|            | No Name                             | ... ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety, and financial issues.  | Noise and Vibration |
| 12/15/2014 | Noah Taylor                         | Living next to a rail line whose freight traffic has increased significantly in the past five (5) years has been a struggle. I can't imagine adding another two rail lines 40' to 50' feet in the air with rail traffic every 30 minutes between 5 a.m. and 11:30 p.m. This type of air and noise pollution will be catastrophic for people within a few blocks of the line, which would undermine property values significantly and decimate a thriving community which the system will not directly serve.  | Noise and Vibration |
| 1/9/2015   | Nora DeDontney                      | How loud will the train be? Elevated, on the ground, underground? What kinds of vibrations will occur, and how far will they be felt? Will these vibrations affect my house's slab foundation? How much?  | Noise and Vibration |
| 1/9/2015   | Nora Dedontney                      | How loud will the train be? Elevated, on the ground, underground?<br>What kinds of vibrations will occur, and how far will they be felt? Will these vibrations affect my house's slab foundation? How much?   | Noise and Vibration |
| 10/27/2014 | Nora Rabe                           | 1) What do the vibrations do to the groundwater and oil/gas gathering pipelines?  | Noise and Vibration |

| Date      | Contact Name                | Request/Comment   | Comment Topic       |
|-----------|-----------------------------|---|---------------------|
| 12/8/2014 | Oak Forest Homeowner        | A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable.<br>The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would render that a waste of tax-payer dollars.  | Noise and Vibration |
| 1/7/2015  | Pat Montgomery              | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston’s soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.   | Noise and Vibration |
| 1/8/2015  | Pat Streeter                | The noise and appearance of an elevated rail line would be very destructive to our neighborhood. Not only would it reduce our enjoyment of our homes, but also it would lower our property values and thereby reduce tax revenue for the government. People pay high prices for these homes because they are a quiet haven while still being close to major business areas. If the quiet haven is violated by a high speed train every 30 minutes, it won't be a haven anymore. We will be just one more victim of noise pollution. And when values drop, homeowners are harmed and government tax revenues drop too.<br>I wouldn't want anyone's community to suffer from this project.  | Noise and Vibration |
| 1/7/2015  | Patrick Mays                | The noise and vibrations will affect nearby structures like churches, community centers, schools, homes   | Noise and Vibration |
| 1/7/2015  | Paul Reed                   | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston’s soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.   | Noise and Vibration |
| 12/3/2014 | Paul SoRelle                | Please emphasize that there will be some noise, but at the speeds the trains travel the noise is only heard for a short time. As for animals, they become use to the noise. I have ridden high speed trains in Europe and the animals I have passed ignore the trains. The United States is way behind on high speed rail. Please get this project approved and underway.   | Noise and Vibration |
| 1/8/2015  | Paul W. Han                 | Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?<br>There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes near the railway. Houston’s soil is inherently different from the terrain that exists in other locations where these types of trains currently operate.<br>The noise from the HSR as it passes, sounds like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be deemed inhabitable and unsellable.<br>There are also 7 schools in our area that border the BNSF1 railway; Waltrip High School, The British School of Houston, Mangum Education Center, Lutheran High North, St. Rose Lima Catholic School, YES Prep Academy, and Hoffman Middle School. The noise and vibrations from the bullet train will affect the students learning ability, not to mention what the vibrations may be doing to the building, leading it to be deemed unsafe. Also, many of these schools would be in jeopardy of losing some of their land and sporting facilities to eminent domain. | Noise and Vibration |
| 1/8/2015  | Pene Carter                 | I am concerned over the vibration, once in operation and the foundation damage it may cause. If it goes through, I am concerned for the destruction and disruption to the neighbor during the construction period.  | Noise and Vibration |
| 1/9/2015  | Penny Leas                  | I am a long-time resident of Oak Forest and have lived here for around 25 years. I have many concerns and questions regarding the proposed high-speed train from Houston to Dallas, especially since one of the “preferred” routes would take it right through my neighborhood. These are my concerns: Vibrations – home stability and integrity, Noise ... from the train and associated equipment through the night.  | Noise and Vibration |
| 1/6/2015  | Peri Mashburn               | I am directly adjacent to the proposed route along 34th street. I purchased my home in 1989, and it has been a long time adjusting to the noise and vibration of the trains behind my house. My house which was built in 1940 shakes and rattles with the one train track. If this is tripled, there will be damage done requiring great outlay of cash to fix which would probably not be recouped when I sell.  | Noise and Vibration |
| 1/8/2015  | Quentin D. Haag             | A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render those homes undesirable.  | Noise and Vibration |
| 1/9/2015  | Raajen Patel                | Passing trains cause vibrations, eventually damaging slab foundations of houses. What are the potential impacts of homes in the area, both in safety and value?<br>Passing trains will be loud, and will run frequently for 18 hours a day, every day. If the train is elevated, the sound will travel very far. Exactly how loud will these trains be, and how will the volume change with their speed?  | Noise and Vibration |
| 1/8/2015  | Rackelle Goebel             | Further, noise from the trains will drive off certain species that appreciate the tranquility of the current habitat. Finally, I am quite concerned that high speed trains will kill native and migratory species that are adapted to this type of environment.   | Noise and Vibration |
| 1/9/2015  | Randy Odinet                | Consideration should be given to the elevation of the train in relation to existing fences and vegetation, particularly that the train will be higher and therefore the sound will travel further through the existing residential neighborhoods.   | Noise and Vibration |
| 1/5/2015  | RD Kissling and Mary Tipton | What is the specific plan for putting two extra tracks in addition to the BNSF track on the 34th Street Corridor? What are the specific plans for noise abatement?  | Noise and Vibration |
| 1/8/2015  | Reid Covington              | Some concerns that should must [be] addressed and studied:<br>Ambient noise levels, level of vibration, and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas   | Noise and Vibration |
| 1/7/2015  | Renae van Zeelst            | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will:<br>Increase noise and vibration dramatically   | Noise and Vibration |
| 1/7/2015  | Renae van Zeelst            | increase noise and vibration dramatically   | Noise and Vibration |
| 1/9/2015  | Renee Duncan                | (6) Has the amount of Noise and Vibrations that will be generated by the proposed route in our community been identified?<br>I am sure more questions will arise as time progresses. Thank you for your time and consideration, should you have any questions please don't hesitate to contact my husband Anthony Duncan or myself Renee Duncan.  | Noise and Vibration |



| Date       | Contact Name             | Request/Comment   | Comment Topic       |
|------------|--------------------------|---|---------------------|
| 12/8/2014  | Reverend Gayle G. Grubbs | Churches: As Pastor at the Shiro Presbyterian church, I am most concerned about the effect of high speed rail on our buildings, cemeteries, and community. The Shiro Presbyterian Church is located on Highway 30, about 3 blocks from the existing BNSF rail line. The Shiro United Methodist and Shiro Baptist churches are even closer to the BNSF rail line. When freight trains rumble through, our 100 year old, wooden, pier and beam building shakes. I shudder to think what additional impact high speed rail will have on the condition of our building. When freight trains sound their warning horns as they rumble through the crossing on Highway 30, we cannot hear anything else. This disrupts worship completely. Sermons, prayers, and hymns are drowned out by train noise. I seriously doubt that God considers trains a "joyful noise."  | Noise and Vibration |
| 1/8/2015   | Richard Irwin            | Making matters worse, our county, along with all the other counties between these two metro areas, will experience no benefits, yet will absorb all of the negative consequences. These will include a reduction of property values, increased ambient noise and light...   | Noise and Vibration |
| 1/8/2015   | Rick Graves              | With the combined noise and vibration and visual pollution of this train running every thirty minutes approximately 17 and a half hours a day, any home adjacent or close to the track would be rendered essentially uninhabitable. Aesthetically it will be like living under Chicago's notorious "EI". For the last decade the OFHA has been trying to have the BNSF tracks through the neighborhood over which the bullet train will travel designated as a "quiet zone", now that we are next up in the city for the designation, this new intrusion makes those efforts useless.   | Noise and Vibration |
| 1/8/2015   | Rick Graves              | With the combined noise and vibration and visual pollution of this train running every thirty minutes approximately 17 and a half hours a day, any home adjacent or close to the the track would be rendered essentially uninhabitable. Aesthetically it will be like living under Chicago's notorious "EI". For the last decade the OFHA has been trying to have the BNSF tracks through the neighborhood over which the bullet train will travel designated as a "quiet zone", now that we are next up in the city for the designation, this new intrusion makes those efforts useless.   | Noise and Vibration |
| 1/9/2015   | Robert and Yichen Huwar  | Noise - We would like to see a breakdown of the noise generated from the train (elevated and at grade) at specific speeds and distances. Our concerns is that the noise combined with the frequency of how often trains will be passing are not appropriate for such a highly residential area.<br>Vibration - We would like to see a study performed on how placing a high speed rail will impact a modern post tension slabs in soil types similar to Houston, TX   | Noise and Vibration |
| 12/14/2014 | Robert B Shumway         | The community lobbied as well as help finance a no blow zone ( no train horns) in this area. It will be a slap in the face to have another train system added no mater how quiet they say it will be...   | Noise and Vibration |
| 1/7/2015   | Roger Timmerman Sr.      | The noise level is also a major concern to our environment in this area. Because of our location in the country we have a recreation business that relies on the country environment that city people want to come and relax, get away from the noise and stress of the city atmosphere. We have been always told how beautiful our land is so we developed a retreat for city people to escape their stressful city environment.   | Noise and Vibration |
| 1/10/2015  | Ronald Scott             | Even after construction, the constant multiple daily use of this high-speed rail line would cause noise and danger as the trains, elevated or not, cross these busy and important streets.  | Noise and Vibration |
| 1/6/2015   | Rosalinda Egge           | Hello. I would like to let you know that I am opposed to having the high speed train going by our subdivision, the Chateau Forest Subdivision which will have it running to one side of the subdivision. First, I do feel that it will make noise; that it will cause vibrations that might affect our foundations and drywall; that it will cause people from being able to sleep; that it will cause the values of our homes to depreciate and may even keep people from buying our homes;  | Noise and Vibration |
| 12/8/2014  | Ryan Balazs              | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable.<br>The existing tracks in this area are being transitioned into "Quiet Zones", but this proposition would render that a waste of tax-payer dollars.  | Noise and Vibration |
| 12/9/2014  | Ryan Balazs              | The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. The existing tracks in this area are being transitioned into "Quiet Zone,s" but this proposition would render that a waste of tax-payer dollars. Over the last few years, this neighborhood has been going through a period of urban redevelopment. The decline in property values from leveraging the proposed tracks for HSR would likely impede any further redevelopment and potentially cause a decline.  | Noise and Vibration |
| 1/9/2015   | Ryan Grayless            | <b>noise pollution</b>  | Noise and Vibration |
| 1/9/2015   | Ryan Grayless            | There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate.<br>The noise from the HSR as it passes, sounds like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be deemed uninhabitable and unsellable.<br>While residents can recognize the need for reducing congestion on Texas highways, and the convenience of such a rail system the combined noise and vibration of this elevated train running approximately 17½ hours a day, any home adjacent the track would be negatively affected.<br>I ask you...would you want an elevated train running behind your home, property, school and playgrounds? | Noise and Vibration |
| 1/9/2015   | Ryan Grayless            | The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?   | Noise and Vibration |
| 1/9/2015   | Sally and Mark Jozwiak   | This particular stretch of elevated railway, according to FRA's definitions, would fall within Categories 1, 2, and 3 that should be considered in assessing the potential effects of HST operations such as noise, vibration,  | Noise and Vibration |
| 1/8/2015   | Sandi Schwartz           | The noise and vibration from additional rail traffic in these corridors will negatively impact property values, and diminish quality of life for neighborhood residents.  | Noise and Vibration |
| 1/8/2015   | Sandra Schwartz          | Adding rail traffic every 15 to 30 minutes between 5am and 11:30 pm will have a negative impact on neighboring residents and businesses. We are already dealing with freight traffic in these corridors, The freight traffic runs all night, also. The noise and vibration from additional rail traffic in these corridors will negatively impact property values, and diminish quality of life for neighborhood residents.   | Noise and Vibration |
| 12/11/2014 | Sandy Cykoski            | As you probably heard, the residents of Leon Country are extremely concerned about the HSR barreling through our county not to mention traveling over private property and cutting long time resident's ranches in half. Below are just some of my concerns and I cannot understand how in the world the "suits" would think us country folks would welcome this debacle.<br>Excessive Noise<br>Cattle and livestock being effected with noise/vibration<br>Vibration   | Noise and Vibration |
| 1/7/2015   | Sandy Simmons            | Trains running through such dense neighborhoods every 15 - 30 minutes would be disruptive, bringing increased noise, vibration, and traffic at RR crossings, thereby decreasing the quality of life for residents and lowering property values. An elevated track would be especially invasive and an eyesore.  | Noise and Vibration |
| 12/8/2014  | Savagesw                 | 1. Please provide data regarding ground vibration-what are the vibration levels and how far from the rail the vibration can be felt.<br>2. Please provide noise contours from the center or the rails all the way out to where the noise cannot be heard (background noise level). The contour maps should be prepared for both ground level track and elevated track.  | Noise and Vibration |
| 12/8/2014  | Scott Arnebold           | As of now we have a rail line that the neighborhood has been trying to silence. Horns and frequent trains already disturb our neighborhood along 34th street in Garden Oaks, Houston.   | Noise and Vibration |

| Date       | Contact Name         | Request/Comment  | Comment Topic       |
|------------|----------------------|--|---------------------|
| 12/3/2014  | Scott Smith          | I am a 40-plus year resident of Pinehurst, Texas. I live on a four-and-a-third acres, and my property backs up to the BNSF train tracks. It's noisy when the train runs over it, and it's over 80 decibels on the outside day. It's loud enough for a person that's standing next to you that they can't hear you when talk. To give an example, think of a rock concert. That's kind of what it's like. Add another 30 decibels to that if they blow there, and the vibration alone can wake you up at night. These are freight trains we're talking about. I can hear a horn when the train crosses Hardy Toll Road and again when it crosses 149. A high-speed train would make that distance perhaps 45 seconds, which means they would have to honk all the way. That means behind my house. Over the years trains have set my property on fire at least four times. So to say the least, I'm not a big fan. Their cover report states that they will attempt to hold road and freight tract relocations to a minimum. So those think this does not effect them, you might find you got a new road or a rail railroad or backyard or passing. It will be interesting to know how many acres of land will be eaten up along this route. This is land being given over to a private company. One with no track record in this business. What happens if it fails? What happens to the loss damage? Who pays the creditors if the project goes belly up. Might it be the taxpayer? Do the creditors get the land with as they please? The only positive financial impact will exist in two small areas, the stations at each end of the line. The other 240 miles will see at best nothing, and at worst, loss of lands and a drop in property value. Guess this might be nice if you live inside Loop 610 and Loop 12 in Dallas, but who else is going to fight downtown traffic and parking to ride a train. And when you arrive at the other end, is downtown really where you want to be? Seems to me, you have the same dilemma as the Greyhound bus riders. Please understand I am not antibusiness. I'm a business owner myself, but I do object to any business that can negatively affect so many people's quality of life and property values especially in this lot 240 miles long. | Noise and Vibration |
| 12/4/2014  | Scott Smith          | Finally, it is my request as a resident and property owner in Waller County, that all alternatives for meeting the forecasted demand on the travel corridor between Dallas and Houston be carefully examined and analyzed for the ability and opportunities of using past, present, and future publically funded investment to reduce forecasted congestion, before considering the implementation of a private-for-profit transportation project that would require the taking of private property and that would introduce substantial negative impacts to the affected residents and landowners.  | Noise and Vibration |
| 1/7/2015   | Seth Rudolph         | As a current resident of Garden Oaks I am strongly against this High Speed Rail Project running through our beautiful neighborhood along the W 34th street corridor. This will have a negative effect on our quality of life and property value<br>I am very concerned about noise levels that could keep residents, including young children, from healthy continuous sleep in their homes. It is unacceptable for someone to rob a community the ability for a peaceful night sleep. What is the distance range of noise produced by the trains in decibels (dB) from zero feet out 1000 feet? How will this affect the ability for people to sleep, learn in nearby schools, and provide for a peaceful place of worship in nearby churches?<br>How will vibration from these trains affect home structures and faulting in the area?   | Noise and Vibration |
| 1/9/2015   | Seth Wilson          | The noise resulting from the HSR, while advertised as "quiet", will not only impact those properties directly adjacent to the rail easements and/or right of ways, but also those properties within several miles of the rail line.<br>No noise studies, impact or findings have been provided to the neighborhoods in and around the BNSF rail line such that the property owners are able to effectively comment (except to provide generalized opposition).<br>The vibrations from the HSR will only add to that which is already presented by the freight trains using the BNSF rail line. This could result in significant damage to the land, environment, animal life, as well as surrounding residential properties.<br>No vibration studies, shock findings, engineering reports, analyses and conclusions have been provided to the property owners and neighborhoods that will be affected by the HSR. As a result, the neighborhoods, property owners, and others (including businesses) do not have the opportunity to effective comment (except to provide generalized opposition).  | Noise and Vibration |
| 1/13/2015  | Shane Kurz           | I am writing to you as a Houston Texas Oak Forrest homeowner to inform you of my opposition for the BNFS Option I ("the proposed tracks") High-Speed Rail ("HSR") route under consideration of Federal Railroad Administration and Texas Department of Transportation. I am not opposed to the implementation of HSR between Houston and Dallas, but I believe this route would negatively impact my community. A HSR train frequently running through this neighborhood would be detrimental to many of homes near, or next to, the proposed tracks. The combined noise and vibration from this type of train at the proposed frequency would render these homes undesirable. All this would lower the quality of life for residents and as well as local property values.<br>The existing tracks in this area are being transitioned into "Quiet Zones" but this proposition would render that a waste of tax-payer dollars.   | Noise and Vibration |
| 1/9/2015   | Sharon Lout          | We do not need our worship services or schools invaded by this noise and rumble of this train.   | Noise and Vibration |
| 1/9/2015   | Sheila Briones       | Assessment of the environmental impacts of this project and how it will affect...noise...  | Noise and Vibration |
| 1/7/2015   | Sherry Jordan        | Noise and Vibration Impacts – We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. With the noise and vibrations of this rail line running through the neighborhood approximately 70 times a day, homes nearby would be viewed as inhabitable and unsellable to Houston residents, further decreasing neighborhood property values. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses.  | Noise and Vibration |
| 1/9/2015   | Sid Cruz             | My wife Angelina and I have been residents of Garden Oaks, Section 1, for forty years, and are opposed to plans for High Speed Rail using the BNSF route next to W 34th street in Houston TX. The home sub divisions along the route already have to deal with motor vehicle noise along Interstate 610 North and if approved, would now have to contend with additional railway noise, safety issues, eminent domain by private industry, and possible violation of the City of Houston noise ordinance.  | Noise and Vibration |
| 1/7/2015   | Steve Rachac         | The negatives as I see it will be NOISE and just the addition of it in our landscape.  | Noise and Vibration |
| 1/8/2015   | Stuart Fieldhouse    | The existing freight rail line is already disruptive enough; with the local community having petitioned to have the area designated a quiet zone to no avail. Adding high speed rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. will not only increase what is already viewed as an issue with noise and vibration, but would also harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade. Within a 3 mile stretch of 34th St between Yale and TC Jester alone there are 3 schools and several parks that are directly adjacent to the proposed route. How a high speed rail line can be viewed as an appropriate and safe service to run alongside areas where young children are both trying to learn and play is incomprehensible.  | Noise and Vibration |
| 1/12/2015  | Su                   | I live in the Chateau Forest Subdivision. I don't like the idea of a high speed rail going by our neighborhood. We have a lot of children in this neighborhood and it's a quiet neighborhood. I'm sure there will be noise and added traffic to our area, not to mention bringing a lot of people into our area.   | Noise and Vibration |
| 1/8/2015   | Susan E Love-Saranie | We have been told the existing rail tracks will have to be moved (20 feet?) to accommodate the high speed rail. I have not heard definitely whether this means the tracks will move closer to 34th ST or the opposite direction. If it moves closer to 34th, this will likely add to the noise and vibration we already have. If it moves the other direction, the folks on that side will feel the negative impact.   | Noise and Vibration |
| 11/30/2014 | Susan Jaworski       | How far does noise and vibration impacts travel beyond the track?<br>What are the noise impacts when the train is accelerating or decelerating?  | Noise and Vibration |
| 1/8/2015   | Susan Sloan          | Also, what happens when you built it, no one uses it, and it shuts down, leaving an eye sore with potential for flooding (due to concrete), noise, pollution, etc.   | Noise and Vibration |

| Date       | Contact Name                   | Request/Comment   | Comment Topic       |
|------------|--------------------------------|---|---------------------|
| 12/3/2014  | Susan Statler Thornhill        | BNSF Option 1 Alternatives Selected for Detailed Evaluation... the proposed tracks run right behind my property. What will the noise level be like in comparison to the trains that use the track currently? What will be done to reduce the noise level?   | Noise and Vibration |
| 1/8/2015   | Suzanne Debien                 | ... we already have issues with the noise from the freight trains. With TCR HS trains we will have the added devaluation caused by the monstrous concrete structure looming over our homes from every angle. ... increase noise and vibration...  | Noise and Vibration |
| 1/9/2015   | Suzanne E. Clevenger           | Noise and Vibration Impacts. We have not been provided any studies to show how the vibrations from the elevated high speed rail will affect the structures and foundations of homes, businesses or other structures located near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate. Additionally, the United States Geological Survey has identified a fault that runs through this area with the potential to cause substantial, costly damage to infrastructure, including roadways and utilities. Please instruct Texas Central Railway to provide a detailed study of the vibration impacts on the residential homes, nearby schools and business structures.<br>We understand that the noise from the proposed rail system as it passes will sound like an airplane taking off. If the noise and vibrations of this rail line run through a neighborhood such as Oak Forest and surrounding neighborhoods on the BNSF route, approximately 70 times a day, homes nearby could be viewed as inhabitable and unsellable to Houston residents, which may lead to a decrease in neighborhood property values in a currently highly sought after area of Houston. Furthermore, there are at least 7 schools that I believe could be impacted by the noise and vibrations along the BNSF route, and potentially schools and child care facilities along other proposed routes that should be avoided. Please require Texas Central Railway to provide detailed noise surveys with estimates of the noise impacts at the noise sensitive areas, including residences, schools and businesses. | Noise and Vibration |
| 1/8/2015   | Tami Merrick                   | Vibration data for the train is not available. Many residential homes are wood frame and currently vibrate from the existing freight rail in the corridor. Residents expressed concern for lack of data regarding the vibration impact.<br>Decibel noise from the trains (at 30 minute intervals)   | Noise and Vibration |
| 1/9/2015   | Tami Merrick                   | Levels of vibration and wind caused by the train. Videos in Japan show very ugly fences probably to shield wind from adjacent property where it is not elevated.  | Noise and Vibration |
| 1/14/2015  | Tammy Lester                   | My name is Tammy Lester and I would like you to know that I am opposed to having the high speed train going by our subdivision. I live in the Chateau Forest subdivision, right next to the train track. First, I do feel that it will make more noise and that it will cause vibrations that might affect our foundations and drywall. Not only will it cause me and others not to be able to sleep, but it will devalue my home and may cause my home to have little resell value. I feel this should be done somewhere else away from my home.<br>To be clear, I am very against doing this to our residents in Houston and especially to those who live next to the BNSF Railroad tracks.   | Noise and Vibration |
| 1/7/2015   | Terri Palmer                   | I moved into 55 & over apartments on 34th in Houston less than a year ago. Before I moved, I looked at many locations before I picked a place that I thought would be home until I died. ...I fear I will have to relocate because of noise, vibrations and dust. I really cannot afford another move!<br>I fear that this is already a done deal and that this comment will not matter, but I hope that a better route can and will be chosen.   | Noise and Vibration |
| 1/9/2015   | Terry Jeanes                   | Noise, vibration, and the safety of HSR in a corridor of heavy traffic freight carrying all types of products is a concern is for the overall safety and the ability for these parks and recreational / sports facilities to be used by schools and youth programs in the area. Certainly contradicts the need and drive for Play 60 to assist with the health and well being of our younger generations.   | Noise and Vibration |
| 1/8/2015   | Tina Roberts                   | ... where at 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve   | Noise and Vibration |
| 1/9/2015   | Tina Roberts                   | ... increase noise and vibration...   | Noise and Vibration |
| 1/8/2015   | Tinabeth Keaslin               | Some concerns that should must [be] addressed and studied:<br>Ambient noise levels, level of vibration, and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas   | Noise and Vibration |
| 1/7/2015   | Tom Dornbusch                  | The addition of HSR service along this route will impose a source of visual and <b>noise pollution</b> that decreases property values for nearby residents.<br>TCR's presentations have included no graphics or photographs to inform residents of how the necessary support infrastructure will engage with and incorporate into the affected areas.   | Noise and Vibration |
| 12/3/2014  | Tom DuBois                     | We are fifth generation residents in Leon county and do not want ours, or our neighbors property in any way negatively effected by this proposed project. We know that our way of life would be negatively effected along with our property values, livestock & livestock operations, wildlife, and a noise pollution issue.  | Noise and Vibration |
| 1/8/2015   | Tom Price                      | The noise, vibration and intrusion of the HSR (construction and operations) will forever alter the character of this part of Houston.   | Noise and Vibration |
| 1/6/2015   | Tony Padon to Senator Whitmire | where a 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability of these neighborhoods including mine - Garden Oaks - where I have lived for 25 years.  | Noise and Vibration |
| 12/4/2014  | Tracy F Olds                   | Will "sound" repelling fences be constructed?<br>Will the dB be less than state level?  | Noise and Vibration |
| 1/9/2015   | Tricia Hughes                  | Based on what I've heard about the amount of land that would be needed for the high speed train project, there is a possibility our street could be eliminated completely and even if it was not, the desirability to live so close to such a project with the noise and vibration levels...  | Noise and Vibration |
| 1/8/2015   | Vanessa Smith                  | ... increase noise and vibration (thus impacting the schools along the path)...   | Noise and Vibration |
| 12/1/2014  | Vern Six                       | I'm a relative newcomer to Leon County. We've only been here a year and a half. I do have some experience living next to one of these bullet trains. I lived in London for about four years. I know that I spoke with their engineer there that some of the designs are different. This is supposedly some -- they're calling it a fifth generation train, but I'm telling you from living next to one in London in the urban area -- I don't think we get much more urban than London, England. It was very difficult to even converse on the phone. I lived some 700 yards from the train so 2100 feet and that's about basically just a little under half a mile. So I post on that respect. But something else that we keep hearing about, you know, environmental and this and that, things to consider. I want to remind you that the next meeting he has on the draft, we have to -- we have a duty to come back and make sure he didn't forget anything to put in his comments tonight. I absolutely want to encourage everyone, please come to the draft meeting. That's our next big bite at the apple to make sure these guys haven't missed what we told tonight.   | Noise and Vibration |
| 1/7/2015   | Vernon Fristoe                 | A 50-foot elevated railline with trains running every 15 to 30 minutes 18 hours a day, would ... increase noise and vibration, and severely harm the high-quality livability that these neighborhoods have worked hard to achieve.  | Noise and Vibration |
| 1/9/2015   | Vicki Vaughn                   | I'm opposed to building high speed rail in Garden Oaks. How many older homes and trees will you have to destroy to run an elevated train through our beautiful neighborhood? During construction, it will create a big mess for us to deal with. After construction, it will be a noisy and potentially dangerous eyesore.  | Noise and Vibration |
| 11/11/2014 | Virginia Taylor                | You did not mention the noise pollution you will be causing every thirty minutes all day from early in the morning to late at night. You did say the train would be passing that often, but I'm guessing it will not be one train, but trains. One track from the north and another track from the south, which would make it every 15 minutes we would be hearing that loud shrill sound. Thousands of people in the pathway will be affected, maybe even those that live miles away from the track will hear it, too. I have very good hearing, but if this train comes through it will be like playing my radio or TV too loud, or running a jack-hammer without ear plugs. I expect it sounds like a jet airplane taking off or landing. Not only with people's hearing be bothered, there will be other health problems caused by the extra noise stress: Health conditions like heart attacks, strokes, nervous conditions (to name a few) not only in adults, but in children, too, in fact, stress can even cause cancer.   | Noise and Vibration |
| 1/10/2015  | Wayne and Jan Forster          | Residents, homes, businesses, schools, churches, daycare facilities, retirement communities, along the route will be exposed to the noise and vibration of the trains passing every 15 minutes, 72 times a day.   | Noise and Vibration |
| 12/5/2014  | Wesley Bonner                  | Concerns if using the utility option: 1. Increased noise  | Noise and Vibration |

| Date       | Contact Name     | Request/Comment   | Comment Topic       |
|------------|------------------|---|---------------------|
| 1/7/2015   | Will Sanchez     | My reason is because destructions of neighborhoods this train will bring noise, crime, and destruction around our streets. Will government, and locals assist with some kind of CREDIT/ assistance for homeowners losing their homes to help assist buying another new home? We are talking about building and brings this to Houston but no one has inform Houston residents about this. Not happy with this, Local Houstonian n. Houston  | Noise and Vibration |
| 1/6/2015   | William Awad     | The rail should follow high speed corridors or industrial corridors or stop before entering long-established urban neighborhoods, where with 50 foot high elevated rail line and trains traveling every 15 to 30 minutes 18 hours a day, would lower property values increase noise and vibration and be irreversibly detrimental to the quality of life and livability that these neighborhoods have worked hard to achieve as far as revitalization of neighborhoods, churches, schools, parks. I live on 34th Street and with the freight train going only 3 mph and my house shakes - this without living on the rail side of the street.   | Noise and Vibration |
| 1/9/2015   | William F Hughes | ... noise and frequency of trains would present more divesting effects than the flooding of 1950's (due to rail road trestle damming up White Oak Bayou), high winds and massive flooding created by Hurricanes Carla, Ike and Katrina, building of Loop 610 or extension of T. C. Jester Boulevard.  | Noise and Vibration |
|            | William P Jones  | ... along with the noise level.   | Noise and Vibration |
| 1/6/2015   | William Tufo     | What are the vibration and sound studies showing, my house already shakes from the BNSF train What is this train going to do?   | Noise and Vibration |
| 1/6/2015   | William Tufo     | What are the vibration and sound studies showing, my house already shakes from the BNSF train what is this train going to do?   | Noise and Vibration |
| 1/6/2015   | William Woodfin  | Concerning the Dallas to Houston high speed rail. I live a block and a half from the proposed BNSF route. Can you provide the noise levels in decibels at various speeds at various distances from the track? For example, please provide the noise levels at 50 mph intervals at distances of 50 feet, 150 feet, 500 feet, 1000 feet and 2,500 feet from the track.  | Noise and Vibration |
| 1/6/2015   | Wmwoodfin        | I live a block and a half from the proposed BNSF route. Can you provide the noise levels in decibels at various speeds at various distances from the track? For example, please provide the noise levels at 50 mph intervals at distances of 50 feet, 150 feet, 500 feet, 1000 feet and 2,500 feet from the track.  | Noise and Vibration |
| 1/6/2015   | Yolanda Garza    | This rail will run 25 to 30 minutes, 18 hours a day delivering a fast sound and vibrations from the rail train that will be "too loud". It's bad enough that we have to live with the train that runs all day and night, especially in the early mornings when most residents are trying to sleep. {1am, 2am,3am, 4am, 5am, 6am} I understand the RR system is supposed to honor the "quiet zone", but has any officials actually monitored this situation. {Only 1 train honors this in the early mornings. That's ashamed!}   | Noise and Vibration |
| 12/9/2014  |                  | 1. Please provide data regarding ground vibration-what are the vibration levels and how far from the rail the vibration can be felt.<br>2. Please provide noise contours from the center or the rails all the way out to where the noise cannot be heard (background noise level). The contour maps should be prepared for both ground level track and elevated track.  | Noise and Vibration |
| 1/20/2015  | Mc. Kinney       | The Dallas to Houston high speed rail is SUCH AN IMPORTANT PROJECT, I don't have a long speech or e-mail, I just want to voice my approval and make it known that this project is GOOD for Texas. I hope it becomes a reality in my lifetime. It is Time!!!   | Not Germane to NEPA |
| 1/9/2015   | Robert G. Pirtle | I am one of the people who attended the Oak Forest community meeting Monday, January 7, where Judge Robert Eckels spoke and answered questions. Most people at the meeting were opposed to the rail, saying it would be too close to their homes, too noisy, too high in the air, or too dangerous. They are opposed to something they know little about. Houston, Dallas, and Texas NEED High-Speed Rail, Mr. Johnsen. Thank you for whatever you can do to make this dream a reality.   | Not Germane to NEPA |
| 12/29/2014 | Samuel Pyeatte   | a high speed rail network is essential to the future competitiveness of the U.S. While Europe Japan and now China have high speed rail lines. It is an embarrassment that the U.S. doesn't. Not only is it good for the environment, it is just a more efficient way to get around and makes a lot more sense than building more and more airport terminals and runways as well as interstate highways. In order to see that the Dallas-Houston railway gets built this time and not bogged down like it was in the 1990s, I advocate a mixture of public and private financing ,a "Martial Plan" if you will, for bringing US infrastructure up to speed.  | Not Germane to NEPA |
| 12/18/2014 | Trey Savage      | I am interested in seeing high-speed rail become an integral part of the Texas travel infrastructure. It will be needed as Texas continues to grow and prosper. Although I have a long career in the airline industry, I believe Texas is perfect for a high-speed rail network - perhaps eventually something akin to "The Texas TGV (Triangle)" first proposed in the mid-1980s. I've lived in Europe and have traveled extensively by rail on every one of their systems. By far the best way to get around there. Let's bring high-speed rail to Texas!   | Not Germane to NEPA |
| 10/27/2014 | Amy Albright     | FANTASTIC! I just graduated from Texas A&M Univeristy and didn't own a vehicle during school. This would be so wonderful for getting to Dallas to see my family. It has been difficult trying to find a bus with more frequent departure times to Dallas (greyhound bus 1x per day). I rode high-speed trains when I studied in Europe and loved it - the most efficient, safe & sustainable mode of transportation. My friend, a graduate student from Taiwan, recently was in a head-on collision driving back to College Station from Dallas. She had just gotten her license as an American driver but after the crash she now faces a year or more in critical recovery care. This and related incidents can be avoided with trains. Thanks! | Not Germane to NEPA |
| 12/3/2014  | Babe Ellis       | I like it.  | Not germane to NEPA |
| 12/25/2014 | Ben Stephens     | Couldn't support this project more.   | Not Germane to NEPA |
| 1/9/2015   | Bill White       | Can you email the proposed routes to whiteww@icloud.com I lived in Black Horse Ranch for 9.5 years. Just got wind that 290 is on the list. This route may be good but I'd like to view and give you my personal thoughts.   | Not Germane to NEPA |
| 1/8/2015   | Bob S            | No build, ridiculous!!!!  | Not Germane to NEPA |
| 12/3/2014  | Bonnie Tittle    | I have some serious mixed feeling about the rail. However, I have some very serious feelings about gambling coming to Texas. This is a family oriented state and gambling is not high on the list for families as it in itself defies constructive effect on families, especially Christian families. The lottery system and the lies told about it being good for education are bad enough but we don't need casinos.  | Not Germane to NEPA |
| 10/28/2014 | Brian            | BRING IT ON! Privately funded... way overdue... you have my vote for sure!! Especially if they throw on a Hou.Texan logo on the side  | Not Germane to NEPA |
| 1/8/2015   | Brooke Fernandez | Where can one read about impact studies completed by institutions free from an interest in the project?   | Not germane to NEPA |
| 1/9/2015   | Christine Adams  | Illogical analogies: In the Jan. 5, 2015 public meeting in Houston, Robert Eckels presented an apples to oranges analogy when he stated that a rapid rail route going through residential areas as proposed by the TCR was the same thing as when 610 Loop West cut through the Bellaire, Texas neighborhood. That is a slick but absurd analogy that does not hold up under scrutiny suggesting that Mr. Eckels needs to take a remedial logic class or to not expect his audience to be full of morons.   | Not germane to NEPA |
| 1/7/2015   | Chuck Richter    | Another government boondoggle. No build is the best option.   | Not Germane to NEPA |
| 12/19/2014 | Dave Barron      | We should look at Hyperloop Transportation Technologies, Inc.<br><a href="http://www.huffingtonpost.com/2014/12/19/hyperloop-10-years_n_6357430.html">See: http://www.huffingtonpost.com/2014/12/19/hyperloop-10-years_n_6357430.html</a>   | Not germane to NEPA |

| Date       | Contact Name                             | Request/Comment  | Comment Topic       |
|------------|--|--|---------------------|
| 12/4/2014  | David Tullos                             | Our collective voices make a huge difference in what we're trying to accomplish here. Now, I can sit here and tell these folks all the things that are wrong about this project. but the truth is that we all know this and they already know this. So what's the point of me telling them that?<br>So what I'm going to do is I'm going to use the balance of my time to talk to you and tell you a little bit about us, the Grimes Citizens Advisory group. We're a coalition of over 200 citizens, property owners, and landowners here in Grimes County who are organized to defeat this project. If you want to stop this train and derail this project in its tracks, join us. It's real easy. Just contact one of the members of the Grimes Citizens Advisory Group. Find us on the web at communityupdate.org. Look us up on Facebook, Grimes Citizens Advisory Group. Go to Navasota Realty here in Navasota. They'll sign you up or call me at [sic]. Join us. Together we can make a difference. Thank y'all again for showing up here tonight.   | Not germane to NEPA |
| 1/8/2015   | Debra Allen                              | Very Interesting Project!  | Not germane to NEPA |
| 1/8/2015   | Debra Krejci                             | Interesting, right in my front yard.   | Not germane to NEPA |
| 1/2/2015   | Don Agan                                 | I'd like to quote Randal O'Tolle 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.<br>While the Obama administration has started funding high-speed rail, it has no detailed financial plan, no cost estimates for the proposed system, no source of long-term funding, and no expectation that passenger fares will cover all of the operating costs or any of the capital costs.<br>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.<br>Thus, the costs of a true high-speed rail system would be far higher than the costs of a medium-speed system on existing tracks, as envisioned by the Obama administration. To build a 12,800-mile system of high-speed trains would cost close to \$1 trillion, based on the costs estimates of the California system. It is unlikely that the nation could afford such a vast expense, particularly since our state and federal governments are already in huge fiscal trouble.<br>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. I strongly oppose this high speed rail plan. | Not germane to NEPA |
| 1/6/2015   | Dwight O'Neil                            | I am currently a Passenger Train Locomotive Engineer with Amtrak. I am keeping a close eye on the progress of the High Speed Rail project. Thank You....   | Not Germane to NEPA |
| 11/14/2014 | Elected Official - Jim Kuykendall, Mayor | As a 37 year veteran of railroad management operations, labor relations and human resources, and as the Mayor of a local city along I-45, I am glad to see this effort finally get off the ground. will do whatever I can to assist you. Let me know what that may be.   | Not Germane to NEPA |
| 12/4/2014  | Elizabeth Robinson                       | Because of the proceedings and actions of the organizations involved, I have little to no trust in this process.   | Not Germane to NEPA |
| 10/10/2014 | Fernando                                 | This appears to be big and bold step for both Dallas and Houston, Texas at large. I support such an effort.  | Not Germane to NEPA |
| 12/25/2014 | George                                   | Look forward to this becoming a reality.   | Not germane to NEPA |
| 1/5/2015   | Gillian B Cawte                          | No consideration is given to the unalterable fact that the Japanese way of life, their population density and their travel patterns provides a totally different social climate, transportation needs, and relocation profiles along their HSR routes to what we enjoy in rural Texas. On what basis therefore is TCR constantly comparing the Japanese need and desire for mass transit to Texans' totally different situation?   | Not germane to NEPA |
| 1/5/2015   | Ginger Russell                           | NO. I am writing in opposition to the High Speed Rail. This is nothing more than a UN project set to control the masses and take them away from their automobile.  | Not Germane to NEPA |
| 1/5/2015   | hjobinson                                | I agree wholeheartedly with your points as the rail line also effects Grimes and Waller counties in the same way as it does Ellis County.  | Not Germane to NEPA |
| 1/5/2015   | hjobinson                                | You are correct. Only a very few city dwellers will benefit from this proposal.  | Not Germane to NEPA |
| 1/5/2015   | hjobinson                                | Your comments endorse the opinion that the entire scheme is poorly thought out and not warranted.  | Not Germane to NEPA |
| 11/13/2014 | Jay                                      | And so that explains why no one ever uses the cities' airports.  | Not Germane to NEPA |
| 1/7/2015   | Jay                                      | There is plenty of rural land is available in whole Texas. From Austin to Big Bend - the space is totally empty - those who really love rural environment can settle down in this area.  | Not Germane to NEPA |
| 1/6/2015   | Jeff                                     | President of HOA on proposed route   | Not germane to NEPA |
| 12/4/2014  | Joan Stuts Escamilla                     | ...because in 2008 we shut down the Trans-Texas Corridor. I went personally all the way to Austin. They still never fired anyone and no one still went to jail over some of the misappropriation of funds and we all know that, okay? This is a county that always gets this type of a project run over it because we're close to Houston. We don't want it, okay? The other thing is to address the NEPA process, the environmental process which says respect for the land, community, and wildlife -- this is your own brochure. Respect is the people that live here who have to live with this when it is built, so do listen to us. You should give us three minutes, but two minutes? Okay. Fine. The -- distraction on that is terrible. That's a horrible thing to make people feel like they have to rush through five minutes of their life to spend two hours here to hear y'all talk, to hear our elected officials talk. This time they were all in agreement with us, which is quite outstanding. I applaud them for that. I applaud them for that. They're finally hearing us.   | Not germane to NEPA |
| 1/8/2015   | Joe Obrien                               | focus on what's really wrong here--CJR, the Japanese company behind this proposal, is proposing MAGLEV to the Northeast Corridor, but an outdated TGV proposal to Texas. Chrzcatt is correct about safety-but consider the source!! Mr. Eckles a few years ago was ignoring the ridership statistics from TAMU that eliminated Austin, in his effort behind the texas jawbone proposal !!<br>The FACTS are these, backed by much research, that Maglev is safer, faster, little maintenance, quicker to build, can readily be elevated, and has less Environmental impact, including less noise.<br>RESEARCH does exist for Maglev, and the Chinese Maglev has been operating for 10 years. A TGV-type train, as proposed by Eckles, travels @ 175 MPH, versus 300 MPH for Maglev.The Federal govt must be involved. simply because they MAKE the regulations.Federal Railroad Administration said, Quote,"the implementation of an operating and revenue producing MAGLEV in the U.S. is critical to addressing the transportation needs of this country"<br>Date----"Maglev deployment program" 2001 (not a misprint) 2001   | Not Germane to NEPA |
| 1/6/2015   | John Parmalee                            | Looks good to me   | Not germane to NEPA |
| 12/4/2014  | John Richard Bond                        | My presentation was cut short. The stifling of free speech can be expected in communist and dictatorial countries. The F.R. A. "TSAR" showed his true colors.  | Not germane to NEPA |
| 10/24/2014 | Johnny                                   | High speed rail system. What's taking so long to get started on bullet train?  | Not Germane to NEPA |
| 11/1/2014  | Johnny                                   | What's taking so long to get started on bullet train?  | Not germane to NEPA |
| 10/20/2014 | Joseph Ostrow                            | I am a rail consultant and wish to be informed to be able to bid in response to any RFQs or RFPs.  | Not Germane to NEPA |



| Date       | Contact Name                                    | Request/Comment   | Comment Topic       |
|------------|---|---|---------------------|
| 12/4/2014  | Judith F. Bennett                               | Well, when we were in Walker County several weeks ago, there were about 60 people at the meeting. Most of you remember we -- I spoke and asked if we could have a meeting in Grimes County -- And we asked to have a scoping meeting in Grimes County, which was one of the options that was being affected, where Walker County wasn't. They asked approximately how many people we would have, and it's exceeded what I anticipated; so, I want to thank the people that came out tonight for that. And I also want to let you know as the chairman of the 391 commission, our commission will be drafting and sending out the coordination letters to ask -- to all -- to FRA, to TCR, everyone, and TxDOT that we are brought to the table on this so we can represent our county and our citizens and the neighboring counties. We're putting together a concerted effort because the word "team" is also an acronym for Together Everyone Achieves More. So I think that's what we're going to do, and I will turn my time back to the citizens   | Not germane to NEPA |
| 1/9/2015   | Julie Young                                     | How about improving the METRO bus service, so it actually goes where people need to go, quickly, and with useable schedules? We ought to fix and use what we already have. More people would ride the bus if it were safe, traveled in straight lines, ran frequently, ran during late night hours.<br>Look at Tokyo -- you stand on a corner for 10 minutes, and a bus comes. It goes straight down one street, then if you need to turn, you pick up another bus, not the stupid zig zag routes Houston buses take. And you can depend on the buses in Tokyo at night and on weekends, too.   | Not Germane to NEPA |
| 12/4/2014  | K W Miller                                      | 1. What is FRA paying URS?<br>2. What is HSR paying URS?<br>3. Why isn't HSR project shown on URS website?<br>4.. Will HRST have righ of eminent domain?<br>5. Why are taxpayers paying for FRA and TxDOT expenses in this project including EIS Statement?<br>6. Who are stockholders in HSR?<br>7.. What is the compensation to the contractors and advisors to HSR?<br>8. How much has FRA paid URS to date for this HSA project?  | Not Germane to NEPA |
| 12/4/2014  | Kenneth Allen                                   | I was at the Grimes County meeting and was amazed at how the people putting on the meeting want to shove this mess down our throats with no regard to what it does to normal people who own the land or have to put up with it. It does not work, will not work, and nobody wants it. Take a vote of the citizens of the affected counties and if a majority want it, I will go along with it. But that won't happen, nobody wants it except someone with a financial gain and that is not the citizens, so therefore, there will never be a vote because a certain few will make sure it never happens. I can't believe some of these people are so money hungry that they care for nothing but themselves. So sad for some of you.  | Not germane to NEPA |
| 1/8/2015   | Linda Bole                                      | Is this an alternative to Trans TX Corridor or part of it?  | Not germane to NEPA |
| 1/7/2015   | Lynda Bradley                                   | RESOLUTION<br>WHEREAS , the Texas Central High Speed Railway LLC is proposing to operate and run a high-speed bullet train non-stop through Leon County while traveling between Houston and Dallas/Ft. Worth •<br>BE IT RESOLVED, that Leon County Commissioners Court does not believe it to be in the best interest of the Co upport such a venture.  | Not Germane to NEPA |
| 11/3/2014  | Maria   | I absolutely support this project. Actually it should have been done much sooner. It is eco-friendly, cuts down on travel time (time is money), people can read/work/sleep while traveling instead of siting in their cars, great for tourists and many more benefits.  | Not Germane to NEPA |
| 10/22/2014 | Maribel Molina                                  | Dallas-Houston High-Speed Rail route images.<br>Hi, I'm a digital content producer with the Houston Chronicle. One of our reporters wrote up a blog post about the proposed routes ( <a href="http://blog.chron.com/thehighwayman/2014/10/routes-for-proposed-houston-dallas-bullet-trains-unveiled/">http://blog.chron.com/thehighwayman/2014/10/routes-for-proposed-houston-dallas-bullet-trains-unveiled/</a> ) and I'd like to create a photo gallery for it. Would it be possible to get separate high-resolution images of each individual proposed route (green, red, blue, purple, etc.)? Please let me know and don't hesitate to give me a call at (713)362-6107 if you have any questions.   | Not Germane to NEPA |
| 10/22/2014 | Maribel Molina                                  | Marybell is with the Houston Chronicle, would like to receive a call back. She would like to get high resolution images of the proposed route map.  | Not germane to NEPA |
| 12/4/2014  | Melinda Hughes                                  | <b><u>And I think that the stenographer can put ditto for me for everything that has been said tonight. Somebody took my notes and said exactly what I was going to say, so I don't know that I can say any more. With the exception of in interviewing some of the workers that are here tonight on the project, I did learn a little bit and that is that the Texas Central Railway company has been in existence for five years and has never built a railroad and considering that when I'm trying to find data from them, there's no objective hard data, really. It's just kind of conjecture, "We think that this is going to be" and whatever. So they can really tell us anything that they want. But particularly when I questioned about the Texas Central Railway and the Japanese partnership, according to one of their workers the Japanese are going to be building it. They're going to be moving over here. They're going to be operating the entire project for free, so we don't need to worry about our tax dollars because they're going to do it all for free just so they can get branding over here in the United States. Okay? So, you know, I really kind of question your ability to build a sound, safe railroad. Once this is completed, the foreign agency that they're talking to about running the railroad is Virgin Rail in the United Kingdom. And my last question is Mr. Eckels and all of you that own this, how do you sleep at night knowing all this?</u></b> | Not germane to NEPA |
| 12/4/2014  | Mildred Rosenberg                               | I gave my comments to the stenographer; and I will allow my two minutes to go to judge who overtook too many, so thank you.   | Not germane to NEPA |
| 10/28/2014 | NEED NAME                                       | BRING IT ON! Privately funded... way overdue... you have my vote for sure!! Especially if they throw on a Hou.Texan logo on the side  | Not Germane to NEPA |
| 11/3/2014  | NEED NAME                                       | I absolutely support this project. Actually it should have been done much sooner. It is eco-friendly, cuts down on travel time (time is money), people can read/work/sleep while traveling instead of siting in their cars, great for tourists and many more benefits.<br>Great job! You have my vote!!!!   | Not Germane to NEPA |
| 1/9/2015   | Nina Blocker                                    | I lived in this area for 45 years. I am totally against the project.  | Not Germane to NEPA |
|            | No Name   | My question is, why do people feel compelled to mislead everyone with statements that are at best mistakes and probably intentional lies to confuse and frustrate? You should have to start the entire et pay their salary, TxDOT included. I'm mad as hell, and I'm not going take it anymore.   | Not germane to NEPA |
| 1/3/2015   | Patty Mayeux                                    | I travel frequently to Dallas and am also interested in any program that promotes mass transit and high speed rail in Texas.  | Not germane to NEPA |
| 10/28/2014 | Pei Min Quan                                    | I strongly support it!  | Not germane to NEPA |
| 10/29/2014 | R Jack Cagle                                    | Rail, High Speed. Today, Not tomorrow. Here, Not elsewhere. Its time to get rolling!  | Not germane to NEPA |
| 11/3/2014  | Randi L Zumwalt                                 | I am in full support of this project.   | Not germane to NEPA |
| 1/9/2015   | Resolution - Michelle Stewart, Town of Anderson | THE TOWN OF ANDERSON, TEXAS AUTHORIZING AND APPROVING A RESOLUTION OPPOSING THE CONSTRUCTION OF ANY HIGH SPEED RAIL IN GRIMES COUNTY<br>Came before the Town Council of Anderson on the 8th day of January 2015, the matter of authorizing and approving a resolution opposing the construction of any high-speed rail system in Grimes County.<br>WHEREAS, the Town Council finds it is in the public interest and to the benefit of the residents of the city/county and the citizens of this state to oppose the construction of any high-speed rail system in Grimes County.<br>NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ANDERSON, TEXAS, THAT:<br>The town of Anderson opposes the construction of any high-speed rail system in Grimes County.<br>PASSED AND APPROVED on this the 8th day of January, 2015.  | Not Germane to NEPA |
| 10/29/2014 | Richard Fields                                  | I am in full support of this project.   | Not Germane to NEPA |



| Date       | Contact Name            | Request/Comment  | Comment Topic       |
|------------|-------------------------|--|---------------------|
| 12/4/2014  | Richard J. Franco       | 4. What about the landowners who will be stuck paying taxes on the accessed land? Aren't you leaving yourself open for a Supreme Court ruling against you?   | Not Germane to NEPA |
| 11/7/2014  | Richard Patton          | Support mass transit projects. Join us Jan. 14, 2015 as we celebrate 10 years of transportation transformation in Texas.   | Not germane to NEPA |
| 10/31/2014 | Robert James            | Just some advice: when it's time to contract for construction consider a dispute review board to help maintain focus on the work and avoid costly litigation.  | Not germane to NEPA |
| 10/20/2014 | Robert K Walker         | I am a big fan of the rail systems in Europe and have high hopes for your project.   | Not Germane to NEPA |
| 10/29/2014 | Robert Leilich          | Provided a paper that represents his independent research and views on high speed rail. His study supports HSR and promotes the need to examine a public/private partnership. This document will be part of the project record.  | Not germane to NEPA |
| 12/4/2014  | Sandra H Robillard      | Not wanted Not needed  | Not germane to NEPA |
| 12/7/2014  | Scott Reagan            | A high-speed passenger train connecting Dallas and Houston will have many positive impacts for Texans and Americans. This is the first step for efficient public transportation in the region, and hopefully it will be the catalyst for the development of public transportation throughout all major regions in the United States. The short-term benefits justify the project and the potential long-term benefits could change the United States passenger transportation infrastructure from one of the worst in the developed world to a world leader. The short-term benefits have already started through using private party investor funds into creating new jobs for the development of the physical assets of the train. | Not germane to NEPA |
| 12/7/2014  | Scott Reagan            | Once in service, the ability to travel between the two cities safely and efficiently will benefit the businesses in both cities, which will in turn encourage new businesses to become established in the areas. The expansion of more high-speed rails will have the same affect on the national level with the international business community. Additionally, as safe, low emissions public transportation expands, the overall environmental impact of the United States will be greatly reduced.  | Not germane to NEPA |
| 12/4/2014  | Scott Smith             | The citizens of Texas have voted to spend substantial dollars from the state's "rainy day" fund to improve transportation infrastructure. Given the congestion forecasted in the presentation, I request that the DEIS include an analysis of cost for the expansion of I45 and how much of the forecasted congestion could be accommodated by the same, as well as what percent of the available public dollars such an investment would represent.   | Not germane to NEPA |
| 1/9/2015   | Shirley Rouse           | I am interested in supporting this project. Great progress!  | Not Germane to NEPA |
| 1/5/2015   | Tim and Dannette Miller | Since the HSR will be operating as a common carrier on land acquired through eminent domain, how much will it cost for me to connect my own passenger rail car to the train?   | Not germane to NEPA |
| 1/6/2015   | Vikram Biring           | This is a great idea. I hope it comes through, it's time the US catches up with the rest of the world.   | Not Germane to NEPA |
| 1/6/2015   | Alisa Anderson          | Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subject to an exponential growth in freight traffic along those lines during the past decade.   | Operations          |
| 1/9/2015   | Allyson Faist           | Mr. Eckels could not answer if the train would be traveling fast or slow through neighborhoods OR what the law requires. What is the law? How fast will it travel?<br>Would you be ground level or elevated through Garden Oaks?   | Operations          |
| 10/28/2014 | Andrew Brauningger      | How many trains/capacity? Ticket cost? All private - no public funding?  | Operations          |
| 1/6/2015   | aywang                  | I'm pretty sure that the trains will be subject to speed limits within city limits. In Japan, the Shinkansen is only allowed to accelerate to its cruising speed once it leaves the urban areas.   | Operations          |
| 11/18/2014 | Cantapassa              | Agree completely!!! I've used the car carrier in Europe several times. It would be so practical for a car loving state like TX to have car carriers. Doesn't have to be every train but several times per day. Great for those traveling beyond Dallas or Houston.   | Operations          |
| 1/9/2015   | Carmen Kearns           | The 77 minute travel time from station to station is impressive, but I question the accuracy of that time. Snaking a HSR line through long established neighborhoods is counterintuitive to the notion of "high speed". To the 77 minutes, you should add the 60 minutes it will take in local traffic for riders to get to and from Downtown.   | Operations          |
| 12/1/2014  | Carol Strain Burk       | Also, is this on that high-speed air that it is lifted up the way they do in Japan? Is this electrical? So when we have an electrical outage, then is it affected by weather?  | Operations          |
|            | Chad Prior              | If maintenance is needed along the HSR, how will it be accessed and where?<br>Under EPA's rules, will this HSR ROW be considered public receptor points for air modeling analysis?   | Operations          |
| 10/23/2014 | Chris Miller            | Your website states prices will compare to airline prices. That is a large window ranging from \$100 to \$350, can you narrow that down?<br>Projected date of completion?<br>Projected price? Adjusted for inflation for completion date?<br>Who is the lead production / construction manager for this project?<br>Is there going to be a dedicated track to support the HSR or will it piggy back existing tracks?   | Operations          |
| 12/3/2014  | Dee Franco              | You didn't mention that about the fact about the intermediate stops, if you have any, will automatically make the travel time between Houston and Dallas longer. So, so much for the 90-minute, you know, trip. It's automatically going to -- and depending on how many intermediate stops you have, it's going to lengthen it. You estimated the cost of one of your -- someplace I found out -- that the cost was estimated to be 70 to 80 percent the air -- of air flight. How many people fly back and forth daily? It's actually cheaper to use the bus or go by car. You have to balance out actually what it costs to go by car.  | Operations          |
| 12/4/2014  | Dennis Wayne Hughes     | I think a lot of people have mentioned this; but on your website you have two-way departure every 30 minutes and in another place convenient departures every 30 minutes throughout the day. Poster says it's 5:30 to 11:30, 30-minute intervals, so which is correct? They're telling me the website's incorrect.   | Operations          |
| 1/8/2015   | Didier Bedel            | Fully agreeing with SN 22 Council President's statement.<br>1. What is the expected speed of the train in urban neighborhoods?<br>2. Where can the noise mapping of both elevated and ground tracks be found?<br>3. Where can the simulation of visual impact of elevated tracks be found?   | Operations          |

| Date       | Contact Name                | Request/Comment  | Comment Topic |
|------------|-----------------------------|--|---------------|
| 1/7/2015   | Doug Villaescusa            | In all of the presentations I have been to, no one is talking about the bullet train stations. Question #1: How many acres will be required for each bullet train station?<br>When buying tickets, is it like an airline ticket where I have an assigned flight and an assigned seat? Or is it like the light rail where I just walk up , buy my ticket and get on the next bullet train?<br>Will I be able to bring suit cases, golf clubs etc.? (i.e. baggage check and baggage claim)?<br>Can I buy tickets and reserve seats in advance on a bullet train leaving the station at specific time?<br>How many seats are available in each first class bullet train car?<br>How many seats are available in each regular (non-1st-class) bullet train car? On average how often will a bullet train leave the Houston station?<br>On average how many 1st class passengers will there be on any given bullet train?<br>On average how many non-1st-class passengers will there be on any given bullet train?<br>Using your best estimate, how many people will travel from Houston to Dallas on the bullet train each year?<br>How many bullet train maintenance depots will be built to service the Dallas to Houston bullet trains?<br>Where along the line are these bullet train maintenance depots going to be built?<br>Will there be a bullet train maintenance depot built in or near the Houston area?<br>Will some travelers be able to park in spaces on the bullet train station's acreage?<br>If so, in your best estimates, what % of the travelers will park in parking spaces on the bullet train station's acreage?<br>How many spaces will be available on the bullet train station's acreage?<br>What will it cost to park in parking spaces on the bullet train station's acreage?<br>Will some travelers park on the surface streets?<br>If so, in your best estimates, what percentage of the travelers will park on surface streets?<br>Will travelers park at remote park-and pay lots where travelers are bused to and from the station?<br>If so, in your best estimates, what percentage of the travelers will park at remote sites?<br>Has any consideration been given to traffic impacts on the communities where the train stations could be built? Question #6b: If so, what are the results of this consideration?<br>Will the infrastructure surrounding the train stations be improved to handle to increased traffic?<br>If so, in your best estimates, what will these improvements be and how far out from the stations will these improvements be made?<br>Will the infrastructure surrounding the train stations be improved to handle to increased runoff from all the new concrete and asphalt?<br>If so, in your best estimates, what will these improvements be and how far out from the stations will these improvements be made?<br>I am AGAINST the bullet train. We already have two transportation infrastructures that move traffic between Houston and Dallas. Both of these systems are more than enough to meet our future needs and do not require the destruction of historic communities that have been in existence since the 1800's | Operations    |
| 1/7/2015   | Doug Villaescusa            | I am AGAINST the bullet train. We already have two transportation infrastructures that move traffic between Houston and Dallas. Both of these systems are more than enough to meet our future needs and do not require the destruction of historic communities that have been in existence since the 1800's  | Operations    |
| 1/6/2015   | Dustin Kerr                 | How large will the pillars be to hold the tracks and the weight of them?   | Operations    |
|            | Elizabeth and Ben Fairchild | What is the competitive price you are predicting to sell a ticket at?  | Operations    |
| 12/1/2014  | Gerry Rosier                | I have two questions, and mainly the first one is going to affect the needs assessment. The first one you say that -- on the board that say that the average commute time will be 65 minutes or generally 65 minutes to the airport. What's going to be the average commute time to the train station? We haven't addressed that. That's not on the board. Is it going to reduce commute time for the Houston people or for the Dallas people? I'm really not concerned about it, but I think that would be -- would need to be looked at because if it's not going to affect them, what's the time that it's going to take for them to clear the rail to make sure that they have time to get there?  | Operations    |
| 1/6/2015   | Gina Johnson                | I've attended three meetings where Bob Eckels of TCR has presented and he has not been able to answer any questions definitively about what speed the train will travel through Houston's densely populated neighborhoods. We need to know this fact before the project route is determined.   | Operations    |
| 10/29/2014 | Greg Martin                 | What is projected fare rate? Frequency of corridor transits each way? Day only or day/night? Is Hybrid preferred unit considered? What obstacles remain to be cleared other than EIS? How many classes of ridership? Is an annual pass or lifetime pass considered? Frequent rider club?   | Operations    |
| 10/20/2014 | Greg Wallace                | Will these have car carriers? Would like drive on and off the train like Europe.   | Operations    |
| 1/5/2015   | hjobinson                   | Texas Central Rail has stated that they do not want stops along the route as this would slow down the train and therefore reduce their profits.  | Operations    |
| 1/10/2015  | J.E. Thomas                 | Project Description<br>What is the expected life of the proposed project? Please describe adverse effects over that time.<br>Describe the anticipated number of trains in the system at any one time, over time. Explain plans for anticipated growth or increases in trains over the life of the project.<br>Describe the average and maximum number of times a train would pass by a point along each route or an adjacent property owner. Include assumptions used to reach this estimate.<br>Describe the locations of each grade crossing for each alternative route. Include assumptions used to determine these locations.<br>Describe whether the train would use existing railroad tracks or whether additional track is needed.<br>Provide more detail regarding those aspects of the project that may affect analysis of environmental effects. For example, if there is a security fence around certain portions of the project, please describe the effect this may have on bisecting existing parcels.<br>Describe "Local Stakeholders" related actions and how these actions are contemplated in the analysis.  | Operations    |
| 10/23/2014 | Janet and William Jones     | If the rail is in the air who takes care of rightaway?   | Operations    |
| 1/6/2015   | Jason Funderburk            | If this does go through, how fast will the trains zoom by my house which is blocks away?   | Operations    |
| 12/3/2014  | Joe Franco                  | Intermediate stops will automatically lengthen travel time between Houston and Dallas. Cost is estimated to be 70-80% air flight. How many people fly daily? Expensive. Car/Bus.   | Operations    |

| Date       | Contact Name         | Request/Comment   | Comment Topic |
|------------|----------------------|---|---------------|
| 12/3/2014  | Joe O'Brien          | Well, I'd like to ask a second question, and that is this, up until now we've heard nothing but Texas Central Railway and I appreciate the fact that a private company has got talk about high-speed rail to this point, but they're talking about steel wheel; and steel wheel is obsolete. They talk about 200 miles an hour. Between the TTV and the Spanish rail, none of them run at a consistent. When I talked to the TCR representative, he said, oh, it'll average about 168. Well, I may be dumb, but I'm getting too old to worry about 1920 or whatever, but if this thing cannot built and it doesn't look like it will before 2020 or 2021, then my next question would be why are we going to get an obsolete system built for Texas? Why don't we go to something that's newer like Maglev and I haven't heard a single word about that tonight and it astounds me. It's the simplest and the best and the cheapest way we can go, and it will have less impact by far over steel wheel. Nobody -- we won't have nothing but steel wheel before us? It's obsolete before it's finished.   | Operations    |
| 10/27/2014 | John Blasieng        | This is a private project but it would be good if you told the capacity of the train. How many trips per day or week? How many people can be taken each week?   | Operations    |
| 10/31/2014 | Joseph O Brien       | Will the rail between Dallas/Houston be steel wheel or maglev? Current cost estimates show 50% less for maglev than steel wheel,(British Ultraspeed) better grade elevation ability, faster speeds (175 MPH vs 300+MPH for maglev), less maintenance, and safer transportation.   | Operations    |
| 11/14/2014 | Joyce Floyd          | Please consider the negative effect the lights will have on the animals and humans.   | Operations    |
| 1/9/2015   | K Gahm               | In four meetings that I have attended over nearly two months, citizens have specifically asked about the rate of speed that the trains would travel as they pass through the residential neighborhoods. Each time, Mr. Eckels has explained that the trains would be slowing down (from 200 mph) as they entered the urban area, but "was not sure exactly how fast they would travel through neighborhoods". Mr. Eckels did say that the trains would only take approximately 15 seconds to pass any given location in the neighborhood. This seems quite evasive and makes residents suspicious that the disclosure of the actual rate of speed would evoke alarm and spur additional opposition to the plan.   | Operations    |
| 12/3/2014  | Larry H. Williams    | What is the highest crosswind can the train survive at 205 mph?   | Operations    |
| 11/11/2014 | Lawrence S Gillespie | I hope it is not too late to consider a train that would not "stop". The current concept is just the same "old" passenger train on steroids: passengers come on board and deal with all of their luggage. Then the train leaves the station, goes to the next station and the train stops again where people get off and others have to wait to get on . This is repeated again and again. What about a train that doesn't stop? What about a train that separates the loading and unloading function? Consider as a simple example a trip from Houston to Dallas with a "stop" in Centerville. Set up a train with a locomotive and three cars: call the cars A , B, and C. Car A and Car B are behind the locomotive and Car C is in Centerville. Car A contains only passengers going to Dallas and Car B contains only passengers going from Centerville to Dallas.The train leaves the station in Houston. As it nears Centerville the train slows down and Car B detaches from the train and continues to Centerville while Car C leaves Centerville and attaches to the front of the train and the train continues to Dallas with only a little slowing to allow for "the docking" This process can be done as many times as the math allows and the train never has to stop !!! Can this be considered? | Operations    |
| 10/28/2014 | Matt Allan           | Might also suggest you partner with the airlines to replace their flights between the two cities rather than fighting against them. Can't wait!   | Operations    |
| 1/9/2015   | Melissa Hamous       | We have been told that there is adequate existing right of way along the BNSF Option 1 route. Will all associated electrical, maintenance, communications, signalization, and drainage facilities required to support the rail also be fully contained within the existing right of way?resented based on the little information which has been provided to date.   | Operations    |
| 10/23/2014 | Nathaniel Pendleton  | STANDARDS<br>Where ever possible, please build AAR plate H or larger train dimension, likely for use for an ACHSR model with lower deck ULDs low in a tall rail car, and tall upper deck ULDs on the upper rail car deck, as well as full double deck passenger rail cars for peak demand time where both floors are level the entire length of train for easy maintenance with carts, mobile food cart services, rolling luggage, baby strollers, ADA access, the full length of the train. If ACHSR and full double deck passenger rail does not happen quickly, then simply for emergency ordinary double stack freight rail movements such as after a hurricane.<br>Please use 25 kV 60 Hz over head catenary power, to help establish this global standard.<br>The politics of "third rail" DC voltage for tunnels and stations is actually complex, but seriously consider the safest, called "bottom contact", used in the US on the Metro North commuter rail in New York City. It both prevents electrocution of line workers from falling, and prevents leaves and precipitation from messing with electricity transfer.  | Operations    |
| 10/29/2014 | NEED NAME            | 1) What is the commute experience you envision? --Check baggage or carry-on? -- Can we take bicycles? 2) Have you tried to tie-in with the local light rail systems on both ends? Wouldn't that save you from dealing so much with the urban problems?  | Operations    |
| 1/9/2015   | Nora DeDontney       | What are the dimensions of the bullet train, and the dimensions of the completed track? Will it be elevated? How high? From how far away will it be seen? Will it go underground at any point on the route? If so, where will that happen?<br>How fast will the train be? When passing through a neighborhood, the president of TCR said it would be slower than the cruising speed but didn't know how much. What is the maximum speed it would be allowed to travel through residential neighborhoods like the 34th st corridor? How fast will it go through the turns?   | Operations    |
| 1/9/2015   | Nora Dedontney       | What are the dimensions of the bullet train, and the dimensions of the completed track? Will it be elevated? How high? From how far away will it be seen? Will it go underground at any point on the route? If so, where will that happen?<br>How fast will the train be? When passing through a neighborhood, the president of TCR said it would be slower than the cruising speed but didn't know how much. What is the maximum speed it would be allowed to travel through residential neighborhoods like the 34th st corridor? How fast will it go through the turns?   | Operations    |
| 1/8/2015   | Pene Carter          | I am concerned over the frequency and the length of operation during the day. The trains are to run every 30 minutes but as stated at a meeting, because there are 2 tracks going different directions, the frequency could be higher; another words, almost constant.  | Operations    |
| 1/9/2015   | Randy Odinet         | Adding rail traffic every 15 to 30 minutes between 5 a.m. and 11:30 p.m. would harm neighboring residents and businesses already subjected to an exponential growth in freight traffic along those lines during the past decade.  | Operations    |
| 12/4/2014  | Richard J. Franco    | 3. Why not get the railroad contractor/partner to submit a maglev plan? I've seen the system work in other cities in the world. Why prolong an outdated system?   | Operations    |
|            | Sierra Club          | 6. Construction, operation, maintenance, repair, and replacement of the HSR and associated facilities can cause the spread of NNIPS along the rail right-of-way (ROW). An analysis of this problem must be conducted and mitigation measures must be proposed that will eliminate this problem.   | Operations    |
| 11/30/2014 | Susan Jaworski       | How many heavy maintenance facilities would be required or planned to support this project? Where will they be located? What are auxiliary impacts associated with these facilities?<br>How often would maintenance be performed, when would it be performed and how would it be coordinated with the surrounding community?  | Operations    |
| 10/27/2014 | Sydney L. Metscher   | I am particularly excited about the possibility of this HSR, specially with the hope of the intermediate stop. As a former TAMU student, I would have found a HSR to both Dallas and Houston incredibly useful, but the trip to Dallas on HSR, especially if it were at least as economically viable as driving would have been very helpful. In fact, the possibility of being able to commute to either city continues to be something that I hope I could take advantage of. I cannot overstate how enthusiastic I am about using this HSR as often as it is economically possible for me to do so. As a former student I am also certain that this rail would be of great use to other students as long as the travel is affordable. I have had many friends traveling between College Station and both Dallas and Houston who have been in near fatal accidents that would have been avoided with the existance of a HSR.  | Operations    |
| 11/19/2014 | Tom Compson          | How wide will the ROW be?<br>On-board bike-storage facilities need to be provided on the trains.  | Operations    |
| 12/17/2014 | Tracy                | If the train is built I feel it would only be a great success if the fares are cheap enough for everyone. Should be around \$100 one way.   | Operations    |
| 12/4/2014  | Tracy F Olds         | What will be the size of these trains - # of cars? What would time scheduling be - hours of operation and # of times per day through the county?  | Operations    |

| Date       | Contact Name                          | Request/Comment  | Comment Topic                   |
|------------|---------------------------------------|--|---------------------------------|
| 1/6/2015   | William Tufo                          | How much would a ticket cost? Is it beneficial for us to ride the HSR vs drive, fly or take the bus?   | Operations                      |
| 1/6/2015   | William Tufo                          | How much would a ticket cost? is it beneficial for us to ride the HSR vs drive, fly or take the bus?   | Operations                      |
| 10/18/2014 | Andrew Atkinson                       | This is the best thing ever happen in texas. I am 100% in support.   | Other                           |
| 1/12/2015  | Catalina W.                           | ...mitigation measures required to be incorporated into project designs in response to environmental assessment findings are often haplessly designed and implemented, and so must be carefully vetted.  | Other                           |
| 12/29/2014 | David Dunn                            | Sounds like a great project! I've been driving between Dallas and Houston almost 40 years. It will be nice to cut that drive time!   | Other                           |
| 10/22/2014 | Ed and Barbara Erwin                  | We hope to ride it someday.  | Other                           |
| 1/8/2015   | Janette Dennis                        | Our Texas Senator and our Representatives of the Texas House are strongly opposed to this TCR route and TCR Project.   | Other                           |
| 1/7/2015   | Kim Cramer                            | Yes PLEASE PLEASE do this!! And one to Austin and one to South Padre and so on and so on!!!  | Other                           |
| 10/29/2014 | Michael Stely                         | Please build this as soon as possible!   | Other                           |
|            | Sierra Club                           | 11. This project may have the potential for significant environmental impacts. Therefore the Sierra Club believes that an individual Section 404 permit rather than a nationwide Section 404 permit is necessary.  | Other                           |
|            | Sierra Club                           | 16. A comprehensive hurricane plan is needed. This plan must include an analysis, assessment, and evaluation of what will occur due to damage to the HSR line and its associated facilities; what effects will the loss of power will have on the HSR line what mitigation measures will be required to address this problem.  | Other                           |
| 12/4/2014  | Steve Bauer                           | No High Speed Rail!  | Other                           |
| 11/12/2014 | Teena Adams                           | I do NOT want the high speed rail coming to TEXAS. You are telling so many lies to get people on board this project it is shameful. NO HIGH SPEED RAIL IN LEON COUNTY, TEXAS. - get the picture?   | Other                           |
| 1/9/2015   | Vern Six                              | I spoke up at the Leon County Scoping Meeting on December 1st, but I want to once again stress that I am totally opposed to this train coming through Leon County. This train does nothing for our county but harm it. KEEP OUT!   | Other                           |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG) | If Approved, the Railway Will Become an Enormous Financial Burden on Taxpayers<br>All Texans, in and out of Grimes County, will ultimately foot the bill for this rail project if it is approved. Numerous analyses of high speed rail proposals for the United States have pointed out that high speed railways in existence around the world survive only with massive government subsidies. And as these studies point out, the United States is far less suited to passenger rail transportation due to many factors, including fundamentally the lack of population density found in places like Japan and Western Europe. The risk to taxpayers that the promoters of this project are significantly underestimating its costs, and overestimating its ridership and revenues is enormous, indeed a near certainty.<br>No actual person or company capable of privately funding the proposed railway has even been identified, let alone vetted. At the December 4 public meeting, the FRA presenter stated specifically and unequivocally that the railroad project was a private project proposed by Texas Central Railway, and that Texas Central Railway would build, own and operate the railway. But Texas Central Railway's own website states equally unequivocally that it will not be the owner, developer, implementer, or operator of the railroad. Repeated questions about who would actually be the owner, developer and operator of the railroad have simply gone unanswered.<br>While denying that it will own, develop or operate the railroad, Texas Central Railway insists that only private money is being expended on the railroad, and that no public taxes or grants will ever be required.   | Project Cost/Project Viability  |
| 1/9/2015   | Allison Drobniak                      | Key concerns that are requested to be addressed and presented to the public in an appropriate manner before the project proceeds any further:<br>Project Evaluation & Data: Transparency around the criteria used for the route selection / justification for the project is lacking. What criteria and data were used to evaluate the routes to support selection?<br>What "application of discipline of the market" was used for the route evaluation to put it into the words of TCR?   | Project Costs/Project Viability |
| 12/3/2014  | Allison Matney                        | "... we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't ... but Dallas-Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time."<br>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at Texas Central High-Speed Railway, emphasized the need to build cheap and make a profit. All so a Japanese company who has been "itching to enter U.S. market" can sell more trains (The Texas Tribune, August 14, 2014). I ask you ...at whose cost? Homeowners?<br>The Scoping Meeting presentation shows that equal weight is given to the financial, engineering and environmental considerations. It also states that "applicant's focus is on financial and project delivery considerations." With equal weight, the BNSF and Utility Corridor options are "recommended for further evaluation" at 6.6 and 7.5 points respectively. However, when you remove the financial consideration numbers, the Utility Corridor with I-45 and Utility Corridor options are the two highest point options. This is something that the public deserves to have addressed. The financial health of the project takes precedent over all other concerns? Why can't ticket prices be raised to recoup the cost of moving the project out of neighborhoods?<br>We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?<br>I personally have traveled on China's high speed rail system. While I find significant value in such a system, even China did not build the tracks through heavily populated residential areas. Why? Because it does not make sense. | Project Costs/Project Viability |
| 1/9/2015   | Amelia Strickling                     | Who will pay for any injuries or property damage that are a direct result of the rail line? Who will homeowners be dealing with for damage claims? What about indirect damage that occurs over time such as vibration, electrical current, or noise pollution? How will damages be calculated? How much liability insurance will the company be expected to carry in case of damage? What if the damages exceed their coverage--what remedy then?  | Project Costs/Project Viability |
| 1/8/2015   | Amy Ackley                            | We don't see the justification for this railway. What happens when it goes bankrupt, we don't want it or the expense. Why should we have to be forced to pay for something we don't want and can't use?  | Project Costs/Project Viability |
| 1/8/2015   | Andrew & Kimberly Grimmer             | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston --- Dallas route.  | Project Costs/Project Viability |
| 1/9/2015   | Andy Isbell                           | The absurdity and the audacity of destroying the countryside between Dallas and Houston, of taking property of thousands of families similar to mine, of placing millions of citizens of Texas "on the hook" to cover the shortfall in construction and operation costs of this high speed rail boondoggle, is only exceeded by that absurdity and audacity of the well-heeled proponents of the high speed rail system who are trying to push it through for their own gain.<br>I charge those responsible and sane individuals who are in positions of making the decision on whether to proceed with development of the high speed rail system or not, make the correct decision, which is to cease the planning and development of the high speed rail system. All so some business people may have another mode of transportation between Houston and Dallas, a mode of transportation that will require, to be self supporting, 5 to 6 times the number of passengers that fly between the two cities.   | Project Costs/Project Viability |
| 11/7/2014  | Ann Staples                           | Has any survey been conducted to see how many people commuting houston to/from Dallas would ride a high speed train? Has a survey been conducted to see how many people would drive to Shiro to catch it? The critical question is not how many people drive Houston-Dallas and how often, but what percent of those drivers would take a high speed train. To adjust a line from, I think, the movie, Field of Dreams. Build it and they won't come. The mind set here is for individuals to take their own vehicle (1 person/1vehicle). Do you have plans to try to change that mind set? I don't think you can. I don't think it will be profitable. It would be very very unfortunate to cause all the disruption a project like this would create and have it fail with a huge loss of money.   | Project Costs/Project Viability |

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| 1/5/2015  | Anne Agan         | <p>TCR projects the one time construction cost to be \$10 Billion. Based on the proposed California HSR projected costs per mile, the cost of the rail line in Texas would be closer to \$30 billion. At an initial cost of \$10B, this HSR will never make money. At a \$30B initial cost, the rail line will never be finished. 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 \$10B-\$30B. It is highly unlikely that TCR will be able to keep their commitment to use no public funds or government loan guarantees. As a taxpayer, I don't support my contributions to the state to be directed towards this end.</p> <p>The taxpayers are at extreme risk of having to finance both the initial construction costs and ongoing operating expenses. The taxpayers don't need to be saddled with another Amtrak. There are far better uses for taxpayer money than wasting it on this single private entity (TCR/JRC). The final costs to the taxpayers could easily be billions of dollars and could continue on for decades. The government should not be spending billions of dollars of taxpayer money for a private entity's benefit. The government should not be planning to take thousands of landowners' property for a private entity's benefit. This rail will destroy thousands of acres of adjacent rural property and decimate natural rural wildlife populations for a high speed rail that is not needed or wanted by those citizens who will be living closest to it.</p> <p>Getting enough riders will be critical to the HSR financial success and to avoid the need for public funds. Why is the Federal Railroad Administration considering granting a new company, with no funds, no revenue, no assets and no HSR experience, the approval to build a \$10B high speed rail? Certainly FRA knows who the ultimate builder/operator must be. Doesn't FRA have an obligation to U.S. citizens, to disclose who that builder/operator would be? Why has FRA held 12 public meetings in Texas in October and December, for consideration of granting authority for an HSR to a company that has never operated a train and that has no money? Why is FRA promoting the business of companies they are supposed to be regulating? This appears to be a case of the Regulator and the Regulated, being in bed together. No taxpayer money should be used to subsidize HSR or guaranty loans for HSR. To quote Randal O'Tolle of the CATO Institute:</p> <p>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.</p> <p>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. While the Obama administration has started funding high-speed rail, it has no detailed financial plan, no cost estimates for the proposed system, no source of long-term funding, and no expectation that passenger fares will cover all of the operating costs or any of the capital costs.</p> | Project Costs/Project Viability |
| 1/5/2015  | Anne Agan         | <p>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. Thus, the costs of a true high-speed rail system would be far higher than the costs of a medium-speed system on existing tracks, as envisioned by the Obama administration. To build a 12,800-mile system of high-speed trains would cost close to \$1 trillion, based on the costs estimates of the California system. It is unlikely that the nation could afford such a vast expense, particularly since our state and federal governments are already in huge fiscal trouble.</p> <p>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.</p> <p>Due to the many reasons I have listed above, I strongly oppose this high speed rail plan.</p> <p>Please confirm receipt of this email transmission.</p>  | Project Costs/Project Viability |
| 1/9/2015  | Annet van Schie   | <p>A High Speed Rail elevated structure is not appropriate. It is said that the construction, maintenance and operation will all be privately funded. I am sure that other people have communicated about the impact of decrease of property value, risk of losing businesses such as restaurants, dog care facilities, churches etc. However I would like to make you aware that I foresee a need for public funding outside the building and operation of the line that can be significant. It is said that the construction, maintenance and operation will all be privately funded.</p> <p>Additionally, if this rail is build on "privately owned property" such as the rail companies, due to its immense structure and impact to the people of the state of Texas, the public organization such as the DOT and the City Mayor and other public organization that are to protect the people should be mandated to get more influence on the outcome of this project. If this rail line is build and will fail, the huge concrete infrastructure and associated risk and cost to maintain public safety will become the City's and state problem.</p>   | Project Costs/Project Viability |
| 12/6/2014 | Ashley            | <p>There are enough roads to get you from houston to dallas already. All this project is is a way for rich people to get richer and take away money from the small people.</p>   | Project Costs/Project Viability |
| 12/2/2014 | Ashley Martindale | <p>Who exactly is profitting? Who are the private investors? The California high speed rail failed for various reasons. Mostly increasing costs. How is this different?</p>  | Project Costs/Project Viability |
| 1/7/2015  | Beci Carrington   | <p>Private business involved in this endeavor, for-profit, should not consider the least-expensive routes, but should instead consider the routes that would benefit Houstonians in the least obtrusive manner. Taking property from businesses and residents along any proposed lines is not in the best interest of any party involved. Having high-speed rail through neighborhoods is not the answer to our growing community.</p>   | Project Costs/Project Viability |

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| 12/4/2014 | Ben Leman        | <p>So FRA has benefited so far from media coverage that basically fails to look at some of the financial data and traffic projections, which I will detail here shortly. But in spite of the claims that TCR can privately fund high speed rail, the evidence that I've been researching suggests it cannot. So the big questions I want to know here tonight, the answer I want to know to this question is will TCR endorse our state legislature passing laws that would prevent any state or local taxpayer money from being used for high speed rail? And, also, will public agencies here in Texas be involved in eminent domain to acquire the huge amounts of right-of-way that this project requires?</p> <p>TCR cost estimates appear low to me. The California High Speed Rail project is now estimated to cost \$100 billion at 800 miles, which is three times their original cost estimate. At that rate, TCR's rail from Houston to Dallas will cost \$30 billion, not their original estimate of \$10 billion. Edward Glaeser, an economics professor at Harvard, has estimated this project could cost as much as 24 billion; and he focused on this project. Richard Arena, who sits on the board of the U.S. High Speed Rail Association, says he is not clear how this rail would generate enough revenue to pay for the interest on the construction bonds. My question here is has TCR revised its cost estimate and if so, what is it? TCR projections include when you analyze the 34 rails each way, 400 passengers annually -- that's 9.9 million passengers annually. There are currently 1.5 million airline passengers traveling between the two cities annually, which is far short of the projections that are on the website. Where are the remaining 8.4 million passengers that are going to occupy this train coming from? I'm assuming it's driving; and if so, then you mentioned a financial calculation people do. Well, they always do a financial calculation when they're considering to ride the train or drive and a time calculation. The driving time for a vehicle from Houston to Dallas is three and half to four hours. The train will take approximately the same time and compare door-to-door travel time, not train trip travel time. So that factors in from someone's home to the rail station, parking, walking, checking in, etc. So including round trip, taxicab at the end of that, 35, 40 minutes. So that's three and a half, four hours when you add that up without TSA involved. Driving costs about \$77 round trip in gas. TCR has advertised that this is going to be -- the tickets will be comparable to airfare. So when you add that all together with a round-trip taxicab at the end of the final destination and parking fees, you're at \$278. I pulled that right off the Internet. And my question here is what makes TCR think someone currently driving would pay 200 more dollars per trip to take the train when the travel time is about the same and they have already actually made that decision versus flying?</p> <p>I think that the feasibility is not there. I think people have already made that decision. It's not worth it. TCR advertises they will not need taxpayer money, but there is not one high speed rail system in the world that was constructed and operated with private funding. I have an executive summary report written by TxDOT on high speed rail and in it TxDOT states that high speed rail cannot be entirely funded with private funding alone and will require state and federal taxpayer money.</p> <p>Furthermore, it lists ten different taxes or fees they could use to generate the funds needed for a high speed rail with taxpayer money. So my question here is how can you continue to represent your company will not need taxpayer money when TxDOT and countless other experts say it will? How do you define taxpayer money? Do you consider economic development funds taxpayer money and would TCR take it? And additionally are tax exempt bonds, is that what you consider -- do you consider that taxpayer money, as well? In 2009 under Obama's leadership, our federal government appropriated \$11 billion to pursue ten high speed rail networks throughout America. In September 2014, the Texas Commission for High Speed Railroad pursued \$3 million in federal funding to study a Fort Worth to Austin high speed rail line. That's just this year, a couple months ago. In California, the high speed rail project includes 10 to 12 billion dollars of private funding and the balance of the 100 billion will be provided with taxpayer money. The reality is the high speed rail projects end up getting paid for by the taxpayers. Consequently, the real question here to me is do Texans want to pay for another Solyndra that can't pay for itself?</p> <p>I'm almost done. I was counting on six minutes at three. Every other county got three minutes each, so give me a little slack there. My point is this is not just a local issue. This is a statewide issue with all taxpayers across the state of the Texas being potentially on the hook for this project. I do not want our state of Texas to be deceived, and I don't think -- and so I'm pushing for far greater scrutiny than this proposal has thus far received. Although I appreciate the intent of trying to bring something functional to the State of Texas like high speed rail, it's just that the high speed rail is not functional here in the State of Texas. Thank you for listening to my comments and answering my questions.</p> | Project Costs/Project Viability |
| 1/6/2015  | Bob Beakley      | <p>I am opposed to the project for the reasons below:<br/>Never in history has a high-speed rail ever been self-supporting. It will eventually need taxpayer support.</p>   | Project Costs/Project Viability |
| 12/4/2014 | Bob McDaniel     | <p>Okay. I have a couple questions here regarding this high speed rail proposal. And I guess the one that comes most to mind, is there really a need for this rail to be built? Texans notoriously show train in favor of cars as they -- no matter where they go, when they get there, they need a car. I don't know if you've been to too many states -- too many cities in this state where you can get around with a taxicab or ride a train to wherever you need to go, but this is not Chicago. This is Texas. You need a car or a horse. And I can assure you, the airlines will fight you all the way. I have just one word for you, Amtrak. That was failed. That's a failure even with government subsidy.</p>  | Project Costs/Project Viability |
| 1/7/2015  | Bodenlm          | <p>I am pro high speed rail between Houston and Dallas only if, it doesn't run through, begin or end in a residential neighborhood. Central Rail of Texas is a private for profit company - I would be extremely disappointed if we suffer for them to make a profit.</p>   | Project Costs/Project Viability |
| 1/9/2015  | Brenda Hilton    | <p>After attending the public meeting on January 5, 2015 it is obvious the two remaining "preferred routes are the low cost options for the project. Both are along established right of ways with minimal right-of-way to be obtained. Cost has obviously been the primary factor in choosing these alternatives without taking into consideration impacts to my home, taking of my property value, and substantial negative impacts to my family.</p> <p>As part of these studies proposed public "takings" via eminent domain should have been evaluated as part of the screening and scoping process. High level costs associated with each of the proposed routes should also have been determined for all proposed options. Why has this information not been presented to the public?</p>  | Project Costs/Project Viability |
| 1/9/2015  | Brenda Wiedrich  | <p>i'm doing a no build because it would have been nice if you started the scoping meeting off by what is happening in California. This is not the first bullet train in the US their is a failed train in California. I'm sure they had their scoping meeting there and the nay sayers, but it sounds like it didn't matter. They approved a 9 billion bond and Obama gave them 3.2 billion and legislature gave them 25% of future greenhouse gas tax (tax and trade fees). Right now that train was supposed to be built for 33 billion and has soared to 98 billion, projected ridership of 90 million has declined to 30 million, which doesn't take a genius to figure out the ticket price isn't going to be what was proposed, with a subsidies of 300 million a year. Now the bullet train will be completed by 2033, I'll be a very old lady, with a promised time of 4 hrs and 40 min from Los Angeles to San Francisco which has changed to over 4 hrs. because they have to bring them through small towns and college towns to get people to ride. So now let's talk about our rail so which one of these are lies to us at our scoping meeting. Because ours isn't the first bullet train, and you have to take it through college towns so that you can get the ridership your expecting to pay for it, like the light rail downtown Houston which has cost way more than it probably makes.. Who will pick up the tab for this if it doesn't work out. What about the families that are going to be affected and their land being divided after being in the family for generations, what guarantee are they getting if this doesn't work out.I know that the only guarantee is that I will get stuck paying for it just like the one in California, which all the US taxpayers are going to have to pay for the short comings. We all like progress and I know everything works good in the movies and cartoons, and I'm tired of picking up the tab because I'm not laughing any more.</p>   | Project Costs/Project Viability |
| 1/9/2015  | Brett Richardson | <p>We purchased property in Grimes county about a year ago to escape city life. I believe there is no way a project like this can go unfunded without increasing taxes. I know they say it will all be private monies but I believe that to be a lie. We don't need a high speed rail line. They say it will follow an existing freight line or utility easement. People up here have worked hard to obtain all they have in the way of land, farming, and ranching.</p>  | Project Costs/Project Viability |
| 1/8/2015  | Brooke Fernandez | <p>It is naive to imagine that these arguments of such intangibles which cannot be valued in dollars would hold much sway in the decision-making process, but these arguments matter to me and for them I will bring as much pressure to bear in every way I can imagine to fight the construction of the HSR along these routes.</p> <p>Are there provisions for removing the structures if the project does not succeed, whether in the process of building or after the building is complete? This is a massive structure, visible for miles.</p>  | Project Costs/Project Viability |
| 1/8/2015  | Brooke Fernandez | <p>The current running models referenced by TCR are only partially representative of the features of HSR here in Texas. What additional research will be completed before a go-ahead is given to HSR? Will there be any type of fund or economic assurances provided to the cities to protect them from large outlays which may be required if unforeseen events occur?</p>   | Project Costs/Project Viability |



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| 1/8/2015   | Brooke Fernandez        | <p>The current running models referenced by TCR are only partially representative of the features of HSR here in Texas. What additional research will be completed before a go-ahead is given to HSR? Will there be any type of fund or economic assurances provided to the cities to protect them from large outlays which may be required if unforeseen events occur?ad about impact studies completed by institutions free from an interest in the project?</p> <p>What plans have been made to offset the impact on the natural environment? With such a focus on keeping the cost of the build down that neighborhoods with vocal residents are threatened, I find it difficult to imagine that any efforts are being made to avoid important natural areas, protected or otherwise.</p> <p>What studies have Dallas and Houston completed to examine the impact of HSR on transportation within the cities?</p> <p>Does the current plan for HSR in Dallas and Houston meet the best practices recommended by urban planning research and theory?</p> <p>What major current and long-term city projects such as road and bridge reconstruction will be altered in cost and schedule if the HSR is approved? Is there a projection for how much these may cost the taxpayers?</p> <p>How does HSR plan to offset the carbon footprint of its building and function?</p> <p>Texas and Texas cities are already behind on dealing with major infrastructure maintenance, repair, and rebuilding of roads, bridges, sewers-a plethora of publicly-maintained structures. These delays result in greater costs to the taxpayers. How might the construction of the HSR support or interfere with the schedule for these types of projects?</p> <p>At the meeting on January 5th, no rebuttal was given to the concerns of noise, disruption, or loss of property value. Instead, the reasons for choosing the route were reiterated, suggesting that the problems are something that will have to be lived with. Who has the ultimate oversight for saying the cost of the problems cited by concerned citizens outweighs the benefit of following a route along residential areas?</p> <p>My biggest concern is that policy makers have already decided or will decide that this project's potential benefits clearly outweigh its costs before truly thorough, effective, and comprehensive study is made and processed by those policy makers.</p> | Project Costs/Project Viability |
| 1/5/2015   | C Melgar                | My final concern centers around foreign financiers paying for the majority of this project. I find it incredibly unpatriotic to allow a project to take hold with foreign monies that allow this American company to take privately-owned residential properties when they are not financially backed with American money. It sends a message to foreign countries that we do not respect our own countrymen/women's land.   | Project Costs/Project Viability |
| 12/19/2014 | C.D. Lawry              | Please accept this as an objection to the proposed TCR project. This is an attempt to inflict the Texas & Federal governments will upon citizens who do not want their project in our county! This project can not & will not be built for 10 billion dollars. It will not be used by commuters because of the cost (coverage) per used \$447.00 per. it will condemn a 3,000 acres of prime farm & grazing land and put it under the control of a foreign country (Japan). The project will not provide any permanent jobs for U.S. Citizens. The Tech being used is out dated by at least 20 years. County roads will be blocked off causing undue delays for fire & emergency medical help. Land values will decline (who wants to live next to a 200 mph train track). I could go on & on but in closing I might add this has been tried before, it failed, it will fail again & the tax payer will be on the hook for a 20-30 billion dollar pink elephant!   | Project Costs/Project Viability |
| 12/6/2014  | Carl Dry                | There is absolutely no need for this project. A giant waste of property.   | Project Costs/Project Viability |
| 1/6/2015   | Carl Willis             | the ridership will not live up to expectations so future revenue to pay for the cost will not be met. Therefore taxpayers will end up paying the bill in the future.   | Project Costs/Project Viability |
| 1/6/2015   | Carl Willis             | High cost to Grimes County with no benefit does not serve Texas citizens well  | Project Costs/Project Viability |
| 1/9/2015   | Carma L Sullivan        | <p>My name is Carma Sullivan. I reside at 803 Sullivan Rd. in Ennis, Texas. Our home and farms are right in the middle of your proposed route for this dreadful high speed rail. I see no way on earth this train can ever be profitable! Therefore, the burden will eventually fall to the taxpayers. My husband is a long time farmer, as is much of our family. The farm has been in production for more than a hundred years through 4 generations. That is something important. Farming is important.</p> <p>Here are some questions I have about this project:</p> <p>What if the train isn't profitable?</p> <p>I found this article which I also found enlightening:</p> <p>Texas Tribune August 18, 2014</p> <p>Over the last year, officials with Texas Central have traveled around the state, touting their plan to profitably ferry passengers from Houston to Dallas in 90 minutes or less, with as many as 34 trips a day in each direction. In explaining their confidence that the plan will become reality, Texas Central officials have pointed to the state's regulatory framework, which Gov. Rick Perry often proclaims as more predictable and less burdensome than those in other states. Texas also has a history of embracing the private sector for infrastructure projects, particularly toll roads.</p> <p>The best-known of those projects, a privately financed, 41-mile stretch of State Highway 130 in Austin that sports an 85 mph speed limit, the fastest in the country, technically defaulted on its debt in July, according to Moody's Investors Service.</p> <p>I am imploring you to reconsider this project. There is no way it is good for any county it passes through.</p>  | Project Costs/Project Viability |
| 12/1/2014  | Carma Sullivan          | I'm sure that it's really not that important to everyone that my father-in-law's family has had their farm for over a hundred years that my husband farms and my brother-in-laws and all our family farms, but that's not really what will affect most of the people here. I'm wondering what you're going to do when this is not profitable. What's going to happen then?   | Project Costs/Project Viability |
| 12/4/2014  | Carol Garnett           | No benefit for anyone in Grimes county. Not financially feasible.  | Project Costs/Project Viability |
| 1/10/2015  | Carol Hazel             | What happens if you don't have enough money to complete this project? Please make note of what is happening to a similar project in California.  | Project Costs/Project Viability |
| 12/1/2014  | Carol Strain Burk       | Who is funding? You say it's private funding,  | Project Costs/Project Viability |
| 12/29/2014 | Carol Strain-Burk       | ...an idea such as this should be able to answer more questions & already have ideal of cost to put in & cost to passenger.  | Project Costs/Project Viability |
| 12/12/2014 | Carolyn and Saul Melger | The Scoping Meeting presentation shows that equal weight is given to the financial, engineering and environmental considerations. It also states that "applicant's focus is on financial and project delivery considerations." With equal weight, the BNSF and Utility Corridor options are "recommended for further evaluation" at 6.6 and 7.5 points respectively. However, when you remove the financial consideration numbers, the Utility Corridor with I-45 and Utility Corridor options are the two highest point options. This is something that the public deserves to have addressed. The financial health of the project takes precedent over all other concerns? Why can't ticket prices be raised to recoup the cost of moving the project out of neighborhoods? We can understand TCR's need to utilize existing railroads to make their projects financially feasible. But economics and private interests trump the homeowners' interests?   | Project Costs/Project Viability |
| 1/10/2015  | Catalina W.             | Please, DOT, help Houston residents affected by the currently selected options protect themselves from the proposed project's significant potential damages - including the very real potential for the need, eventually, to subsidize a bankrupt system.  | Project Costs/Project Viability |

| Date       | Contact Name           | Request/Comment  | Comment Topic                   |
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| 12/1/2014  | Cathy Nichols          | <p>Supposedly it is not funded by the public, but the public was be adversely affected due to land acquisition and environmental impact.</p> <p>Texas Central, formerly Lone Star High-Speed Rail, was created in 2010 to develop a platform for Japan Railway Central's technology in America. Texas Central officials say Japan Railway Central is not financing the Texas project, but is a "promotional and technical partner. While Texas Central isn't planning to take any public subsidies, the company is not ruling out federal tax-exempt financing opportunities available to other large infrastructure projects. The company may also receive support from the Japan Bank for International Cooperation, a state-owned entity in that country. The Texas project would also be a huge feather in Japan Railway Central's conductor's cap. The company is about to start construction in Japan on a cutting-edge maglev — short for magnetic levitation — train line, connecting three major metropolitan areas and powered by electromagnetic propulsion. The company is looking abroad to expand.</p> <p>Bottom Line: The high speed rail is being developed by a FOREIGN FOR-PROFIT COMPANY. It is all about making money and expanding Japan Railway Central Company. Federal tax-exempt financing will be available; therefore, taxpayers and drivers will be paying for the operation of the line.</p> <p>After researching high speed railways in Asia and Europe, only two profitable lines in the world were found— Paris-Lyons in France &amp; Tokyo-Osaka Japan. Both these lines are in cities with population almost 3 times as dense as Houston and 3 times more than Dallas. Travel in Europe and Asia is much different from the U.S. Travel patterns are different, spatial structure, car ownership, etc. In the U.S. and particularly in Texas, there are higher rates of car ownership, cost of using a vehicle is cheaper in the U.S. than in other countries. On 12 or the 23 existing rail lines, tickets are more expensive than flying.</p> <p>The railways are expensive to build and operate. In Europe, it takes \$50,000 a seat to operate annually. There is no guarantee of ridership. It is estimated it would take 6-9 million riders per year to break even. The railways in Europe and Asia were built to relieve overcrowding of existing rail lines; however, in the U.S. Amtrak was developed and proved to be a money losing venture. U.S. lacks the overcrowding issue on rail lines.</p> <p>The high speed rail would be a luxury. Yes, it would provide another mode of transportation, but it is expensive, utilized by the wealthy. With the government subsidies and exempting taxes, less money would be available for improving the highway system, airplane travel, and bus service. With the United States' multi-trillion debt looming, do we really want to experiment with an expensive mode of transportation? The trains are supposed to travel 205 miles per hour, every thirty minutes, seven days a week, carrying 400 passengers. It doesn't take a mathematician to figure out, that is 48 times in a 24 hour period, with 19,200 people in a 24 hour period. It is difficult to believe almost 20,000 people will travel every day on the trains.</p> <p>Bottom Line: High Speed Railways have not been profitable in Europe and Asia for the most part. United States travel patterns and rates of car ownership is very different from Asia and Europe, particularly in Texas. High speed rail would be a luxury for the wealthy. Eventually the government would probably have to provide operational funding. It will not be filled to capacity; therefore, it will not be profitable and the government will subsidize, meaning the taxpayers.</p> | Project Costs/Project Viability |
| 12/4/2014  | Charles O. McDuffie Jr | <p>Being a 70 yr. old Texas rancher, I cannot imagine anyone with a working knowledge of how Texans think and how in love we are with our own personal individual means of transportation that we would change to a means of public transportation. This is nothing more than a "pie in the sky" boondoggle thought up in Washington D.C. I say it makes politicians feel good about themselves to think they are saving us poor ignorant Texans from themselves. The billions spent on this foolish project could be better spent on improving and maintaining our existing highways, bridges, etc.</p>   | Project Costs/Project Viability |
| 1/9/2015   | Chris Komarek          | <p>I find it interesting that the density study outcomes are primarily driven by cost and do not value impact to neighborhoods at the same weight. While running alongside highways may not be the most cost-effective route for TCR, the safety and well being of families, children, and the environment is more important and should be preserved. The cost to build the rail through a densely populated area may be less expensive for TCR, but it will be more expensive for the residents of Houston as property values in the affected neighborhoods will go down. People have a right to protect the value of their property, and the fact that every resident I know was only made aware that such an impactful proposal was on the table after the routes were narrowed down to two tells me that TCR is aware of the detriment to the neighborhoods, but does not care.</p>  | Project Costs/Project Viability |
| 12/4/2014  | Chris Kruppa           | <p>History shows high speed rail has not been cost effective in most cases. People must still travel from outlying area to the station in Houston in horrible traffic to get to their start. Many people travelling would have an hour transit invested going to Dallas in lieu of going to the train station. Electric trains utilize electricity generated by coal/oil/natural gas. It is not environmentally "free"</p>   | Project Costs/Project Viability |
| 10/23/2014 | Chris Miller           | <p>Who do you project riding the HSR?<br/> What is your projected ridership per year?<br/> What sets the HSR apart from a failing AMTRAK?<br/> Other HSR's in the US have failed to live up to projections, what assurances do the citizens of Texas have that you project will live up to stated projections?<br/> Will this affect the taxpayers of Texas?</p>   | Project Costs/Project Viability |
| 1/6/2015   | Christina Windham      | <p>I don't see very many benefits to the project from a middle class standpoint. The rail will cater to the high income at the expense of the middle to lower classes. The losses for the many residents outweigh the benefit for the privileged few. China is an example to this.</p> <p>Historically, high speed rails in other countries face economic issues, corruption problems, political problems and a lower quality of life for most of the population.</p>  | Project Costs/Project Viability |
| 1/9/2015   | Christine Adams        | <p>More specifically, there is no credible research that would support that the proposed routes would have no to minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such train service. There is no research that such train service would actually reduce the traffic congestion that needs reducing in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston and Texas projected out over the long term and why placing a HSR on one of the "preferred" routes benefits anyone but a few investors in the project.</p> <p>How accurate are projections of profit? This group, TCR, promoting these routes through residential neighborhoods are boasting that this train project will only use private money and will still turn a profit and keep turning a profit for years to come. Hubris? Naiveté? Incompetence? Sociopathic lying? If they manage to make this train profitable with strictly private money, they will be the first entity in the history of the entire world to be able to have a profitable train system that gets NO public money. The FIRST and ONLY. What are the odds that these people alone will be the ones to pull that off? They have no research to back up their rosy projections of profit which suggests that they have decided to make their case with marketing strategies and not with rigorous science demonstrating the true feasibility of this project.</p>   | Project Costs/Project Viability |
| 12/4/2014  | Christy Agan           | <p>I can see as a financial executive for a lot of years in the private sector where we had to make a profit or we lost our jobs why Houston to Dallas would be very economical. It's flat. It's rural. It's going to cost a whole lot less to do a high speed rail there versus Salt Lake City to Denver. My point to you is actually two points. Number 1, the lowest cost can still lose a lot of taxpayer money. Number 2, none of y'all are held accountable when this thing flops. We are. It falls on us. You're not going to lose your job. None of y'all people are going to lose your jobs. I would like to remind you we pay your salary. I would respectfully appreciate you keep our needs in mind above the needs of some outside investor that doesn't give a hoot about our way of life. And don't confuse rural people with stupidity or passivity because we will not tolerate this. Thank you.</p>  | Project Costs/Project Viability |
| 1/6/2015   | Cindy                  | <p>I am a homeowner in the planned neighborhood proposed route; What we did learn is that this venture is being FINANCED by a Japanese bank. What! Do we really need a high-speed rail, or anything else, backed by more foreigners! TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Many of the neighborhoods the proposed routes would enter are undergoing massive revitalization; these routes could impede the development needed to help renew these areas and dramatically impact property values.</p>   | Project Costs/Project Viability |
| 1/6/2015   | Cindy Falschlehner     | <p>TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.</p>   | Project Costs/Project Viability |

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| 1/8/2015   | Clara Timmerman      | I know that we are not important for the investors, but one thing, money, is and it is hard for little people like us to make a difference, but I pray that you do not let money be the major factor. I feel that this project will cost so much and taxpayers will end up picking up the debt, tax money is already involved.  | Project Costs/Project Viability |
| 1/13/2015  | Cook                 | If TCR's cost estimates are too low and their ridership projections are unrealistic, it could result in a need for supplemental funds from taxpayers. We are adamantly opposed to the use of public funds being used to subsidize this foreign corporate venture and will fight to ensure that taxpayer dollars are not appropriated for this purpose.  | Project Costs/Project Viability |
| 11/12/2014 | Dan Agan             | NO TAXPAYER FUNDS FOR CONSTRUCTION OR MAINTENANCE OR DEBT SERVICING. If a private company wants to build a rail line, put it in the median of Interstate 45, and don't use any taxpayer money.  | Project Costs/Project Viability |
| 12/4/2014  | Dan Agan             | There's no market demand for high speed rail. In the end it will require massive taxpayer assistance.   | Project Costs/Project Viability |
| 12/4/2014  | Darrell Bushman      | Economics: I am a Registered Professional Engineer (Texas, retired) and have looked at the economics of this project. I do not see how the project can be economical given the rider information provided in the literature. Can the plan be that the private company will get the system built, then default on the loans, or will the citizens of Texas have to bail them out when the project is proven to be not economically feasible. If Amtrak can not make money running passengers around the country on existing rail lines, what makes these investors think they can by building a very expensive new rail system, no matter how fast the train is? In addition, Southwest Airlines at \$85.00 (online) flies the Dallas/Houston corridor hourly between 0615-2100, and more frequently during rush hours from 0615-0830 and 1530-1730. Against Southwest's costs, I predict a lot of empty trains will be running between Dallas and Houston. I also predict that Southwest will lower their air fares to whatever value needed to retain passengers.  | Project Costs/Project Viability |
| 1/6/2015   | David and Linda Cato | After attending one of the informational meetings about the high speed train proposal, we walked away with the following impressions:<br>There is a group of foreign investors that wish to make money by offering the limited number of people who travel between Houston and Dallas an alternative to the service provided by the airlines.<br>The plan is to use a pathway dictated by the results of the "stop light" chart using certain parameters which are assigned arbitrary values to provide the cheapest alternative for the building of this railway.  | Project Costs/Project Viability |
| 1/6/2015   | David Markell        | I have doubts as to the economic viability of the plan considering SW Airlines flights daily on the Houston/Dallas route.   | Project Costs/Project Viability |
| 12/2/2014  | David Quinn          | And as the other gentleman said, this thing's going to wind up being owned by a federal or by a foreign country. These guys are here to build this train to sell it, you know. But it's not about the money? It's about the money. Okay? And who's going to maintain this thing? What if -- what if they get halfway through this project and the privately owned people go broke? Now we've got a train here that's half -- half done. Who's going to -- who's going to pick that up? It would be a travesty for this train system to go through this county. This county does not deserve to be butchered like this. Thank you.   | Project Costs/Project Viability |
| 1/7/2015   | David Tullos         | If Approved, the Railway Will Become an Enormous Financial Burden on Taxpayers<br>All Texans, in and out of Grimes County, will ultimately foot the bill for this rail project if it is approved. Numerous analyses of high speed rail proposals for the United States have pointed out that high speed railways in existence around the world survive only with massive government subsidies. And as these studies point out, the United States is far less suited to passenger rail transportation due to many factors, including fundamentally the lack of population density found in places like Japan and Western Europe. The risk to taxpayers that the promoters of this project are significantly underestimating its costs, and overestimating its ridership and revenues is enormous, indeed a near certainty.<br>No actual person or company capable of privately funding the proposed railway has even been identified, let alone vetted. At the December 4 public meeting, the FRA presenter stated specifically and unequivocally that the railroad project was a private project proposed by Texas Central Railway, and that Texas Central Railway would build, own and operate the railway. But Texas Central Railway's own website states equally unequivocally that it will not be the owner, developer, implementer or operator of the railroad. Repeated questions about who would actually be the owner, developer and operator of the railroad have simply gone unanswered.<br>While denying that it will own, develop or operate the railroad, Texas Central Railway insists that only private money is being expended on the railroad, and that no public taxes or grants will ever be required. That is already demonstrably false. According to TxDOT's State Rail Plan dated November 2010, but revised May 14, 2014, TxDOT received a 15 million dollar grant from FRA in May 2011 to fund the preliminary engineering and environmental work. Our public tax dollars are already funding this project.<br>If in fact the proposed high speed railroad could be built and operated profitably, one would expect either an established, reputable railroad company to be behind it, or at least an identified owner operator, and not just a promoter that pointedly denies any intent to actually execute the project. | Project Costs/Project Viability |
| 12/1/2014  | Dean Stanford        | You told us a while ago that y'all's route would be 90 feet so how are you going accomplish that? Not what -- I mean if it's -- just so you don't go down close to Burlington Northern. I'm just talking about your route now. You said a while ago it'd be 90 feet wide. All right. I don't know -- I mean, are you talking about it's probably going to have to be closer to 150 -- it's probably going to have to be double that, the way I look at it. You're going to have two routes, right? You're going to have a going route and a coming route, correct? Well, the deacons at my granddaddy's church about 20 years ago told him that they was adding onto his building and when they decided to add on the building, he asked him -- the other deacon, he said, "How much is that going to cost?" And they said, "Well, it's going to cost 50,000." You'll never get it built for 50,000. I don't think that y'all are going to be able to get it in the route the width that you've got but if you say so, we'll see.   | Project Costs/Project Viability |
| 1/7/2015   | Dennis Paul Reed     | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.   | Project Costs/Project Viability |
| 1/8/2015   | Dennis Robinson      | ...in the event of failing to profit, it will create an increased tax burden.<br>In order to justify this enterprise, TCR uses statistics which appear skewed and biased based upon poorly contrived and highly optimistic predictions. When these numbers are revisited, it is discovered that the Houston-Dallas line is not a feasible investment, and, more importantly, not good for Texas. Because of our lack of density any profitability for such a system across Texas or the U.S. is not feasible for decades to come. High Speed Rail becomes an excessive and costly risk being forced on Texans.  | Project Costs/Project Viability |

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| 1/7/2015  | Dian Austin      | <p>However, I will limit this specific commentary to the lack of credible research/analyses/studies/surveys/polling - basically sound science - to back up any of the claims made on the Texas Central Rail website or by Robert Eckels, investor in the high speed rail project, who made many unsubstantiated claims at one of the too few public forums to discuss this project with the very people who would take the hit for it with none of the benefits.</p> <p>According to the Frontier Group report, High-Speed Rail: Public, Private or Both?: Assessing the Prospects, Promise and Pitfalls of Public-Private Partnerships by Tony Dutzik and Jordan Schneider, Frontier Group; Phineas Baxandall, *U.S. PIRG Education Fund, there are many key principles that must be followed or the public interest will not be protected but seriously harmed instead. *(PIRG Education Fund offers an independent voice that works on behalf of the public interest. U.S. PIRG Education Fund, a 501(c)(3) organization, works to protect consumers and promote good government.). These principles do not appear to be taken seriously or followed by Texas Central Rail or by enough government officials and elected leaders.</p> <p>I am highlighting just a few principles that seem especially relevant to the high speed rail project that TCR is proposing for our neighborhoods. The full report can be found at <a href="http://www.frontiergroup.org/reports/fg/high-speed-rail-public-private-or-both">http://www.frontiergroup.org/reports/fg/high-speed-rail-public-private-or-both</a>.</p> <p>Principle 1. "No modern high-speed rail line has ever been built with *only private capital. In several recent and current European high-speed rail PPPs, (public-private partnerships) the public sector has been responsible for more than half the capital cost of the high-speed rail line."</p> <p>*(There are no adequate financial analyses coming out of TCR that address the revenues for this specific project based on rigorous and sound science on:</p> <ol style="list-style-type: none"> <li>1. What level of profit is required for a private company to continue this business;</li> <li>2. Comparing how existing HSR systems are paid for (hint: none are done without public money from taxpayers);</li> <li>3. What the ratio of costs to revenues could reasonably be expected. What if the HSR company goes belly up? What has Houston gained? Many destroyed neighborhoods and destroyed financial security for neighborhood residents in exchange for miles of elevated, abandoned, massive 50 foot high concrete and electrical structures but no train service.</li> <li>4. Where is the model in the world of a completely private company being able to successfully run a high speed rail transportation system (hint: there are none. We already have data that private toll roads are not bringing in the expected revenues that the private companies want and the costs are being dumped back onto taxpayers).</li> </ol>  | Project Costs/Project Viability |
| 12/1/2014 | Dianne Epps      | <p>Why can't we see the ridership projections for this thing? Because I asked, and they said, well, we don't know. By and large, the only thing I can see is it's not economic development for Ellis County. It's not beneficial to anybody in this county. He said it takes ninety minutes to get to Houston. Well, then he said it was about a sixty-minute flight and -- well, sixty-five minute flight and sixty minutes at the airport waiting. That's only a hundred twenty-five minutes versus ninety minutes. What's the big deal? Go to the airport and get a flight. You can get right down to Downtown Houston Hobby or whatever they have down there, rent a car, go wherever you want to, and you'll be in much better shape than with the hubs that you showed us on the screen. Thank you.</p>  | Project Costs/Project Viability |
| 1/2/2015  | Don Agan         | <p>TCR projects the one time construction cost to be \$10 Billion. Based on the proposed California HSR projected costs per mile, the cost of the rail line in Texas would be closer to \$30 billion. At an initial cost of \$10B, this HSR will never make money. At a \$30B initial cost, the rail line will never be finished. 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 \$10B-\$30B.</p> <p>It is very unlikely that TCR will be able to keep their commitment to use no public funds or government loan guarantees.</p> <p>The taxpayers are at extreme risk of having to finance both the initial construction costs and ongoing operating expenses. The taxpayers don't need to be saddled with another Amtrak. There are far better uses for taxpayer money than wasting it on this single private entity (TCR/JRC). The final costs to the taxpayers could easily be billions of dollars and could continue on for decades. The government should not be spending billions of dollars of taxpayer money for a private entity's benefit, that is planning to take thousands of landowners' property and that will destroy thousands of acres of adjacent rural property, for a high speed rail that is not needed or wanted.</p>   | Project Costs/Project Viability |
| 1/5/2015  | Donald R. Wasson | <p>There are many costs to plan, operate, and maintain a high-speed rail line. Any analysis that does not include these costs is incomplete. Rail lines need low construction costs, low operating costs, and high ridership. While any infrastructure project can be underpriced, a recent study indicates that rail projects are the most numerous and worst offenders. Also ridership forecasts are overestimated. Passenger rail users must support the huge capital and operating costs of the train cars and the capital and maintenance costs of the track. Since the high-speed train will not be sharing the same track as the freight trains, High-Speed Rail passengers must pay the entire cost to build, maintain, and operate the track and pay for employees to operate it.</p> <p>High-Speed Rail is not practical for Houston or Dallas when you add in travel time to the terminal, the expense for a ticket and the necessity for a rental car once you arrive at the other end. Rail travel is declining throughout the world; 10% in the last 15 years. Texas Central Railway estimates 50,000 people make the trip between Houston and Dallas on a weekly basis. More than half of those people would need to take the train in order to pay for the interest on the construction loan. For the bullet train to work, it has to be market driven. Of the estimated 50,000 people traveling between Houston and Dallas, TCR fails to mention how many are going beyond Dallas for their final destination, they also do not take into account how many started or ended their trip somewhere in between. These motorists will have no use for High-Speed Rail.</p> <p>High Speed rail lines are money losers. Only two High Speed Rails are profitable in the world. The majority of High-Speed Rail lines require large government subsidies from the tax payers. High-Speed Rail is costly, energy inefficient, ineffective at easing traffic congestion, inflexible and fiscally impractical, and US ridership is not guaranteed. Even on lines that have high-ridership, it is a money-losing proposition. It is unlikely that Texas Central Railway would be able to operate without taxpayer subsidies and tax exempt bonds unless this is just a foot in the door for a foreign company to have control of the United States High-Speed Rail lines and Real Estate. The Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be supported with private funding alone, and described how they could channel funding for High-Speed Rail by implementing any of over 10 different taxing mechanisms. A private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. Skeptics say the train is likely to be a fast-track for a government bailout. Texas has a history of embracing the private sector for infrastructure projects, especially toll roads. An example is the 41-mile stretch of State Highway 130 which technically defaulted on debt in July. When the Texas Central Railway defaults on payments or goes bankrupt, Texans will need to subsidize another government run rail line. High Speed rail lines are money losers. The majority of High-Speed Rail lines require large government subsidies from the tax payers. It is unlikely that Texas Central Railway would be able to operate without taxpayer subsidies and tax exempt bonds unless this is just a foot in the door for a foreign company to have control of the United States High-Speed Rail lines.</p> | Project Costs/Project Viability |
| 1/7/2015  | Doug Villaescusa | <p>Question #5: How many riders will be needed each year in order for the bullet train to make a profit?</p>   | Project Costs/Project Viability |
| 1/9/2015  | Doug Villaescusa | <p>Question #9: What happens if during the project these entities go bankrupt? Who will then takeover the operating and maintaining of the HSR?</p>  | Project Costs/Project Viability |
| 1/9/2015  | Doug Villaescusa | <p>They can't even tell us how many riders will be needed in order for them to make a profit or what is going to happen if they cannot make a profit?</p> <p>Of all the HSR systems in the world today, only two have turned a profit while the rest are losing huge amounts of money. A common denominator is that they grossly under estimated how much it would cost to build the HSR and they severely overestimated how many people would actually use it.</p> <p>What is being done to validate the cost estimates for the Dallas-Houston HSR?</p> <p>What is being done to validate the ridership estimates?</p> <p>Please help us put the brakes on this project to at least slow it down so that we can ensure everything is done right. The last thing we want is to end up with a HSR system like the one they are trying to build in California where they are already 200% over budget and more than 10 years behind schedule.</p>  | Project Costs/Project Viability |

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| 12/3/2014  | Douglas Miller  | I fully support what's been said earlier about the profitability. It makes absolutely no sense. I think it's either a money-laundering scheme or a self-way to create another Solyndra that the taxpayers will have to bail out. If it made economic sense, Union Pacific, BNSF, or another railway would do it and they're not taking a part of this and so it doesn't make any economic sense.   | Project Costs/Project Viability |
| 1/9/2015   | Dr. and Mrs. Michael Shoemaker                                    | How will you be able to guarantee that there is a specific high volume of ridership demand for this type of rail line. Will taxpayers be forced to subsidize the cost of the rail if the ridership demand is not met? In closing, this train will lead to a complete shift in the upswing of our neighborhoods. We will no longer be poised for growth and development. Our rising property values and economic investments will be minimized by this proposed train route. We welcome specific thoughts and answers to our concerns and questions. We look forward to hearing from you.   | Project Costs/Project Viability |
| 1/9/2015   | Elected Official - Ben Leman                                      | WHEREAS, the Commissioners Court of Grimes County, Texas opposes the use of any local or state funding for the proposed project and is concerned about the financial viability of such and, therefore, questions the ability of the high-speed train to utilize private funding alone;   | Project Costs/Project Viability |
| 10/28/2014 | Elected Official - Jose Rodriquez, City Councilmember, Huntsville | As a member of the city council of Huntsville, TX., I worry about what this project would/will cost the citizens of Huntsville. I know you stated that this project is "all privately funded" but then you advised that FRA will not look at the financing available to the Texas Central Railway. This project is already costing Huntsville taxpayers who are paying for those federal employees who are now doing this EIS and these scoping meetings. I believe that if/when this High-Speed Rail Project was completed, it would need federal subsidies for its ticket prices to compete with the price of airline tickets which are low between the Houston/Dallas market.   | Project Costs/Project Viability |
| 1/13/2015  | Elected Official - Senator Schwertner                             | We are also concerned that TCR's costs estimates are too low and their ridership estimates are unrealistic, which will result in a need for supplemental funds from taxpayers. We are adamantly opposed to the use of public funds to subsidize this private venture and will fight to ensure that state dollars are not appropriated for this purpose.  | Project Costs/Project Viability |
|            | Elizabeth and Ben Fairchild                                       | I oppose high speed rail running down Winter St through the First Ward for these reasons:<br>What happens if the rail fails? Does the rail just sit? Who funds this private venture?   | Project Costs/Project Viability |
| 12/4/2014  | Elizabeth Robinson  | What happens if construction begins and can't be completed?<br>What happens if the rail is not profitable? Who takes responsibility?   | Project Costs/Project Viability |
| 1/9/2015   | Ernest D Fruge  | There are no comparable, privately funded operations of high speed rail in the world. Judge Eckles was clear that the aim of this was to make money ... and if the project fails, then the taxpayers would have to pick up the cost – perhaps financial costs, but more likely the costs of having their property values and quality of life destroyed with nothing to show for it except a gigantic eyesore.  | Project Costs/Project Viability |
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| 12/2/2014  | Frank Comly   | Finally, I -- I doubt the economic justifications that have been given to us here. They're saying on their website, TCR is, 50,000 travelers per week. Up here in the corner, they're saying 90,000. They're saying the trip time from Dallas to Houston is going to go up from 4 hours to 6.5 hours. Well, here in Texas, we know how to build our way out of traffic jams. That doesn't happen. So I question the data they're giving us. Thank you.   | Project Costs/Project Viability |
| 1/9/2015   | Frank Comly   | Despite statements from TCR that the project is privately funded, taxpayers in Texas will end up bailing this project out.   | Project Costs/Project Viability |
| 10/27/2014 | Fred Davis  | It is very doubtful that this project can or will accomplish its transportation objectives or benefit the people of Texas. It is probably doubtful that this project is economically viable. What happens if it fails? I would like to know more about the THSR or TCR, i.e., its investors and financing.   | Project Costs/Project Viability |
| 11/18/2014 | George  | So what do you think will happen when this train does not have the ridership to support the maintenance and operating costs. YOU and all every taxpayer will be paying for it. There are only 2 HSR that are marginally profitable. One in Japan and the other in France, where both countries have the infrastructure for mass transit and a lot of people do not have cars to drive. Transportation is much different in the United States and Texas for that matter. The changes to the infrastructure and road easements that involve the path of this train....where do you think this money comes from? It comes from us hardworking taxpayers! This whole HSR is a bad deal for everyone.   | Project Costs/Project Viability |
| 11/19/2014 | George Chen   | If there are only 2 HSR lines in the world that is marginally profitable what studies have TCR done to make them think this line will be profitable. Here in Texas we do not have the infrastructure like in Japan where most of the people do not have cars. We do not have commuter rail etc to connect people and take them to their final destination.   | Project Costs/Project Viability |
| 12/4/2014  | George Chen   | If there are only 2 HSR lines in the world that are marginally profitable (Japan, France) what makes TCR think that this project will have the ridership to sustain itself without tax payers eventually having to pay for it?   | Project Costs/Project Viability |
| 1/7/2015   | Gillian & Tony Cawte, Gillian Cawte                               | What are the estimated ridership figures (a) per trip (b) per day (c) per week for a Houston – Dallas HSR train?<br>If Texas passes legislation to ensure neither the constructors NOR THE OPERATORS will ever receive a cent of taxpayer money, would TCR and VIRGIN and whoever else is involved still be prepared to go ahead with their proposals?<br>Does TCR honestly believe that a Houston/Dallas HSR could ever be cost effective as an independent entity if they include fair and full up-front compensation to all property owners affected by the ongoing operation – not just those having their land acquired for the initial build? And if they use correct methods to estimate ridership?<br>Have TCR included in their costs the amount to compensate local utilities for vibrating their underground lines/pipes to uselessness?<br>)Have TCR included in their cost projections a true “Rebuild the same somewhere else” value for ranchers and homeowners – or just an amount based on the artificially depressed values currently in effect now potential buyers have been frightened away?<br>INCONSISTENCIES AND FALLACIES IN TCR’S RATIONALE<br>If the time to drive to the downtown terminals, and time for security procedures are taken into account, in fact a train trip will take MUCH longer than a plane trip. Please quantify exactly how a projected equal or longer trip time will affect the projected ridership figures and the ongoing profitability. | Project Costs/Project Viability |

| Date       | Contact Name      | Request/Comment   | Comment Topic                   |
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| 1/5/2015   | Gillian B Cawte   | <p>If Texas passes legislation to ensure neither the constructors NOR THE OPERATORS will ever receive a cent of taxpayer money, would TCR and VIRGIN and whoever else is involved still be prepared to go ahead with their proposals?</p> <p>Does TCR honestly believe that a Houston/Dallas HSR could ever be cost effective as an independent entity if they include fair and full up-front compensation to all property owners affected by the ongoing operation - not just those having their land acquired for the initial build? And if they use correct methods to estimate ridership?</p> <p>Have TCR included in their costs the amount to compensate local utilities for vibrating their underground lines/pipes to uselessness?</p> <p>Have TCR included in their cost projections a true "Rebuild the same somewhere else" value for ranchers and homeowners - or just an amount based on the artificially depressed values currently in effect now potential buyers have been frightened away?</p> <p>Question (8) (a) If the time to drive to the downtown terminals, and time for security procedures are taken into account, in fact a train trip will take MUCH longer than a plane trip. Please quantify exactly how a projected equal or longer trip time will affect the projected ridership figures and the ongoing profitability.</p> <p>Presentations by TCR projected train ridership based on the train trip costing less than by plane. However, the projected cost per train trip is at least twice as much as cheaper plane tickets and does not include gas costs to drive downtown. Please quantify exactly how this correction will affect the projected ridership figures and the ongoing profitability.</p> <p>TCR base their ridership projections on future population estimates for the greater city area which extends far further out than anyone would consider any form of transport other than their own car. This ridership projection is a fallacy - communications companies and transit companies base their usage figures on market utilization. I.e; Very few people have reason to commute Houston/Dallas as each of these cities are fairly self-sufficient. In fact more people commute Houston/Austin even though Austin is a smaller population. There are formal and accepted tables where one can research these figures. Please quantify exactly how correcting to use these accepted market based figures will affect the projected ridership figures and the ongoing profitability.</p>  | Project Costs/Project Viability |
| 12/1/2014  | Gina Greenslate   | <p>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at Texas Central High-Speed Railway, emphasized the need to build cheap and make a profit. All so a Japanese company who has been "itching to enter U.S. market" can sell more trains (The Texas Tribune, August 14, 2014). I ask you...at whose cost...homeowners? "we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't ... but Dallas-Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time."</p> <p>I simply ask that we take a collective deep breath, then move forward calmly and wisely to find a more sensible alternative route doesn't destroy residents' peace of mind and negatively impact thousands of families/neighborhoods. We believe there are viable alternative routes in which the railway can be built that would eliminate the need for the project to cut through these highly-populated neighborhoods. All of this so 10 wealthy individuals can become wealthier. Should this route be approved, this would be a prime example of the consequences of forsaking the public good in favor of private greed.</p>  | Project Costs/Project Viability |
| 12/3/2014  | Gina Greenslate   | <p>My second question is who's paying for the meetings tonight? I believe I read somewhere that Texas Central Railway is; is that correct? They're picking up the tab tonight? Thank you. Just wanted to clarify that.</p> <p>The math is how kind of interesting to me on how you rate those and how they go from one to two, and, you know, it's just kind -- I think you can have them be whatever you want them to be. But, obviously, as Donald alluded when Robert Eckels was asked about the matter of this line and why it was preferred, it's was because of cost profit. That's all there is to it. You can say environmental considerations are number one. Impacts to communities and homes are not, but we know at the end of the day, it really all comes down to economics and how to make profits for their investors.</p>  | Project Costs/Project Viability |
| 1/6/2015   | Gina Johnson      | <p>Opposition to TCR's BNSF preferred route and downtown Houston station location. 'm writing to express my opposition in approving the BNSF corridor as the final selected route for the Texas Central Railway's proposed Dallas-Houston High Speed Rail (HSR) project. According to the Federal Railroad Administration, only 5 percent of car travelers will change to rail due to the cost of the rail tickets and additional costs of transportation once they reach their destination. So my question for the Federal Railroad Administration (FRA) is this project really needed? Where is the concrete unbiased third-party research from the FRA that proves it's in best interest of the public? I have heard many claims from Texas Central Railway (TCR), but I've not seen any solid facts from external sources that support the need for High Speed Rail in Texas. This proposed project is not creating new development, it's merely moving or redirecting travelers or from one mode of transportation, namely Southwest Airlines, to another. It also is unlikely to improve mobility since most of its potential passengers already travel by air.</p> <p>This is not Tokoyo. The greater Houston area is substantially less dense, spread out over a larger area and HSR trains depend on population density to operate efficiently. Let's compare cities, side-by-side: Tokoyo: greater Tokyo metropolitan area population of 35 million, 25% of Japan's population, most populous metropolitan area in the world – in 1,359 square miles. Houston: greater Houston metropolitan area population of 6.22 million people – in 8,929 square land miles. The U.S. has far higher rates of car ownership than most other countries, because the cost of using a personal vehicle is cheaper here. Houston has built up around the car. HSR makes sense in Tokoyo, not in Houston. Before approving this project and making the decision to impact the lives and homes of thousands of Houston property owners, I'd like to know how the FRA is convinced that this project could be viable and successful.</p> <p>According to High-Speed Rail in Europe and Asia: Lessons for the United States, research conducted by Baruch Feigenbaum (May 2013): From a financial standpoint, only two HSR lines in the world are profitable: Paris-Lyon in France and Tokyo-Osaka in Japan. A third line, Hakata-Osaka in Japan, breaks even. The majority of high-speed rail lines require large government subsidies from both general taxpayers and drivers. Even with generous subsidies, traveling by high-speed rail is still more expensive than flying for 12 of the 23 most popular high-speed rail routes in the world—regardless of whether the traveler purchases a ticket in advance or only a week before travel. Flying would be cheaper on some other routes if they were served by discount airlines.</p> <p>Has the FRA conducted research specifically on HSR in Texas or consulted this cited research paper? So again, I ask, how can this project be successful, when our cities don't have the population, ridership or government subsidies, since TCR vehemently states they don't want government money?</p> <p>TCR suggests it has the necessary ridership to ensure the project will be successful, but are we to accept their claims at face value? What research has been conducted by an external/unbiased third-party agency to validate the TCR claims of ridership is sufficient to sustain the viability of the project? How many Southwest fliers/car drivers are expected to switch modes? If our neighborhood is expected to bear the burden of housing these tracks, the FRA has a responsibility to ensure we are not saddled with urban blight of abandoned tracks when the project has failed.</p> | Project Costs/Project Viability |
| 10/31/2014 | Glenn Beckendorff | <p>...how much it cost taxpayers, profit and loss expectations, timelines for the project and if this project is tied to the power line expansion we are studying in the same corridor.</p>   | Project Costs/Project Viability |
| 1/10/2015  | Greg Hunt         | <p>Way back in 2010, our neighborhood defined what we were looking for regarding transportation solutions. That plan is located here. We've waited forever for the city to respond. These were and still are our priorities. Dallas was not in that list of priorities. If wealthy investors outside of Houston, are in front of this and can acquire approval of the transportation plan in less than the 5 years that we who live here have been waiting for ours, it is natural that we would assume that they were paying bribes and that somebody we are supposed to trust to represent us in city government is receiving them. I would be open to us having a very public discussion about that.</p>   | Project Costs/Project Viability |
| 1/9/2015   | Greg Lukin        | <p>Lack of Planning by Texas Central Railway/Lack of Transparency- Different officers and employees of TCR have made conflicting or inconsistent comments at many of the town hall and scoping meetings, including on such fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or even provide a visual representation of what the HSR coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project (other than making as much money as possible for TCR and its Japanese bankers and investors) while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p>  | Project Costs/Project Viability |
| 10/29/2014 | Greg Martin       | <p>What is expected subsidy from Federal/State Gov'ts. What is current annual break even ridership analysis? i.e., how many? In the event of bankruptcy? or Cancellation after ROW acquisition?</p>   | Project Costs/Project Viability |
| 1/5/2015   | hjrbinson         | <p>I agree with your comments. The only people who will benefit from this rail line will be a few businessmen on expense accounts and the fat cats at Texas Central Rail who will make a profit when the taxpayer is obliged to bail them out.</p>  | Project Costs/Project Viability |



| Date       | Contact Name            | Request/Comment   | Comment Topic                   |
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| 1/5/2015   | hjobinson               | You need to rethink your support for this project. The line will benefit a very few, be a burden on the tax payers of Texas and cause untold harm to thousands of citizens along the route.   | Project Costs/Project Viability |
| 1/5/2015   | hjobinson               | If you are such an expert in the Japanese rail system, perhaps you could inform us how much taxpayers money is used to support the lines. The tax payers of Texas should not have to bail out Texas Central Rail.   | Project Costs/Project Viability |
| 12/23/2014 | Howard Robinson         | <p>I am submitting my objections to the proposal by Texas Central Railways to construct a high speed rail line running between Houston and Dallas in the State of Texas, as I consider the project to be ill-conceived, unwarranted and detrimental to the State and Citizens of Texas on economic, public safety and environmental grounds. My objections are based on the following principals which I ask be considered and included in the Environmental Impact Statement into the proposed rail line.</p> <p>It has been stated by Texas Central Railways that the rail line will be totally financed and operated by private means. In numerous other countries who have adopted a high speed rail system, it has been necessary to financially support the ventures by public funding. I see no reason why this will also not be the case in Texas, with taxpayers money being needed to support and maintain this rail line. In essence, we the taxpayers will be giving a "bail out" to a private, possibly foreign owned company. This cannot be right and needs to be addressed.</p> <p>The limited figures provided by Texas Central Railways do not accurately define the intended user ship of the line or the time and expense saved in the commute between the two cities. In fact, a study produced by The World Bank shows that the rider ship forecast for high speed rail rarely meets the forecast, resulting in the need for the rail line to be financially supported by taxpayers money in order to make it viable. The figures provided by Texas Central Railway assume that passengers will use the service on a daily basis to commute between Dallas and Houston, whereas in reality the vast majority of travelers are only likely to use the line once a week at the most. This greatly reduces the number of passengers that are anticipated to use the service, thus making it even less feasible.</p> <p>Texas Central Railways goes to great lengths to state that the journey between the two cities will only take ninety minutes. The company conveniently fails to mention the time taken in traveling to and from the terminals, finding a parking space, acquiring a taxi or a hire car at the destination, booking in and any security checks that will necessarily be required. These factors have not been addressed by the rail company which greatly increase the stated travel time and need to be considered.</p> <p>The rail company also state that the number of vehicles using the present highway system will be dramatically reduced, whereas this is just not the case. All the high speed rail line will do to effect traffic usage will be to move the vehicles from one location to another. Instead of the traffic using I45 as of present, which is a road system that can be readily upgraded if necessary at considerably less expense than the rail line, the same amount of vehicles will be condensed into the approach roads to the terminals which, I assume, were not intended for such a purpose. A high percentage of the traffic using I45 at present is commercial, so as the high speed rail is a passenger only system, there will be no reduction in this type of traffic. It is in the D.N.A. of Texans to drive their vehicles as opposed to taking unreliable public transport. They like the freedom of movement as opposed to a restricted and sometimes inconvenient routes taken by public transport and it will take a monumental effort to change this travel perspective. The expense of using the high speed rail as opposed to a private vehicle will also weigh heavily when commuters are considering their travel plans. The cost a round trip from Houston to Dallas in a vehicle is estimated to be around \$77 whereas the high speed train would cost in the region of \$470 for the same journey, not taking into account parking and car or taxi hire charges at both ends. These costing figures do not take into account the energy efficiencies measures that future technology will make to private vehicles, thus making the cost of driving between the cities even lower.</p> <p>In conclusion, I ask that serious consideration be given to preventing the proposal by Texas Central Railways as the line is not need, not warranted, not financially viable, will not carry the anticipated number of passengers thus requiring large financial support by the tax payers of Texas.</p> | Project Costs/Project Viability |
| 1/7/2015   | Howard Robinson         | A number of critical considerations very well put. It just goes to show that this rail line is not feasible, not warranted and is not wanted. The smoke screen deployed by Texas Central Rail just does not bare scrutiny.  | Project Costs/Project Viability |
| 11/13/2014 | J.L. Colvin             | How in the world could this be a cost effective project? How many years would it take to turn a profit? It takes four hours to drive from Houston to Dallas., so you save 2.5 hours each way, big deal. Southwest airlines fly there 30 times a day, and there flights are not full all the time. I would say all involved have some alterative motive.   | Project Costs/Project Viability |
| 12/26/2014 | J.R. Roberts            | <p>We were told by reps that there are 50,000 commuters per week planning on using the system. This is ridiculous on its face as there are not 50,000 people driving between Houston and Dallas daily to commute to jobs in the respective cities. And there won't be a sudden upsurge of 50,000 commuters because this train exists. Given the proposed fare of several hundred dollars per trip for fare, how many "commuters" can afford four or five days at this rate? It is not financially possible.</p> <p>The argument that this will take vehicles off the road is ridiculous. The argument that the train will be self-sufficient and run by private enterprise is also ridiculous. The only entities who will profit from this is the builders. When the system is then in place and losing money, the tax payers will inevitably have to bail it out and it will the become a tax payer supported black hole just as the little train in Houston is currently. If memory serves, the developers and the mayor of Houston lost every vote regarding that train, and they built it anyway. And, just as this project will do, it disrupted lives, destroyed property values, bankrupted small businesses, just as it was predicted it was going to do.</p> <p>This project will do nothing to better the quality of living for anyone between Dallas and Harris counties. Further, there is no argument that stands ANY scrutiny that this project will do anything to better the quality of living for anyone IN Dallas and Harris counties except the developers.</p> <p>This is reminiscent of the Alaskan "bridge to nowhere" which was built as a way for certain politicians and developers to make large sums of money for a project that creates no benefit for anyone else. This high speed rail project is, in my opinion, is almost criminal in its violation of individual property rights, environmental impact, and total disregard for truth and transparency.</p>  | Project Costs/Project Viability |
| 12/26/2014 | J.R. Roberts            | We were told by reps that there are 50,000 commuters per week planning on using the system. This is ridiculous on its face as there are not 50,000 people driving between Houston and Dallas daily to commute to jobs in the respective cities. And there won't be a sudden upsurge of 50,000 commuters because this train exists. Given the proposed fare of several hundred dollars per trip for fare, how many "commuters" can afford four or five days at this rate? It is not financially possible.  | Project Costs/Project Viability |
| 10/28/2014 | James C Lanier III      | 4. This project has a high potential to become a tax burden to Texas citizens because when the private development corporation goes bankrupt, the assets will become the burden of Texas taxpayers. For all the reasons listed above, I believe this project will be a financial failure for the developer because in this part of the US, there is insufficient desire to use this type public transportation at this time. Quoting a recent report on transportation projects in Texas as reported by The Texas Tribune, "The best-known of those projects, a privately financed, 41-mile stretch of State Highway 130 in Austin that sports an 85 mph speed limit, the fastest in the country, technically defaulted on its debt in July, according to Moody's Investors Service."   | Project Costs/Project Viability |
| 10/23/2014 | Janet and William Jones | Does the school and county get tax money?   | Project Costs/Project Viability |
| 12/1/2014  | Janet Jones             | They're going to build this one train. This is their study train. We are it. They have not -- may not make money off of it; but now once they get that one train in, now they'll build maybe 50 more across the country and that's where the money's coming from. It's not us. And it is foreign money along with private businesses that they won't tell us about what these -- who these people are, but it is foreign money that's the big backers and they sell this right out --our country right out the ground, and that's my opinion on that one. Yeah, I didn't hear you say that a while ago when you were talking to the commissioners that you would include them in on the study on what y'all needed. Okay. That's how you learn.   | Project Costs/Project Viability |
| 12/2/2014  | Janet Jones             | And my question to you is are you getting federal or state funds? Because I've read somewhere you are. No, you're fine. I am now getting back to you. Is TCR receiving federal or state funds? Are you sure? I know you do. Not just time. Money set aside from our President to go towards this rail. Okay. I'm going to bring that up because I read it last night where there was money set aside for this. Okay. Okay. Folks, this train is being funded by public and private sectors and the majority of it is coming from foreign countries. It will not be owned by our country. Thank you.   | Project Costs/Project Viability |
| 1/5/2015   | Janet L. Davis          | We, along with local and other government officials, are doubtful this project really would be completely funded, when all is said and done, by private (foreign?) investors without any use of taxpayers' money.   | Project Costs/Project Viability |

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| 1/6/2015   | Jason Theriot               | Skeptically, I also see this proposed route as benefiting only a small segment of public officials and private entities that will receive a financial and/or political gain by selecting this so-called "shorter route." Utilizing existing industrial corridors and bypassing this vibrant and socially important community may result in increased project cost, which, as in the case for most public transit projects, should be passed onto the ticketing passengers. The financial considerations of private businesses and their political backers should not be a justification for dissecting and wrecking this close knit community.  | Project Costs/Project Viability |
| 1/9/2015   | Jaunda Payne                | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy.   | Project Costs/Project Viability |
| 1/9/2015   | Jean Howard Denman          | we taxpayers will have to pay for when it fails.  | Project Costs/Project Viability |
| 1/9/2015   | Jeffrey C Fye               | Will This Project Be Profitable?- [The environmental review (EIS) does not address monetary/profitability of the proposal. I'm not sure who, if anyone is reviewing that – maybe TXDOT? This is probably an argument for a different forum.] Texas Central Railway often cites a figure of 50,000 people travelling between Houston and Dallas each week. They do not however have any statistics to indicate how many of these people originated in areas other than Houston, and how many of these travelers continue to areas outside of Dallas. Additionally, they do not account for travelers who might have begun their trip somewhere in between Dallas and Houston, and they make no mention of the travel time to get to a station. Texas Central Railway must provide additional behavioral information on their projected travelers. This project is designed to compete with the airlines, not the automobile traveler. High speed rail is aimed for the business traveler, who is already traveling by air. Many businesses have cut back on air-travel and are using video-conferencing to save money. Texas Central Railway does not account for this growing trend in any of their provided statistical modeling. Only two high speed rails are profitable in the world. The majority of lines require large government subsidies from the tax payers. Texas Central Railway indicates they will not rely on government money, but a private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. It is unlikely that Texas Central Railway would be able to operate without taxpayer subsidies and tax exempt bonds, and indeed the Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be funding with private funding alone.<br><br>Texas has a history of embracing the private sector for infrastructure projects, notably toll roads. The best known of these projects, a privately financed, 41-mile stretch of Highway 130 technically defaulted on debt in July. Should Texas Central Railway be unable to make a profit, they will simply walk away from their debt and leave the Texas taxpayers on the hook. Texas Central Railway must produce a contingency plan for possible bankruptcy and the inability to pay its debts. | Project Costs/Project Viability |
| 1/8/2015   | Jennifer Smith              | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.<br>With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.  | Project Costs/Project Viability |
| 1/7/2015   | Jewett Brown                | This is in regards to the proposed high-speed overhead train that would traverse Oak Forest. When evaluating such things in the past I've always tried to look at the positive. I must say it has been very difficult to see any good coming out of this project. The question arises, "How does this help me or how does it help my neighbors?" I honestly can't think of a single thing.<br>If I had a friend I needed to see quickly in Dallas, it might be somewhat useful. If I lived in Houston and I had a job in Dallas, perhaps there might be some merit in that. But the answer to both scenarios is no I do not. Actually in my 65 years I have not known anyone who traveled 220 miles back and forth to work either.<br>I understand there are no stops going through here, so I don't see any residents utilizing the service unless they go to the embarking destination wherever that is.  | Project Costs/Project Viability |
| 1/9/2015   | Jim Boswell                 | I do not believe the data on construction costs, operational costs, ridership or environmental benefits have been or are being correctly calculated or properly interpreted. Comparing GHG emissions from a Boeing 757 is totally unrealistic since virtually all travel between Dallas and Houston is via 737 aircraft (as an example of poorly assessed data).<br><br>Cost estimates are inaccurate (California costs are now \$98B, not \$33B as originally projected). Crony Capitalism is occurring - a few ex-politicians/bureaucrats/Japanese company are in line to enrich themselves. Texans in general will receive little or no benefits. Japanese company will be most likely need to be subsidized.  | Project Costs/Project Viability |
| 1/9/2015   | Jim Boswell                 | My research shows that existing HSRs in all other countries are not self sufficient through ridership alone, but are government subsidized, similar to the US Amtrak system. The website verbiage boasts that no public funds will be used. How unrealistic based on other currently operating HSR systems.   | Project Costs/Project Viability |
| 1/9/2015   | Jimmy Fogarty               | <b>Furthermore the estimated cost of the project is not realistic. California just now broke ground on their high-speed rail that was supposed to cost 33 billion originally and now they are estimating it will cost 98 billion. There is plenty of data on the inefficiency of high-speed rail And it's failure as a business model. Yet communities that were affected will bear this burden for now till eternity</b>   | Project Costs/Project Viability |
| 12/1/2014  | Joe Palmer                  | As far as numbers are concerned, I've heard many numbers, two hundred miles an hour from Dallas to Houston in under an hour. The one number that I have not heard is the number that is most important, and that is the cost. One gentleman referred to two rail projects in the Northeast. I think he may be referring to an Amtrak project that cost over one hundred fourteen billion dollars, and that's not even high-speed rail. I believe that if this were a good idea, if this were a profitable idea, the bulldozers would be out there right now. The concrete would be poured right now. Steel is cheap. The market is going up. People are building. People are renting. People are buying. Private funding... My understanding is that this is the research phase in this project; is that correct? You have not decided to do this yet. My understanding is also that the research phase was conducted in other projects that TxDOT has been involved in. The one that comes to my mind over and over again is Highway 130, which runs north and south through Austin. It was a complete disaster. They raised the speed limit, not based on safety but to entice people to use that toll road. Still, people would not use it. They lowered the speed limit on the adjacent free road, 183; no one would use it. They lowered the price for commercial truckers to use it. Still, no one would use it. It's been reduced to junk bond status. How can we believe anything that is told to us tonight that says that this research is conducted in a way that was better than that research? How can this be a good idea?  | Project Costs/Project Viability |
| 10/28/2014 | John H Botkin               | This project cannot turn enough profit to pay for itself. (If it can, show details of your study.) is modeled on a Japanese system that serves a far different culture, political system, and economy. will disrupt the lives of rural and small town Texas. ignores the population distribution patterns developed along existing roads. ignores the likely future cost of petroleum based fuels. will generate noise. What exactly is the vision of the Japanese interests in this project? Who pays for all the studies for this project?  | Project Costs/Project Viability |
| 1/9/2015   | John Soh and Silvia Unzueta | No other high speed rail service in the world is run by a private company and all require massive support from Governments. Many considered the proposed line is not financially viable and will require a "bail out" at taxpayers expense. Assuming that this project could be built with private funds as stated, what happens if the TCR's ridership projections do not meet the minimum they need to operate the HSR line and TCR shuts down its operation. What would become of the rail lines?  | Project Costs/Project Viability |
| 12/4/2014  | Judith F. Bennett           | And I for one believe that at some point in time if this goes through, that we will be -- the property owners will be the ones that have to bail it out and I for one do not want to see that happen.   | Project Costs/Project Viability |
| 1/9/2015   | Julie Grothues              | Assuming that this project could be built with private funds as stated, what happens if the TCR's ridership projections do not meet the minimum they need to operate the HSR line and TCR shuts down its operation. What would become of the rail lines?  | Project Costs/Project Viability |
| 1/9/2015   | Karen Francis               | Although Mr. Echols could not specifically answer why the HSR could not go up the Hardy Toll Route, as a CAA, I know it is about the money. This private entity wants to shove a lesser cost railway use down the tax payers' throats; those of us who live in significant residential neighborhoods. This is unacceptable! In closing, I am opposed to the 34th Street BNSF HSR "preferred" option!  | Project Costs/Project Viability |

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|------------|-------------------------|---|---------------------------------|
| 12/9/2014  | Katie McDonald          | This entire idea is a boondoggle. It would not pay for itself, and it would end up a lightly used burden on tax payers. Although I am retired now, when working I had numerous occasion to make this journey by air for business meetings. Southwest is moderately priced almost always on time and a highly efficient mean of getting from point A to point B, and back again. was heightened after 2001, airport security added a couple of hours potentially to travel time and I found my time more efficiently used by driving the I45 corridor, which is a good highway, well-maintained and a skilled driver can make the journey in less time than that required to make the air trip.<br>The suggested travel times, current and future, posted in this study are preposterous! If I were to guess, the average speed on I45 to Dallas today is closer to 80 MPH. The idea that in the future Texans would submit to driving an interstate at 40 MPH is just too laughable to accept as the result of a serious study. Clearly these people are sitting around, possibly stoned, making stuff up that supports their position. I recently read of a new means of transport to Dallas, a luxury business class bus which could make the run in a few hours and allow productive use of time the entire way.<br>I oppose this High Speed Rail idea, because it is really unnecessary for either business or entertainment purposes. It is wasteful, redundant, and, quite frankly, I don't want it running through my neighborhood. I would far rather see the funds used to expand our in-City rail system. | Project Costs/Project Viability |
| 1/8/2015   | Kelly Gaines            | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.   | Project Costs/Project Viability |
| 1/8/2015   | Kelly Lutz              | I, for one, do not see the feasibility of a high speed train between Houston and Dallas, but that is for others to evaluate. I have lived in Houston since I was a child and have often heard of a bullet train between the two cities, and it has never seemed to garnish enough support to make it happen. Texans are not prone to using mass transit, and that has been evident throughout the many failed attempts of building systems that are used temporarily, and fail once the excitement quickly wears off. We do not have the same mind set as people in NYC or Japan.   | Project Costs/Project Viability |
| 11/19/2014 | Ken Hood                | In a country where we have stopped logging for the sake of the spotted owl, how is it that we will allow ourselves to be sold out to a foreign country for a few dollars that may never come our way in reality. Studies have already proven that we do not have the population density to make the proposed plan economic so why are we even considering such a thing? Once this monster is alive and uneconomic and fails the tracks will always be there and the lives of 1000's of families will be ruined.<br>In my opinion this is a bad move for me personally but also bad for Texas and I hope that you give this project a bad recommendation and help us stop this nonsense in its tracks.   | Project Costs/Project Viability |
| 1/5/2015   | Kirk D Carver           | The 34th Street route appears to be poorly planned. Is there significant ridership between Dallas and Houston to fund such a project? Texas Central Railway should have to prove the economics of each route proposed to ensure the public doesn't have to pick up the cost because it is another company that is too big to fail.  | Project Costs/Project Viability |
| 12/2/2014  | Kyle Workman            | And, you know, I think it all should be pointed out, that, you know, we don't -- we moved away from trains in the what? The '10 -- the 20's? Because they weren't -- the progress was getting us to cars. Why are we going back to trains? That doesn't make much sense when nobody in Texas actually rides the train that's evidenced by who rides Amtrak.   | Project Costs/Project Viability |
| 12/2/2014  | Kyle Workman            | And lastly, I'd like to see the criteria that was used to select Dallas and Houston as the city pair because seems probably it wasn't -- need was probably not one of the -- one of the major factors. It was probably one of these other factors, so -- That's what your slide says, so you might want to fix that.  | Project Costs/Project Viability |
| 12/3/2014  | Kyle Workman            | I echoed the comments here. That's half of what I was going to say. This is actually my fourth meeting. Some of you guys may recognize me. I wish -- there's a couple of things I wanted to point out. First of all, I wish that FRA and TCR would not describe this project as being entirely privately funded. The use of eminent domain is by definition a subsidy, along with funds extended to research, evaluate, and approve this project. Also, I'd like to see somebody talk about how this project is part of the federal initiative. Specifically, the Passenger Rail Improvement Act of 2008, the high-speed intercity passenger railroad funding that is defined on FRA's website. In fact, TxDOT received a notice of award on May the 9th, 2011 for \$15 million for this project. So I would like to know how that effects the decision-making process here, and that funding was allocated --I'm just trying to figure out how that applies to this project. There was \$15 million given by the federal government to the State of Texas for this project in this corridor. So I'd like to understand when we're talking about a privately-funded project, why do we have \$15 million on the FRA website and TXDOT's website to talk about high-speed rail between Dallas and Houston. It doesn't seem to make much sense, or it doesn't seem to be congruent with the rest of the literature.   | Project Costs/Project Viability |
| 12/9/2014  | Kyle Workman            | It is no surprise that I oppose this project in its entirety, but feel additional considerations should be made within the EIS:<br>Please evaluate if travelers who live in Tomball (or any northern suburb of Houston) would travel into the center of Houston (fighting traffic) to get on a train to go north to Dallas? Even with reduced security screening (a short term proposition) that 1.5 hours of travel should be included in the time estimate<br>Apply the same logic to Dallas suburbs. Perhaps a map of potential ridership would be appropriate.<br>Please evaluate the cultural realities of Texans related to their personal vehicles, versus Portland or New York.<br>I respectfully request the following information (portions have been previously requested):  | Project Costs/Project Viability |
| 12/16/2014 | Lady Smith              | Having to buy out for eminent domain, the property values along the BSNF route alone should dissuade you from seeing it as a financially prudent to select that route. It makes much better financial and public relations sense to instead move forward along the proposed Hempstead highway route (which is already an industrial corridor) or any other industrial and high-transit corridor (freeway) routes. I also agree that locating a station at existing transit centers (park and rides) could better serve the regional transportation network. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.  | Project Costs/Project Viability |
| 12/4/2014  | Lane Parish             | If you go to the texascentral.com website, go to the brochure entitled high speed rail, the Lonestar Way, it states, quote, "On page 20 to 26, this brochure states it is crucial to the line success that the 50,000 people commute regularly between Houston and Dallas," closed quote. Now, I want to clarify and I want it on the record. I have been told that these trains run between 40 -- excuse me. 400 and 450 people per train at a hundred percent occupancy and they're going to run from 5:30 a.m. to 11:30 p.m. and they're going to be approximately nine trains running all the day, which calculates out to about 12,800 people. On page 26, "it says crucial to the line success, will be" -- and I quote, "50,000 people who commute regularly between Houston and Dallas." That's only 12,800 people at 32 trains a day at 400 people per train. That's a hundred percent capacity. This won't work. It is financially a failure, and it needs to be stopped now. Thank you. I will e-mail you.   | Project Costs/Project Viability |
| 1/8/2015   | Larry and Patricia Cook | TxDot continually complains that it has no money to fix our roads and bridges, Why don't we take the money allocated for this TRAIN wreck and use it instead to fix our crumbling infrastructure. This would be a wise and useful use of the funds that would benefit all of the citizens of Texas, not just a few of the elite ruling class, or a Foreign JAPANESE Train Company.  | Project Costs/Project Viability |

| Date      | Contact Name    | Request/Comment  | Comment Topic                   |
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| 1/13/2015 | Larry Jacobs    | <p>I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.</p> <p>Will This Project Be Profitable?- [The environmental review (EIS) does not address monetary/profitability of the proposal. I'm not sure who, if anyone is reviewing that – maybe TXDOT? This is probably an argument for a different forum.] Texas Central Railway often cites a figure of 50,000 people travelling between Houston and Dallas each week. They do not however have any statistics to indicate how many of these people originated in areas other than Houston, and how many of these travelers continue to areas outside of Dallas. Additionally, they do not account for travelers who might have begun their trip somewhere in between Dallas and Houston, and they make no mention of the travel time to get to a station. Texas Central Railway must provide additional behavioral information on their projected travelers. This project is designed to compete with the airlines, not the automobile traveler. High speed rail is aimed for the business traveler, who is already traveling by air. Many businesses have cut back on air-travel and are using video-conferencing to save money. Texas Central Railway does not account for this growing trend in any of their provided statistical modeling.</p> <p>Only two high speed rails are profitable in the world. The majority of lines require large government subsidies from the tax payers. Texas Central Railway indicates they will not rely on government money, but a private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. It is unlikely that Texas Central Railway would be able to operate without taxpayer subsidies and tax exempt bonds, and indeed the Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be funding with private funding alone.</p> <p>Texas has a history of embracing the private sector for infrastructure projects, notably toll roads. The best known of these projects, a privately financed, 41-mile stretch of Highway 130 technically defaulted on debt in July. Should Texas Central Railway be unable to make a profit, they will simply walk away from their debt and leave the Texas taxpayers on the hook. Texas Central Railway must produce a contingency plan for possible bankruptcy and the inability to pay its debts.</p> <p>Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p> <p>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.</p> | Project Costs/Project Viability |
| 1/8/2015  | Lauren Anderson | <p>Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p> <p>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.</p>   | Project Costs/Project Viability |
| 1/8/2015  | Lauren Anderson | <p>TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.</p>   | Project Costs/Project Viability |
| 1/9/2015  | Laurie Hazzard  | <p>TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to a tax payer subsidy. Does the financial model include the cost to decommission the system should the HSR fail to meet its objectives? 50%+ of the funding is being provided by a Japanese bank. Shouldn't a substantial bond be in place to cover the cost of removing the infrastructure should the company fail due to lack of funding?</p>  | Project Costs/Project Viability |
| 1/13/2015 | Linda Burroughs | <p>Financial and usage<br/> See <a href="http://debate-central.ncpa.org/wp-content/uploads/2012/08/High-Speed-Rail-Negative-NCPAL.pdt">http://debate-central.ncpa.org/wp-content/uploads/2012/08/High-Speed-Rail-Negative-NCPAL.pdt</a> 1.The use of eminent domain to acquire land for a private, possibly foreign company<br/> Should the line fail bailout at tax payers' expense?9. World Bank Study shows that rider ship forecast rarely meets the forecast resulting in tax payer support<br/> Anticipated lawsuits over eminent domain will greatly increase the construction time and expense making it even less financially viable<br/> Increase in fuel efficiency of High Speed Trains do not take into account future advances in energy efficient vehicles.</p>   | Project Costs/Project Viability |
| 1/9/2015  | Lindsey Banigan | <p>Another concern is the usefulness of a high speed train running from Dallas to Houston. The most frequent riders would encompass a very specific group of people - those living in downtown Houston near the station, traveling to Dallas. I am hard pressed to believe that people from the surrounding suburbs would fight traffic to drive into town and hunt down parking in order to catch a train out of town. Are there enough daily commuters that fall into this category to make this railway useful? Public transportation as it currently exists in Houston doesn't seem widely utilized and I'm not sure that a high speed rail to Dallas would be more popular.</p> <p>I am also interested to know how funding of this railway will work. I understand that this project will be privately funded by TCR but is this just the construction of the railway? Who will pay for maintenance and operation of the high speed rail in the long run? Will TCR be funding all aspects of this high speed train for the duration of its use?</p> <p>My other request is if you are indeed going to go forward and build this high speed rail despite protests from the people it will affect, why not compensate us? At the most recent meeting in Garden Oaks there was mention of compensating farmers for land that they are cutting into. But what about residential owners whose back yards are disturbed by the sound and vibrations of the rail? I think that reasonable compensation is to set up "quiet zones" where the train passes through - Garden Oaks, Oak Forest, etc.</p> <p>I hope that some kind of agreement can be met.</p>  | Project Costs/Project Viability |

| Date       | Contact Name   | Request/Comment   | Comment Topic                   |
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| 12/31/2014 | Lisa Collins   | <p>Financing- High Speed rail lines are money losers. Only two high speed rails are profitable in the world. The majority of HSR lines require large government subsidies from the tax payers. HSR is very expensive to build, and US ridership is not guaranteed. Railways are subject to labor laws such as the Railway Labor Act of 1926, the Federal Employers Liability Act of 1908, and the Railroad Retirement Act of 1934. A private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. Skeptics say the train is likely to be more than a fast-track for a government bailout. It is unlikely that TCR would be able to operate without taxpayer subsidies and tax exempt bonds unless this is just a foot in the door for a foreign company to have control of the United States HSR lines. The Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be funding with private funding alone, and described how they could channel funding for HSR by implementing any of over 10 different taxing mechanisms. Since the privately-held railroads turned over their passenger rail operations to Amtrak in 1971, operating passenger trains has largely been a negative revenue proposition.</p> <p>Texas has a history of embracing the private sector for infrastructure projects, especially toll roads. The best know of these projects, a privately financed, 41-mile stretch of Highway 130 technically defaulted on debt in July. This would become another government run rail line should TCR not be able to make its payments and go bankrupt.</p> <p>I would really like to know the cost-benefit for this project. The Houston to Dallas route is active, but is it busy enough to make this endeavor profitable. It appears that this privately funded line is meant to showcase the potential of high speed rail for the world to see while taking the "path of least resistance". It is a long-term bait-and-switch program. What would happen to the rail if is approved, but not competed due to lack of financing.</p> <p>Cost to Operate- There are many costs to plan, operate, and maintain a high-speed rail line. Any analysis that does not include these costs is incomplete. Rail lines need low construction costs, low operating costs, and high ridership. While any infrastructure project can be underpriced, a recent study indicates that rail projects are the most numerous and worst offenders. Also ridership forecasts are overestimated. Passenger rail users must support the huge capital and operating costs of the train cars and the capital and maintenance costs of the track. Since the high-speed train will not be sharing the same track as the freight trains, HSR passengers must pay the entire cost to build, maintain, and operate the track and pay for employees to operate it.</p>           | Project Costs/Project Viability |
| 1/8/2015   | Lynda Brackett | <p>1) Limitations in Assessing Project-Related Data Provided by the Texas Central Railway</p> <p>The Texas Central Railway literature and representatives, as well as representatives from the FRA have stated this project I being privately funded with no influence of public funds or taxpayer dollars. Literature from the TCR clearly communicates that it is privately funding the EIS process. As such, they have no requirements of accountability or transparency. As such, how can the FRA be reasonably assured any unofficial projections on potential project costs, ridership, rider costs, or creation of jobs are within an established tolerable amount, provided the FRA has established a level of tolerable reasonableness? As I understand the EIS process, the outcomes include: no-build; build based on TCR projections, or evaluation of other alternatives. The TCR communicates it will not to be owner, developer, implementer nor operator of the high speed rail. The TCR anticipates that privately funded development entities will assume responsibility for the project construction and the selection of an operator. As such, without knowing who the POTENTIAL investors might be and how they might decide to operate the railroad, how can TCR make any projections (official or unofficial) on factors such as ridership; rider costs, construction costs, frequency of trains, etc.</p> <p>In addition, TCR literature mentions a number of times its relationship with the Central Japan Railway Company (JRC) and that JRC advisory capacity for the project. Will the FRA confirm this commitment with the JRC as the scoping process is completed? Also, what assurances can be provided that JRC's cooperation will continue should construction occur?</p> <ol style="list-style-type: none"> <li>World wide few high-speed rail (HSR) lines are profitable. Many lines require large government subsidies.</li> <li>A HSR line would be very expensive to build - as much as \$10 million per mile. Operating costs more than \$50,000 per seat annually.</li> <li>Rail ridership is not guaranteed. Rail experts estimate a United States rail line would need ridership of between 6 and 9 million people per year to break even.</li> <li>A HSR line creates more pollution than it prevents because building a line is energy-intensive.</li> <li>A HSR does not create much new development; it merely directs from one area to another.</li> <li>Rates of car ownership are higher in the United States and it is cheaper to operate personal vehicles.</li> </ol> <p>One final consideration...how do you put a value on one's heritage??? Property that has been in families for generations, where livelihoods have been passed from one to the next! How do you say our lives and way of life are less important than those who find it necessary to move between Dallas and Houston in a time period shorter than the current drive time!</p> | Project Costs/Project Viability |
| 1/9/2015   | Marie Kallus   | <p>Is there some type of accountability that needs to be made concerning the cost of this project and the funds TCR's private investors have committed? Once again, it seems that TCR cannot put a figure to this project. So I will do it for you, based on the California bullet rail project (using the same type of Japanese bullet train) that is funded by state/federal funds that just broke ground this week. California's project is 520 miles with an estimated initial cost of \$68 billion. TCR's project is 240 miles which is roughly half that of the California line. So to even cut them some slack, does TCR have \$30 billion in financing lined up? Just wondering.</p> <p>It has been difficult to address what impact TCR's bullet train may have since it is close to impossible to get any concrete answers from their President Robert Eckels or other representatives of TCR. The story changes from presentation to presentation. Questions about the amount of space required to add the tracks, elevated vs. non-elevated tracks, size of right-of-way, speed of train through residential areas, vibration levels, decibel level of train in operation, safety concerns of derailment into residences, traffic congestion at crossings, use of eminent domain powers, etc. are basically unanswered at meeting after meeting. They may be "listening" as we are constantly reminded, but they have no answers. Seems as if TCR does not want to part with any pertinent information about the operations of this project and what can be expected from the day to day running of the bullet train. Information needs to be more forthcoming. So if TCR does not know any of the parameters of the project and long term expectations of its operations, on what will the impact statement be made?</p>   | Project Costs/Project Viability |
| 1/9/2015   | Mark Saranie   | <p>One investor/spokesperson at the last two town hall meetings, Robert Eckels, was quite adept at skirting serious issues such as:</p> <ul style="list-style-type: none"> <li>-What happens if the project goes bankrupt before completion?</li> <li>-Who will be operating the HSR?</li> <li>-Will taxpayer funds be used at any time during construction?</li> <li>-What assurances do we have that after construction commences, "errors" discovered necessitate twice as much right of way because of "unforeseen" City of Houston regulations?</li> </ul> <p>According to some personal research into similar rail systems in other countries, those governments all had to bail out the projects, multi-billion dollar burdens. We do not know who all the investors are and how deep their pockets are.</p>   | Project Costs/Project Viability |
| 12/4/2014  | Martha Newsome | <p>I, like all of you, when I heard about this high speed rail, did a little bit of Internetting and looking at things and wondering about this bullet train and what it meant and what I discovered, of course, is Florida and California are exploring this same thing; and one of the things I read was in response to the energy costs of constructing new high speed rails, the Florida High Speed Rail Authority -- sounds like important people. The Florida High Speed Rail Authority concluded for the Tampa Orlando route the environmentally preferred alternative is the no-build alternative. My question tonight is how will this information influence the environmental study here, or do we need to use more taxpayer money to do this all over again? Thank you.</p>  | Project Costs/Project Viability |
| 1/9/2015   | Mary Beck      | <p>The poor planning could easily result in having a defunct system within years of completion. The routes chosen - would not allow it to be used for any other purpose</p>   | Project Costs/Project Viability |
| 11/9/2014  | Mary Haddox    | <p>I strongly protest line green and question the viability of any rail in Texas. We Texans usually like our cars, and I cannot imagine this would be profitable outside taxing us anyway. Are rails ever profitable outside taxpayer assistance? Which of course isn't truly profitable, but a tax upon our backs.</p>   | Project Costs/Project Viability |

| Date      | Contact Name           | Request/Comment  | Comment Topic                   |
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| 1/14/2015 | Mary Joan Hinyard      | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Project Costs/Project Viability |
| 1/9/2015  | Matt Gannon            | No Houstonian is going to give up their car to take a train to Dallas. There is absolutely no need for this... We have flights that run all the time, or I can hop in the car and be there in 3+ hours. I'm not sure who came up with this idea, but it is destined to be a colossal economic failure. If you want to invest in rail in Houston, then connect the two airports, and provide rail from the major suburbs - Katy, Sugarland, Pearland, Kingwood and The Woodlands to Downtown and The Galleria.  | Project Costs/Project Viability |
| 1/6/2015  | Megan Frazier Salch    | Additionally, we are told that the HSR will be privately funded. This reminds me of how Houston voters were persuaded to vote for the construction of the toll roads under the agreement that once the toll road construction was paid for by the collected tolls, these toll roads would become toll-free. That promise has not been kept. Thus, I have serious concerns about a new promise that this HSR will be privately funded, only to learn down the road that tax payers will have to pick up the future costs. Can the banks and HSR supporters guarantee against this?  | Project Costs/Project Viability |
| 12/4/2014 | Melinda Hughes         | And I think that the stenographer can put ditto for me for everything that has been said tonight. Somebody took my notes and said exactly what I was going to say, so I don't know that I can say any more. With the exception of in interviewing some of the workers that are here tonight on the project, I did learn a little bit and that is that the Texas Central Railway company has been in existence for five years and has never built a railroad and considering that when I'm trying to find data from them, there's no objective hard data, really. It's just kind of conjecture, "We think that this is going to be" and whatever. So they can really tell us anything that they want. But particularly when I questioned about the Texas Central Railway and the Japanese partnership, according to one of their workers the Japanese are going to be building it. They're going to be moving over here. They're going to be operating the entire project for free, so we don't need to worry about our tax dollars because they're going to do it all for free just so they can get branding over here in the United States. Okay? So, you know, I really kind of question your ability to build a sound, safe railroad. Once this is completed, the foreign agency that they're talking to about running the railroad is Virgin Rail in the United Kingdom. And my last question is Mr. Eckels and all of you that own this, how do you sleep at night knowing all this?  | Project Costs/Project Viability |
| 1/7/2015  | Melinda Hughes         | A TCR representative told me this project will be free. The Japanese company wants to get into the United States and use this as their model so they can build all over the USA. I seriously doubt that the Japanese will do this for free. As a matter of fact, TCR projects the one time construction cost to be \$10 Billion. Based on the proposed California HSR projected costs per mile, the cost of the rail line in Texas would be closer to \$30 billion. At an initial cost of \$10B, this HSR will never make money. At a \$30B initial cost, the rail line will never be finished. 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 \$10B-\$30B. Therefore, it is very unlikely that TCR will be able to keep their commitment to use no public funds or government loan guarantees. TCR has not done their fiscal research so how can they be trusted to do the technological research?   | Project Costs/Project Viability |
| 1/8/2015  | Michael Petrini        | While the high speed rail is expected to be profitable, if those profits don't materialize within the first few years and the future years are recasted to be losses, who will pay for the safe decommissioning of this project before its intended time? Will it be left abandoned as an eyesore that will diminish the environment? If it continues to operate despite a loss, will taxpayers or other government entities be forced to bail the high speed rail investors out on the taxpayer dime? If it is sold to another operator or developer, what measures are there to insure that cost-cutting measures would not sacrifice the highest safety standards? Who will make sure any decommissioning lockbox is fully funded and what technical standards will be used to justify the decommissioning fund? The United States has no prior experience with decommissioning a high speed rail project.<br><br>The funding of this so-called 'private' project is also a cautionary note of putting the interests of foreign nationals and foreign powers above those of enfranchised United States Citizens. TCR's claim on not accepting 'public money' from government subsidies is true thus far, but it is a bit specious. Although privately owned, the bulk of the financial leverage for the high speed rail project will come directly from the Japan Bank for International Cooperation which is wholly owned by none other than the Government of Japan! Why should I or the FRA be concerned if sovereign debt is used for financing? In this particular case, the government of Japan, acting through its banking entity, will be indirectly intruding on our rights as US citizens by influencing infrastructure rights of way and eminent domain issues which should rightly be LOCAL decisions made by citizens of this country, not by a foreign power. Why is the Japanese government seeking this investment route? They seek to demonstrate that they can compete internationally for bullet train business with China and Europe. That's fine, but let Japan develop projects in Europe and China that infringe on the rights of other country's citizens regarding equivalent eminent domain and right-of-way easements. Let's remember the rallying cry of American General Christopher Gadsden when it comes to foreign powers -- 'Don't tread on me'. There is only the TCR interest at stake in this matter and maybe a possible 'I-know-what's-best-for-you' policy objective backed by a few transportation lobbyists promoting US high speed rail's political money train.<br><br>While the high speed rail is expected to be profitable, if those profits don't materialize within the first few years and the future years are recasted to be losses, who will pay for the safe decommissioning of this project before its intended time? Will it be left abandoned as an eyesore that will diminish the environment? If it continues to operate despite a loss, will taxpayers or other government entities be forced to bail the high speed rail investors out on the taxpayer dime? If it is sold to another operator or developer, what measures are there to insure that cost-cutting measures would not sacrifice the highest safety standards? Who will make sure any decommissioning lockbox is fully funded and what technical standards will be used to justify the decommissioning fund? The United States has no prior experience with decommissioning a high speed rail project. | Project Costs/Project Viability |
| 1/6/2015  | Michele Nicol          | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.  | Project Costs/Project Viability |
| 11/7/2014 | Mike and Janeth Nevill | HSR is only profitable in two places; Tokyo to Osaka and Paris to Lyon. The other nineteen are supported by the taxpayers. (High-Speed Rail in Europe and Asia: Lessons for the United States By Baruch Feigenbaum )We don't have the population density or the existing rail culture of Japan or Europe to make high speed rail work. This will not replace a significant amount of cars or air travel so these emissions will be additive instead of off- setting. This is either a money laundering scheme or a stealth way to create another Solyndra that the taxpayers will have to bail out. If it made economic sense, UP or BNSF or other rail would do it.   | Project Costs/Project Viability |
| 12/1/2014 | Mike DeBolt            | I've been living in this area for over forty years and watched all of the projects. I really liked the one that involved the water transportation up the Trinity River, which gave the shippers the advantages. Once they floated a boat up here, they got all their land, if I remember correctly, all their land transportation afterwards for water prices, so I approached the issue when I read about this matter in the newspaper this last weekend with a bit of skepticism. The presentation this evening is very professional. It's very thorough except for the issues a gentlemen back here raised in regard to transparency. I noticed one spot on one of the placards. It said it was private money. Whose? Where does it come from? Follow the money. Where does it come from? And there's the question with that that's just raised. What happens if it doesn't venture out? Because if you look at the number of rail companies in the United States that are successful in showing a profit, the last I heard there were two up in the East Coast. But compelling reasons, very good presentation. But you -- and the collateral damage of the terminal issues of transportation facilities and whatnot were raised. Very good. But someone in this state has to sign off on it because they were politically elected to do so. Who are these people? We've had a host of toll roads hoisted upon us after they were paid for by the taxpayer and then converted into toll roads, so there's a lot of skepticism involved in these transportation projects.   | Project Costs/Project Viability |
| 1/6/2015  | Montie Grimes          | What will be done to mitigate RISK that money runs short, or the project takes too long, and the public asks the government to step in and shut it down.   | Project Costs/Project Viability |



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| 11/10/2014 | Nancy Anderson             | How: The largest determining factor of success of the rail will be by the number of persons that use the rail. The biggest flaw to the HSR plans are the number of stops and where those stops are planned. The stops in the downtown areas of Dallas and Houston will only cater to the people living in the downtown areas which aren't many. Most people in Houston and Dallas live the metropolitan areas. Travel to a downtown destination takes more than an hour and if traveling during peak traffic hours the trip will take you more than two hours, add the cost and time for parking on both ends and you just made the 90 minute train trip to Dallas SIX hours. Why take a six hour train trip when you can drive and be there in four? Granted adding more stops will slow down the train but it will greatly increase your chances for success by giving more people access to the train. Especially if they can get on and off along the I45 corridor where the majority of people already live, i.e. The Woodlands, Conroe, Huntsville and Corsicana.  | Project Costs/Project Viability |
| 1/6/2015   | Nancy Tune                 | I highly object to the proposed HSR. Below are a few of the reasons. I suggest that this be put on hold, and wait for the California HSR, and learn from their experience. I also suggest that this be brought before the citizens of Texas for a vote, as private property will be seized through eminent domain, and taxpayer money will most certainly be used down the line.   | Project Costs/Project Viability |
| 1/6/2015   | Nancy Tune                 | <p>TCR's cost estimates are too low. The California high-speed rail project is now estimated to cost \$100 billion for 800 miles, which is three times the original cost estimate. At that rate, TCR's rail from Houston to Dallas will cost \$30 billion - not TCR's estimated \$10 billion.</p> <p>Edward Glaser, an economics professor at Harvard, has estimated this project could cost as much as \$24 billion. Richard Arena, who sits on the board of the U.S. High Speed Rail Association, said he is not clear how this rail would earn enough revenue to pay off the interest on construction bonds. There are countless credible experts that believe the cost estimates could far exceed what is project by TCR and that the financial model is flawed.</p> <p>It is not feasible to construct and operate high-speed rail solely with private funding. TCR states they will not need taxpayer money. There is not one high-speed rail system in the world that was constructed and operated entirely with private funding. An Executive Summary report from TxDOT regarding funding options on high speed rail states, "It is unlikely that any single funding source will be sufficient to cover all costs...a number of federal and state programs may be applicable, as might other public and private funding mechanisms." In other words, our own TxDOT experts believe it cannot be funded with private funding alone. In the report, TxDOT also describes how it could channel funding for high-speed rail by implementing any of over 10 different taxing mechanisms.</p> <p>High speed rail projects end up getting paid for by the taxpayers, which is really the fundamental reality the taxpayers need to consider.</p> <p>In 2009, under Obama's leadership our federal government appropriated \$11 billion to pursue 10 high-speed rail networks throughout America. The federal government has recently invited states to apply for grants of roughly \$3 million per grant to help pay for planning of high-speed rail projects. As of September, the Texas Commission for High-Speed Rail voted to pursue \$3 million of federal grant funding to study a Fort Worth to Austin high-speed rail line.</p> <p>In California, the high-speed rail project includes only \$10 to \$12 billion of private funding. The balance of the \$100 billion cost estimate is to be provided with taxpayer money. Texans cannot afford to end up on the hook for another taxpayer-subsidized industry like Solyndra or Obamacare.</p> <p>In spite of their claims that TCR can privately fund high-speed rail, there is overwhelming evidence it cannot. As such, the real question here is, "Do Texans want to create another huge insolvent industry on the backs of our taxpayers?" My answer is no.</p>  | Project Costs/Project Viability |
| 1/8/2015   | Nathan and Courtney Keiser | <p>TxDot continually complains that it has no money to fix our roads and bridges, Why don't we take the money allocated for this TRAIN wreck and use it instead to fix our crumbling infrastructure. This would be a wise and useful use of the funds that would benefit all of the citizens of Texas, not just a few of the elite ruling class, or a Foreign JAPANESE Train Company.</p> <p>We and our Grimes County Neighbors oppose this, and strongly urge the FRA and TxDOT to reach a "no build decision" on this proposed high speed rail, and recognize that the environmental and financial detriments it would bring to the vast majority of citizens far exceed whatever fanciful benefits are envisioned from the project.</p>   | Project Costs/Project Viability |
| 10/23/2014 | Nathaniel Pendleton        | <p>The fact that most of the proposed high speed corridors each utterly bypass GHWBush airport in Houston says FRA, Texas DOT, US DOT, and the rail investment syndicate don't know how to make rail work for the long term through capital burden sharing.</p> <p>1) Premium Airport Express Rail (PAER) business models like London Heathrow airport rail express, especially downtown Houston to GHWBush Airport, and downtown Houston to Hobby (and eventually Galveston), and downtown Dallas to Love and DFW, are by far the most profitable, premium, and frequent rail lines possible on the corridor, paying for downtown rail hub stations, and in airport rail stations, with massive numbers of customers, and paves the way for many of the best longer haul rail routes, sharing high speed through city corridors. Heathrow moves budget travelers by economical but slow masstransit subway with many stops from the airport to downtown providing egalitarian transport, but for passengers in a hurry Heathrow LHR airport moves 8.4% of all airline passengers via the much faster PAER service, and is building CrossRail to expand the number of people this PAER model can serve by extending the PAER via tunnel across the city. London's PAER cost about \$29 one way to bypass road traffic and go faster than many stop subway. London's PAER rail route moves almost twice as many people each year than all of Amtrak Acela, at a sharply higher ticket per passenger mile because of the immense value of the time saved for each passenger.</p> <p>Any Houston - Dallas rail corridor should effortlessly serve and share the airports stations, downtown station and connecting high speed rail corridors, as well as any last mile subway or similar transit spokes from the downtown rail hubs, because the airports traffic are such potent and profitable corridors to build this expensive infrastructure.</p> <p>The five best PAER models on this larger project corridor, are Houston - Hobby, Houston - Bush, Dallas - DFW, Dallas - Love, Ft Worth - DFW. The sixth concept of Ft Worth - Love nonstop direct looks less helpful but might be worth while if the numbers add up. Love should be served from a Dallas PAER and people from Ft Worth better connected between the cities, using the PAER from Ft Worth - DFW and Dallas - DFW to pay for the highest speed rail corridor between, with Ft Worth people typically transferring from city to city rail to the Dallas - Love PAER.</p> <p>Eventually, for off hours locks PAER, and long haul rail to these airports, such as ACHSR, or long haul PAER from Houston, both Love and DFW should be on the same rail line, to maximize efficiency and minimize both rail operating costs and minimize required rail line transfers. For Love is means an underground rail terminal in that airport and a tunnel under the western runways and awkwardly emerging the rail line near university of Dallas and southward returning to Irving rail corridor to head west towards DFW?</p> | Project Costs/Project Viability |
| 10/23/2014 | Nathaniel Pendleton        | <p>The ACHSR high speed rail line in Dallas would likely be eventually long term be extended to Memphis TN, the FedEx world HQ sort hub, via Texarkas TX and Little Rock AR, and extended again from Memphis TN to Louisville KY UPS world HQ sort hub, via Nashville TN. Louisville would be connected to Chicago and US North east. A spoke rail line from Nashville to Atlanta also offers immense ways to reach the US South East, sharing most of these rail routes with Chicago and Midwest passengers and air cargo to Florida and Texas. Shortest route from a DFW ACHSR station to Alliance is essential for making this competitive destination.</p> <p>Ellington field is both a military joint base and an airport, with likely substantial ACHSR needs in both times of peace and war, so the PAER to Hobby would likely need to be extended a little east Ellington.</p> <p>If a waterfront airport is ever built south of Houston's Hobby airport on the Gulf of Mexico, perhaps near Ellington on the shipping chanel, and more likely on the Gulf of Mexico proper, for sea planes and WIG craft (web search Caspian Sea Monster, to learn more about boats which fly less than 20 feet above sea level the entire journey) because they are often bumpy rides best suited to air cargo and extremely economical in terms of energy used per tonne per mile (or km), for services from Hosuton Texas to Vera Cruz Mexico, Cancun Mexico, Honduras, Panama, Columbia, Cayman Islands, Jamaica, Tampa FL, Ft. Myers Beach, etc, this air cargo traffic would also need to be economically moved from the waters edge to Alliance airport in Ft Worth.</p> <p>If an ACHSR line and high speed passenger rail line were built from San Antonia toward DFW, likely being extended southward into Mexico, having the biggest PAER, ACHSR, and downtown rail hubs already sorted and built makes such additions much easier.</p>   | Project Costs/Project Viability |
| 1/7/2015   | Nelson Jarrin              | We are also concerned that TCR's costs estimates are too low and their ridership estimates are unrealistic, which will result in a need for supplemental funds from taxpayers. We are adamantly opposed to the use of public funds to subsidize this private venture and will fight to ensure that state dollars are not appropriated fr this purpose.   | Project Costs/Project Viability |

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|            | No Name 4                                   | The Scoping Meeting presentation shows that equal weight is given to the financial, engineering and environmental considerations. It also states that "applicant's focus is on financial and project delivery considerations." With equal weight, the BNSF and Utility Corridor options are "recommended for further evaluation" at 6.6 and 7.5 points respectively. However, when you remove the financial consideration numbers, the Utility Corridor with I-45 and Utility Corridor options are the two highest point options. This is something that the public deserves to have addressed. The financial health of the project takes precedent over all other concerns? Why can't ticket prices be raised to recoup the cost of moving the project out of neighborhoods? We can understand TCR's need to utilize existing railroads to make their projects financially feasible. But economics and private interests trump the homeowners' interests?  | Project Costs/Project Viability |
| 12/15/2014 | Noah Taylor                                 | I cannot fathom how out of nine (9) routes proposed early on that the two (2) preferred routes selected go directly through high density urban areas. By running your rail line down the Union Pacific rail track you would directly impacted the High First Ward Historic District, the Washington Avenue Arts District, Winter Street Studios, and hundreds if not thousands of people living near Winter Street.   | Project Costs/Project Viability |
| 1/9/2015   | Nora DeDontney                              | Are so many people really clamoring for this train? The two examples in the HSR newsletter sound farfetched. Last minute meeting requests or critically ill relatives can be handled easily by teleconferencing and air travel. I don't feel those rare events justify building a new system that will disturb many residential neighborhoods. It seems much more reasonable to me that the train should stay out of the inner loop, preferably closer to the beltway and use the public transit network to bring the passengers to the train.  | Project Costs/Project Viability |
| 10/27/2014 | Nora Rabe                                   | 6) Who is paying for FRA & TXDOT participation in the Environmental Impact Statement and their research time and resources?   | Project Costs/Project Viability |
| 10/30/2014 | Olivia Wolken                               | If a ticket is going to cost the same as a plane ticket why take the train which takes more time? I do not see a demand for this type of transportation. No other passenger trains in the U.S. are profitable, I do not expect this one to be either.   | Project Costs/Project Viability |
| 1/9/2015   | Pam Brock                                   | Our property values are going to be lowered an later on when the project fails because of high ticket prices (high as an airline ticket?) the tax payers will have to pay for it.   | Project Costs/Project Viability |
| 1/8/2015   | Paul W. Han                                 | The Scoping Meeting presentation shows that equal weight is given to the financial, engineering and environmental considerations. It also states that "applicant's focus is on financial and project delivery considerations." With equal weight, the BNSF and Utility Corridor options are "recommended for further evaluation" at 6.6 and 7.5 points respectively. However, when you remove the financial consideration numbers, the Utility Corridor with I-45 and Utility Corridor options are the two highest point options. This is something that the public deserves to have addressed. The financial health of the project takes precedent over all other concerns? Why can't ticket prices be raised to recoup the cost of moving the project out of neighborhoods?<br>We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?<br>High Speed rail lines are money losers. Only two high speed rails are profitable in the world. The majority of HSR lines require large government subsidies from the tax payers. HSR is very expensive to build, and US ridership is not guaranteed. Railways are subject to labor laws such as the Railway Labor Act of 1926, the Federal Employers Liability Act of 1908, and the Railroad Retirement Act of 1934.<br>A private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. Skeptics say the train is likely to be more than a fast-track for a government bailout. It is unlikely that TCR would be able to operate without taxpayer subsidies and tax exempt bonds unless this is just a foot in the door for a foreign company to have control of the United States HSR lines. The Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be funding with private funding alone, and described how they could channel funding for HSR by implementing any of over 10 different taxing mechanisms. Since the privately-held railroads turned over their passenger rail operations to Amtrak in 1971, operating passenger trains has largely been a negative revenue proposition.<br>Texas has a history of embracing the private sector for infrastructure projects, especially toll roads. The best known of these projects, a privately financed, 41-mile stretch of Highway 130 technically defaulted on debt in July. This would become another government run rail line should TCR not be able to make its payments and go bankrupt.<br>I would really like to know the cost-benefit for this project. The Houston to Dallas route is active, but is it busy enough to make this endeavor profitable. It appears that this privately funded line is meant to showcase the potential of high speed rail for the world to see while taking the "path of least resistance". It is a long-term bait-and-switch program. What would happen to the rail if is approved, but not competed due to lack of financing.<br>I personally have traveled on Taiwan's high speed rail system. While I find significant value in such a system, even Taiwan did not build the tracks through heavily populated residential areas. Why? Because it does not make sense. | Project Costs/Project Viability |
| 12/2/2014  | Paula , Member of the Leon ISD School Board | In researching the profitability of the trains – it looks that Japan's are mostly subsidized by the government. When this project fails – who will pick up the debts – the citizen's of Texas????   | Project Costs/Project Viability |
| 1/9/2015   | Penny Leas                                  | What if the train does not succeed, make the money the investors expect? What is the "ramp down" plan? And how would homeowners and business owners be compensated for that?  | Project Costs/Project Viability |
| 1/9/2015   | Peter O'Connor                              | No to the Dallas to Houston High Speed Rail Project through our Neighborhoods. NO END OF LIFE EXIT PLAN. In addition to my earlier comments, I would like to point out that Mr. Robert Eckles stated at the meeting at Lutheran High School on January 5, 2015 that the High Speed Rail Project did not have an exit plan for dealing with abandoned assets. If you were to install an offshore oil platform in the Gulf of Mexico, you would be required to remove that facility at the end of the project life. How can you accept a proposed route through residential neighborhoods, where any of the proposed elevated and/or trenched structures for the high speed rail would be left in place as a perpetual eyesore and community hazard?  | Project Costs/Project Viability |
| 1/12/2015  | Philip Gaydosik                             | While I'm not sure the overall environmental impact, I cannot see how building a mini-I45 between Dallas and Houston is positive - farmland destroyed, erosion, construction equipment running for years, more concrete replacing soil and greenery, etc. But that is another reason that this decision should be delayed   | Project Costs/Project Viability |
| 12/4/2014  | Phillip Bruns                               | As County Judge-elect Leman said, the people that are out slugging it out on I-45 are not going to switch to a high speed train that costs the same amount as it costs to fly. So let our dear friends in Houston and Dallas fly over us as many times as they want. The proposition that it may be slight -- even if it was more convenient for them that we're going to cut a path from Dallas to Houston through everybody's farm, through Grimes County, Madison County, all of these to save our friends in Houston and Dallas a little inconvenience on bad weather days does not make a need. The final point I want to make, I know there's bunch of people at TRC, "No, Mr. Leman is wrong. Everybody's wrong. We can make this profitable. We can pay for it." Let me just leave with a point that even if you can make a profit and even if I don't have to pay for it, I still don't want to cut a path through the state of Texas to save my friends in Houston and Dallas 15 minutes on their trip. They don't need it. They can fly. Thank you.  | Project Costs/Project Viability |
| 1/9/2015   | Phillip Gaydosik                            | I am opposed to the current high-speed rail proposal.<br>While an increase in mass-transit systems is needed and rail should be part of the solution, this is not the project to help alleviate Houston's traffic problems. The current proposed routes cutting through residential areas is not only the least efficient in the manner of reaching its Houston destination, they were likely only chosen as being the most cost-effective routes for the investors/backers, at the expense of those residential areas that would directly affected by it cutting through their neighborhoods, at an elevated height for even more blight. An elevated reminder for many does not justify a train ride for a few.   | Project Costs/Project Viability |
| 12/4/2014  | Phillis Allen                               | Is this really needed? Who will this benefit? Rich and famous. Only these will be able to afford the ride.  | Project Costs/Project Viability |
| 1/6/2015   | Phlip Salerno                               | The very basic business plan for this project is questionable as there is little reason to connect the two downtowns of Houston and Dallas. The Houston downtown district is nearly vacant at night and has been for many years. After a recent trip this past summer to Dallas, I found that the Dallas downtown district is almost as vacant at night. The thriving West End portion of downtown Dallas is nearly vacant due to the construction of newer facilities outside of the downtown district.  | Project Costs/Project Viability |

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| 12/1/2014 | Phyllis Robinson  | One of the things that I think is very skewed is one of the particular points that you made about I-45. You give us figures of 6.4 million and then you say that by 2035 that it's going to increase to 12.8 million. Well, I have to tell you that that's -- your rail isn't going to do anything to affect traffic on I-45 because your rail system is designed to give a commuting for executive high paying -- what is it going to cost? Probably a hundred dollars a ticket? \$200 a ticket? The average person fills their tank up for 70 bucks and drives on I-45. They don't care if it takes eight hours to get to Dallas. They're just going to drive there anyway. You're building something for an executive niche that will alleviate air traffic control issues for -- between DFW and Houston Intercontinental and Hobby airports. We're not concerned about that. The other thing that I really think is a problem is that you talk about financial viability and we all know that financial viability only has to do with return on profit or return on investment for profit and I don't see where your investment is giving anything to our communities in general that surround the railroad and I think that the investment is securely -- is securing only profit for the investors. It doesn't offer anything to our community whether we get any tax pays, whether we get any rebate, whether we get any hotel tax or surtax on it at all. It offers nothing to our communities at all. It's the -- it's a very inconsiderate initiative on your part to come here unprepared and offer such shallow arguments probed. Thank you.  | Project Costs/Project Viability |
| 1/9/2015  | Raajen Patel      | I am not convinced that the ridership will be very high for this train. Tickets will be priced comparable to air travel. At \$150 each way, a daily M-F commuter will be spending \$6000 a month to make this trip. A "3x a week " commuter will be spending \$4000 a month. This is an absurd amount of money to spend for a significant period of time, and it's more likely a company would either transfer an employee or have them work remotely. How is the projected ridership estimated for this line, and what is the uncertainty in this estimation?   | Project Costs/Project Viability |
| 1/8/2015  | Rackelle Goebel   | My second area of concern is with the financial feasibility of this type of project as a tax payer. I have extensive travels worldwide and have used high speed trains on multiple continents. The fundamental difference is that the cities that connect by train also have strong transit systems in place at both ends of the tracks. Neither Dallas nor Houston has this type of infrastructure, so the benefit for doing this project does not justify the cost of my tax dollars.<br>I strongly urge the Federal Railroad Administration to cancel this project. If the project is deemed to go forward, then I am opposed to BNSF Option 1.   | Project Costs/Project Viability |
| 1/9/2015  | Randy Odinet      | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD. Consideration should be given to connectivity to existing transit facilities outside of Loop 610.<br>TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.<br>* With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active<br>TCR should be required to be provided an escrow account sufficient to fund decommissioning and removal of all structures, foundations and supporting utilities upon financial failure of the enterprise.<br>The TCR pro forma should be provided to the public to explain financial assumptions and factors needed to support the project.  | Project Costs/Project Viability |
| 12/4/2014 | Ray Wood          | Nothing but negative benefits for property owners in Grimes County. Cuts county from north to south. Access to property will be more difficult. Lose land you have worked for/one time vs low payment.   | Project Costs/Project Viability |
| 1/8/2015  | RD Kissling       | Texas Central HSR has been evasive about the cost of the project (numbers of \$10Billion have been thrown around) and the economics of the project (I have seen no economic analysis of this project in the public). Before this project consumes anymore taxpayer (the affected neighborhoods) and government (the FRA) time, energy and money - they should publicly show how they deem this to be an economic project with no state or federal subsidies being required. What ridership levels are required to pay down \$10B in capital investment, service the loans and pay operating costs? Are these ridership levels at all realistic in the early days of the project which are critical for economic success?<br>Texas Central HSR claims to be a fully private investment project. To what extent does Central Japan RR (JR Central) and Japan Bank for International Cooperation subsidize the project?<br>How does Texas Central HSR plan to start construction in 2017 when they don't even have the basics of a plan laid out. The only thing they know is that they are using a turn-key train system from Japan. They don't know the route, they don't know what parts of the route are at grade or elevated, they don't know where stations will be, they don't have a plan for co-existing with existing freight rail, they don't have a plan for sound/vibration abatement, they don't have a plan for eminent domain, they don't have realistic projections of ridership and etc. Because of all this they don't have a budget so they also have no solid economic basis for the project. This all needs to be clearly spelled out in the EIS and to the public that is impacted by this project.<br>At two TownHall meetings in Houston, Texas Central President Robert Echols stated that building lines to IAH (Bush International Airport) or College Station (Texas A&M) would cost \$1B each so they are not being considered. What is the cost of running a line to downtown Houston through neighborhoods and across all of the streets/freeways, schools, churches ,parks etc? This has to be at least a third of the total cost of the project. Texas Central HSR needs to be transparent about these costs and the economic and public benefit of going downtown vs a station to the north (Woodlands or IAH) or NW (NW Mall area). | Project Costs/Project Viability |
| 1/7/2015  | Renae van Zeelst  | become a potential drain on taxpayers - if this private endeavor misses its entirely theoretic ridership mark, subsidies will be their only way out  | Project Costs/Project Viability |
| 12/2/2014 | Rhonda Jordan     | Lastly, Waller County is nowhere near I-45. So if you're thinking of coming this way to alleviate I-45, you need to move further east than you are. So it's my strong suggestion that you take your marbles or your recipe to another state. The TSR has not thoroughly evaluated Texans. If they had, they would already know this project will lose money. Texans prefer personal vehicle travel. Evidence of this is shown in the HOV lanes versus the regular lanes.   | Project Costs/Project Viability |
| 1/8/2015  | Richard Hatcher   | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.  | Project Costs/Project Viability |
| 12/1/2014 | Richard Honeycutt | All you want to do is build a train. So you're going to finance this train. We couldn't get an answer earlier, you know. When y'all go bankrupt, who do we deal with then? What foreign country is going to iron on a 80-foot strip of land from Dallas to -- to Houston to do whatever they want to on it? You know, this is such a poorly conceived project, thinking that this is going to work. I just -- you want to build a train. Period. You know, go pick somewhere else. We're tired of it.  | Project Costs/Project Viability |

| Date       | Contact Name              | Request/Comment   | Comment Topic                   |
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| 12/2/2014  | Richard Honeycutt         | <p>I'm from Leon County. We had a meeting last night. That's why many of us are here. Our county judge and commissioners have all gone on record to go against this high speed rail, and we encourage you to pressure yours to do so also. You had up here the purpose of this was to help alleviate traffic on I-45, but this is a for-profit company. The purpose of this is for them to make money. They're in the train-building business. They could care less where they are. Dallas to Houston just happens to be the cheapest place, and we happen to be the cheapest place. You know, they could care less about us so we don't need to pat them on the back like they're helping us, okay? There's a few things I would like to know. Who is buying our land and who is financing it? Who is going to build the rail and who is financing it? Who is going to build the train and who is financing it? Who is financing the operation of the train? Who has maintained the project and who is financing it? To whom is our land being put up as collateral? Who will own this land after this project collapses? And who is going to subsidize the TCR?</p> <p>Federal taxes or state taxes? It's well known that high speed rail as far as being profitable is a failure throughout the world. So what makes these people come to a country who does not have it think that they can do something that nobody else can do and make money at it, okay? So government money is going to be involved in this. You know, what is sad is that our way of life -- you're now -- you're a number on an environmental rating chart. That's pretty sad. This is a way of life that we chose. We don't live here for money. We live here because we want to. This is a lifestyle that we chose and now, you know, we're expendable. We're being made to feel like villains because, you know, we don't want to jump on board with "Let's help out the people from Dallas and Houston get back and forth." We're not the villains here. You know, we're victims. You're going to use eminent domain. You're going to take what is ours. You have it -- you know, historic up here is what they want to look into. What's historic to you? Is it a building? Ours is six generations. That's historic to us. It might not mean anything to you, but it does to us. This needs to be stopped now before they get too much money invested and they can't afford to stop and then they'll go to the federal government and we'll all be paying for it again and again and again. Thank you.</p> <p>Like last night they would not, would not identify their investors. Now these people want to come to my home. I don't let people into my home who won't tell me who they are. Why am I going to let you in? This is ridiculous. You know, it's because there are people that we don't want involved in this and they won't identify them.</p>  | Project Costs/Project Viability |
| 12/4/2014  | Richard Lawless           | <p>Mr. Eckles seems to have put together a company that he is CEO of, and we've got Texas politicians who are compliant enough to want to go along with it and perhaps they have not actually checked on the arithmetic of all of this. We had a gentleman up here a while ago that knows something about planning costs of projects like that and like this one and I think that the county judge-elect noticed also that the figures are all out of whack. You can do this arithmetic. They're saying that we've got 50,000 people who commute back and forth back to Houston and Dallas more than once a week, 50,000. They're building a railroad that, according to the posters around here, will hold 400- to 450,000 people. I was told 400,000 at the meeting in Huntsville. That outraged enough people because we here in Grimes County did not advise of it and we've got this meeting, but if they have 400 or 36 trips a day from Houston to Dallas and up there back and forth, then you're hauling that train 406 a day, 201,600 seats are being dragged back and forth from Houston to Dallas every week and seven days of it. That's the 50,000 people. There's going to be a lot of room on those. Now, here's the point that I really want to make -- I really want to make this. I am concerned with all the issues that have been brought up here in Grimes County but nobody's talking about the jobs at the airports in Houston and Dallas where there are a lot of people who run businesses down there. Where are these passengers going to come from? They're going to try to bring them from air passengers. You and I are not going to ride it. It costs too much for a family to go up there, and let's see. I figured this at \$450 for a round trip that would be for a family of four about \$1440 to go to Dallas to Houston to ride? We're not going to use it. This is for a few people who are business people who did not plan ahead enough to take care of their business and suddenly they got to get up there.</p>  | Project Costs/Project Viability |
| 1/8/2015   | Robbie Morrison           | <p>I believe more citizens would be harmed than helped by this project. Additionally, I heard Mr. Eckels say they would not use any taxpayer money to build the rail, but I DID NOT hear him say they have done adequate studies on whether the railway would have enough ridership to pay for its operation. If they do not, they would have to have assistance to keep it running and A PRIVATE FOR PROFIT COMPANY SHOULD NOT BE ABLE TO GET TAXPAYER MONEY!</p>  | Project Costs/Project Viability |
| 1/8/2015   | Robert and Catherine Hurt | <p>Apparently this train would also be funded by private investors, largely foreign, whose intentions are to make a profit of this venture without consideration of the people that would be directly affected by the train. The train would be beneficial to a very small percentage of Houstonians as it would have no positive value for mass transit in Houston.</p>  | Project Costs/Project Viability |
| 12/29/2014 | Robert Els                | <p>Fourth, the cost of this project outweighs the benefit that will bring to this area and will create a tremendous cost to the people around this area in terms of noise, inconvenience, time &amp; fuel spent going around it. Fifth, with the cost overruns and with the lack of _____ that is sure to follow, the tax payers will surely be left holding the bag!!</p>  | Project Costs/Project Viability |
| 11/18/2014 | Robert Leilich            | <p>Built with private capital, Texas Central's business plan does not include any consideration of including commuter rail though they are not against talking with local and state governments about doing so if there are incentives and it does not otherwise affect their business plan. Many people believe that building more roads -- even toll roads -- is not the best long term economic solution to meeting growing local and intercity transportation needs.</p> <p>My independent estimate of revenues and costs suggests that the proposed HSR system would not only be profitable, but would create over 400 jobs to operate and maintain the line, not counting jobs created to build it. Private investment in the project, using debt and equity capital would be very roughly \$16 billion, not counting any investment or property contributions made by state and local governments. Since the cost of building HSR in a dense urban environment is much greater than the cost of building in a more rural environment, additional commuter traffic can help justify and amortize the higher cost of construction in a more urban corridor. Commuter traffic may be several times that of HSR, significantly reducing highway congestion. In the I-45 corridor, potential commuter stops could include downtown Houston (possibly more than one location), IAH, Exxon Mobil campus, The Woodlands, and Conroe (with a future option of Willis).</p> <p>South of The Woodlands, the 2006 Houston Urban Traffic Map showed over 200,000 vehicles per day on I-45, each way. The largest portion, by far, is commuter traffic. Additionally, The Woodlands Township Board reports that its Park and Ride bus service to and from Houston handled 734,000 riders in 2013 and is projected to increase to 826,000 riders by 2018.</p> <p>There is little that can be done to reduce congestion in the I-45 corridor. If combined with High Speed Rail, commuter rail in this corridor is more than likely the lowest cost long term solution. Routing HSR in the I-45 corridor instead of one of two non-commuter corridors could offer a long term public benefit and cost saving alternative. There is little or no time left for action. The potential benefits to both public and private interests beg for a resolution that serves the needs of both. A private company building HSR cannot have its financial or operational interests compromised by politics or other priorities in a public / private partnership. Done right, a public / private partnership can enhance each other's interests. There are many successful public / private commuter rail partnerships in the US involving freight railroads. There is no reason to believe a similar relationship couldn't be developed with Texas Central.</p> <p>The merits of adding commuter rail to proposed HSR needs to be worked out, before expensive environmental assessments are completed, engineering design starts, and property acquisition begins. A shared operation may make strong economic sense in terms of both capital and operating costs.</p> | Project Costs/Project Viability |
| 1/8/2015   | Robert Pulliam            | <p>I wanted to take a moment to put some comments on the record for the EIS as it stands today. As it so happens, in addition to a general interest in ground based land transport, I live within a mile of both of the proposed routes. I think Judge Eckels got a very good indication of the opposition he faces in bringing the tracks inside the 610 loop. And as he admits, the cost could be as much as eleven percent of their total budget for two percent of the mileage.</p> <p>I am very familiar with their proposed technology and hold it and its developers in high regard. However it is the wrong technology for the US market. The last six years of effort by the FRA should be an indication that actual implementation of a high speed system is fraught with difficulties as the Texas TGV found a quarter century ago.</p> <p>We encourage the FRA and the US DOT to pause, and consider not only alternative routes, but technology itself. We have one we feel offers, if not a complete alternative for high speed rail, then a way to bridge the difficulties of the first and last mile gap.</p> <p>I have asked Judge Eckels to set up a presentation with the Japanese to discuss an option to use Tubular Rail to go from the possible Northwest Mall station location to Downtown at a fraction of the cost and along/over the I-10 corridor. Please examine the videos at the link below and note the attached letter from FRA Administrator Szabo.</p> <p>We would be happy to speak with the FRA at any time now that Mr. Szabo is returning to Chicago.</p>  | Project Costs/Project Viability |

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| 1/8/2015   | Roger Timmerman Jr. | The developmental/building cost for high speed rail in Texas is estimated at this time to be @ \$90 million/mile with an estimated distance in the vicinity of 700 total miles just for the Texas route. Sources associated with the high speed rail also cite an individual ticket being 80% of the cost of comparable airline ticket for the same distance traveled. My research indicates this endeavor is to be by a private company with interested parties who were individuals who once held public office in various U.S./state government departments. These details should be of grave concern, as it is hard to imagine how a private company can have the capital and/or assets to handle this massive endeavor. It would be safe to conclude that a tax-payer bailout would need to take place to facilitate this. My understanding is that, that is exactly what happened in the case of the Japan high speed rail. Now at this time, there is a Japanese company interested in creating a similar boondoggle here along with the above mentioned individuals of whom I'm sure have interest in making a nice U.S. tax-payer funded profit for themselves.   | Project Costs/Project Viability |
| 1/7/2015   | Rogério Largman     | Principle 1. "No modern high-speed rail line has ever been built with *only private capital. In several recent and current European high-speed rail PPPs, (public-private partnerships) the public sector has been responsible for more than half the capital cost of the high-speed rail line."<br>*(There are no adequate financial analyses coming out of TCR that address the revenues for this specific project based on rigorous and sound science on:<br>1. What level of profit is required for a private company to continue this business;<br>2. Comparing how existing HSR systems are paid for (hint: none are done without public money from taxpayers);<br>3. What the ratio of costs to revenues could reasonably be expected. What if the HSR company goes belly up? What has Houston gained? Many destroyed neighborhoods and destroyed financial security for neighborhood residents in exchange for miles of elevated, abandoned, massive 50 foot high concrete and electrical structures but no train service.<br>4. Where is the model in the world of a completely private company being able to successfully run a high speed rail transportation system (hint: there are none. We already have data that private toll roads are not bringing in the expected revenues that the private companies want and the costs are being dumped back onto taxpayers).<br>Principle 2. "There are countless varieties of high-speed rail PPPs, meaning that each such partnership is unique and must be evaluated on its own *terms."<br>*(It is important to note here that TCR has not presented any local analysis to demonstrate the impact of their proposed HSR system on Houston or Dallas. Research cited was from foreign cities. Yet, the recommendation for analysis is to do that for each unique project because results do not generalize from one project to another.)<br>Principle 3. "...the public must retain *control over key transportation-system decisions, ensuring that high-speed rail lines are built and operated in ways that are consistent with the public interest rather than the maximization of private profit...[Governments must avoid] high-speed rail which [results in] important transportation assets being operated primarily to boost private profit rather than best advance public needs." This has not been true at all of this TCR project.<br>Principle 4. HSR projects "must deliver added *value for the taxpayer, as measured by a comprehensive test that includes all the relevant costs of a high-speed rail project."<br>*(It is clear there is no value to residents in these neighborhoods since, unlike a commuter light rail that they could actually use from their neighborhood, the HSR simply barrels through there neighborhood going between Dallas and Houston but not between parts of Houston that would benefit residents).<br>The report goes on to highlight the significant problems with high speed rail private-public partnerships. Among those problems are the following:<br>1. In Taiwan, "the government's efforts to pursue a fully private-sector built and financed high-speed rail line fell apart – despite rising ridership – as the private company responsible for building the line faced a financial crisis." The company was bailed out by the Taiwanese government – meaning taxpayers took on the risk.<br>2. In Great Britain, "an effort to privatize the operation of the nation's rail infrastructure led to a decline in the system's *safety that contributed to a deadly train accident in 2000."<br>*(There is woefully inadequate planning for worst case scenarios. Instead we were told at the meeting with Judge Eckels that high speed rail has a great safety record. We are just suppose to believe him? The high speed rail in China derailed in 2011 killing 40. Would one derailment in a densely populated Houston neighborhood be unacceptable? Why are we residents expected to take that risk?)<br>3. "Governments should acknowledge that public investment is necessary for the completion of a high-speed rail project and understand that even 'private' rail proposals are likely to impose public costs, particularly in the event of a threatened private-sector default.<br>The information and recommendations out of the Frontier Group is based on valid research and presents excellent reasons why Texas taxpayers and residents of Houston and Dallas should not support this specific high speed rail project even if they do not live in the targeted neighborhoods with the so called "preferred routes." | Project Costs/Project Viability |
| 10/24/2014 | Rogers              | I'm not too sure about the necessity of this high speed rail. Considering we live in Texas, where most people drive Ford F450s Super Duty-HD-Extra-Emissions Edition™ and could care less about the environment, I'm not too sure how the rail will benefit in this regard.  | Project Costs/Project Viability |
| 1/9/2015   | Ryan Grayless       | The Scoping Meeting presentation shows that equal weight is given to the financial, engineering and environmental considerations. It also states that "applicant's focus is on financial and project delivery considerations." With equal weight, the BNSF and Utility Corridor options are "recommended for further evaluation" at 6.6 and 7.5 points respectively. However, when you remove the financial consideration numbers, the Utility Corridor with I-45 and Utility Corridor options are the two highest point options. This is something that the public deserves to have addressed. The financial health of the project takes precedent over all other concerns? Why can't ticket prices be raised to recoup the cost of moving the project out of neighborhoods?  | Project Costs/Project Viability |
| 1/9/2015   | Ryan Grayless       | High Speed rail lines are money losers. Only two high speed rails are profitable in the world. The majority of HSR lines require large government subsidies from the tax payers. HSR is very expensive to build, and US ridership is not guaranteed. Railways are subject to labor laws such as the Railway Labor Act of 1926, the Federal Employers Liability Act of 1908, and the Railroad Retirement Act of 1934. A private company would not only have to absorb the full cost of building the railway, but expect to turn enough revenue to be profitable. Skeptics say the train is likely to be more than a fast-track for a government bailout. It is unlikely that TCR would be able to operate without taxpayer subsidies and tax exempt bonds unless this is just a foot in the door for a foreign company to have control of the United States HSR lines. The Texas Department of Transportation wrote in an Executive Summary that they did not believe that the project could be funding with private funding alone, and described how they could channel funding for HSR by implementing any of over 10 different taxing mechanisms. Since the privately-held railroads turned over their passenger rail operations to Amtrak in 1971, operating passenger trains has largely been a negative revenue proposition. Texas has a history of embracing the private sector for infrastructure projects, especially toll roads. The best known of these projects, a privately financed, 41-mile stretch of Highway 130 technically defaulted on debt in July. This would become another government run rail line should TCR not be able to make its payments and go bankrupt. I would really like to know the cost-benefit for this project. The Houston to Dallas route is active, but is it busy enough to make this endeavor profitable. It appears that this privately funded line is meant to showcase the potential of high speed rail for the world to see while taking the "path of least resistance". It is a long-term bait-and-switch program. What would happen to the rail if is approved, but not competed due to lack of financing.   | Project Costs/Project Viability |
| 12/11/2014 | Sandy Cykoski       | WHAT PRIVATE PARTIES IS FUNDING THIS PROJECT, we could not get anyone at the meeting to answer that question, we feel we are being misled to put it nicely<br>Is it foreign monies, I would be willing to stake my life on it<br>What if this project goes bankrupt (and it will) who owns it then, CHINA, lovely  | Project Costs/Project Viability |
| 1/7/2015   | Sasha M. Pejerrey   | Finally, I am quite concerned that this train will not succeed financially and then we will just gone through all of this for an ugly, abandoned train.  | Project Costs/Project Viability |
| 12/3/2014  | Scott Smith         | It will be interesting to know how many acres of land will be eaten up along this route. This is land being given over to a private company. One with no track record in this business. What happens if it fails? What happens to the loss damage? Who pays the creditors if the project goes belly up. Might it be the taxpayer? Do the creditors get the land with as they please? Please understand I am not antibusiness. I'm a business owner myself, but I do object to any business that can negatively affect so many people's quality of life and property values especially in this lot 240 miles long.  | Project Costs/Project Viability |
| 1/9/2015   | Scotty Mecum        | Also, I'm not really sure how many people would actually use the train between Houston and Dallas.   | Project Costs/Project Viability |

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| 12/2/2014  | Sofia Nolte             | I don't know how we won the lottery in the pairings of the cities; but if -- if you take into consideration just the people coming on airlines from Dallas to Houston, most of those people are in transit. Those air -- those aircraft are only filled at 80 percent capacity. During the holidays, they might go up to 85, 90. So where are -- where are they going to go? The stations are going to be outside of downtown. They need to get to the airlines. So I don't know where they came up with the numbers that made us winners to this lottery that they have going on. Not to mention, 60 percent of the jobs are outside of downtown. So what's going to happen with those people when they get to where -- their station? What's going to happen then? The reason that we have so many people in transit is because, out of the four major airlines, there's three in these two cities. You have Southwest Airlines, United Airlines and American. So, of course, there's going to be a lot of passengers coming back and forth; but they're going somewhere else. Most of those people are not staying here or they're not staying in Dallas. Also, like the gentleman stated about TSA, they're going to have to get involved. The government always gets involved. So, I mean, the security issue is going to add another hour getting in and out. And I guess that's it. I want to thank you for your time. And I'd like to welcome these gentlemen to the wild, wild west.   | Project Costs/Project Viability |
| 1/8/2015   | Steve Scharzbach        | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.   | Project Costs/Project Viability |
| 12/4/2014  | Steve Toth              | I'm also concerned, too, about the financial impact that this is going to have on Texas, knowing full well, as was shared earlier, not one of these has ever been built profitably. Not one. There are 22 of them around the world. Two of them that claim to be profitable are only profitable because the capital cost of building the system isn't carried forward. It's only operationally profitable. So what investor would put money into this unless it was backed or guaranteed by somebody?<br>And, David, I appreciate it if there can be a guarantee as it was asked earlier if you would be willing to embrace and ask the State of the Texas to pass not just a resolution, a toothless resolution, but a bill in the house that travels through the senate that's signed in a law by our new Governor Abbott that would absolutely guarantee that the Texas taxpayer would never be put on the hook for this thing. We have more road debt than any state in the nation today. And on a per debt, per capita basis, Texas has more debt than any state in the nation on a per capita basis and this ought not be one more thing that's added to it. I'm deeply concerned about it. We have huge mobility issues in Texas; and if this just draws more money away from building roads, it's a huge boondoggle for us. Thank you.  | Project Costs/Project Viability |
| 12/4/2014  | Steven Rappolee         | I'm from Leon County, as well; and I just -- I want to quote a short chapter -- a short paragraph in an article I found on TxDOT's website, the Texas Rail Plan. It says Chapter 6 discusses other federal funding sources such as the High Speed Inner City Passenger Rail Program made available through the American Recovery and Reinvestment Act of 2009. While the section 1103 grant program requires HSRC designation, the HSIPR program did not require designation and availability criteria on it. To date -- this is the important part, people. To date, Texas has received over \$31 million in funding through the HSIPR program. That's public money. That's public money. I don't think anybody would disagree with that.  | Project Costs/Project Viability |
| 12/1/2014  | Stuart Battarbee        | I guess my concern is financial. I've been told by two of you guys here that it's privately funded, no taxpayer money involved; and then I saw a list of all kind of organizations from federal, state, all the way down to county and each of those organizations will have to investigate what you're doing and I didn't mean to guess at the number of people and their salaries and I come up \$630,000,000 and that probably -- that doesn't cover, you know, even part of it. Are y'all planning on paying the salaries of all of these people that are going to be looking into this, including our county commissioners and things when the details is going through? I'm not really sure what you said. Is that saying that still no taxpayer dollars involved?  | Project Costs/Project Viability |
| 1/8/2015   | Susan E Love-Saranie    | We have yet to be shown financials that will prove the viability of the project. Other rails seem to be having cost overruns. I want to be assured there will not be tax subsidies if the project runs out of funding. I also want to see a plan to get rid of all infrastructure if the project fails.   | Project Costs/Project Viability |
| 1/8/2015   | Susan Sloan             | Also, what happens when you built it, no one uses it, and it shuts down...  | Project Costs/Project Viability |
| 10/29/2014 | Tami Merrick            | High speed rail has been proposed in other states and the back up analysis and data required to show it is fiscally possible wasn't done till after. Most of these have failed because the majority of people will take the most economical approach to travel. Proper studies have not been done to determine if this is a smart choice.   | Project Costs/Project Viability |
| 1/8/2015   | Tami Merrick            | Proof of ridership in Texas has not been provided. TCR has no documentation that states this train will not go bankrupt like many other HSR trains and end up costing tax payers money to subsidize.  | Project Costs/Project Viability |
| 1/9/2015   | Tami Merrick            | No projections or reports on long range profitability versus cost to maintain. It is not profitable, in other countries the government had to fund trains. Will taxpayers have to subsidize the project if it fails in ridership?   | Project Costs/Project Viability |
| 1/5/2015   | Tim and Dannette Miller | While attending 2 of the Scoping Meetings, part of the discussion of the EIS listed some of the criteria for determine the ruling by the FRA. One of those items was Financial. The presentation did not mention how the day-to-day operation would pay for the ongoing cost or the debt.<br>After reading numerous articles about the operation of trains overseas and here in the US, I cannot determine how the HSR could operate without Federal and/or State subsidies.<br>Even if the criteria was stated that no public funds were to be used, how much time would pass before that rule would have to be cast aside?<br>We are definitely against having the HSR in Texas.  | Project Costs/Project Viability |
| 1/9/2015   | Timothy Pittman         | The current proposal for the Dallas to Houston High Speed Rail project claims that the project will be entirely funded by private entities which is hereby challenged. Provide estimates of: Funds received to date from any form of local, state or federal governments that in any way contribute to the development, review or approval of high speed rail in Texas. Expected infrastructure improvements at or near terminals expected to be funded by local, state or federal governments that are associated with high speed rail in Texas. Include the cost of land if it is to be publicly funded or subsidized. Expected costs of improvements to existing public transportation systems made necessary by high speed rail in Texas.   | Project Costs/Project Viability |
| 1/9/2015   | Tom Gleason             | Much has been said about a 90 minute commute to Dallas from Houston, however, proponents neglect to include any estimate of time to park, time to clear through the station and ultimately board. My understanding is that train stations recommend arrival 45 minutes prior to departure and if you include travel time to the station in all likelihood you'll be close to 2 ½ to 3 hours total. Depending on where you live in Houston, air via Hobby or Intercontinental or driving will still be the most likely choice. TCR's estimates include 9.9 million passenger miles per year, currently that represents over 50% of all passenger travel between Dallas Ft Worth and Houston (1.4 million airline and 18 million by road). In 2010 it is estimated that Amtrak had 6% of the total air, train, bus and auto market in the Northeast Corridor- how TCR proposes to capture 50% of any market is likely very overestimated (and with bus companies such as Megabus now introducing low fares, wi-fi and other amenities their market share will continue to grow (and with a smaller carbon footprint). Finally, with the roll out of the FAA's NextGen satellite system there will be improvement in air traffic capacity, safety and efficiency (cost savings), increasing the attractiveness of air travel.<br>The Port Authority of Houston expects continued significant growth in the future and with that greater demand for rail freight services in the area. Allocating federal funds towards improved with freight rail would improve movement of goods from the port and also divert truck freight to rail. This would serve to alleviate current congestion on I-45 attributable to truck traffic. In addition, improvement of the current rail system could result in use for local commuter traffic as well.<br>Comment 6, much has been said about the profitability of the JR Central, the Japanese taxpayers absorbing about \$370 billion in liabilities may have had something to do with the current profitability of the JR Central Group. We do not want to bail out this project, which based on historical cost overruns and overly optimistic ridership and revenue assumptions projects of this nature (see California and Florida) is likely to be the case. This project would become "to big to fail" with taxpayers ultimately footing the bill for this project (see Amtrak).<br>The promoters have said that no governmental funding or support will be needed or used to fund to complete and run the project yet they have not provided any detail on both the source and amount of funding they have at their disposal. This information needs to be made available for review and comment and as mentioned above, to the extent their estimates and projections appear out of line they need to be challenged and subjected to various stress scenarios to identify realistic funding levels and again identifying the sources of those funds.<br>The promoters must identify who will own and operate this project as well as the degree they will guarantee it's financial viability. Disclosure should be required to run to the ultimate owner and not just up the names of a series of LLC's, LP's or foreign corporations. | Project Costs/Project Viability |



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| 11/15/2014 | Tom Moore                      | Will there be some type of performance bond that if this business bellies up after a few years, people that have been affected economically have recourse to collect damages? *Super collides in Waxahachie).   | Project Costs/Project Viability |
| 12/2/2014  | Tony Bilb                      | Where is the money coming from? This will be very expensive and since it is "private" money, what happens when it is not economically feasible?   | Project Costs/Project Viability |
| 1/6/2015   | Tony Padon to Senator Whitmire | I am writing to you today to express my concern with Texas Central Railway's proposed routes for a high-speed rail in my area. I am opposed to this project entering dense, residential communities. The rail should follow high speed corridors or industrial corridors, or stop before entering long-established urban neighborhoods, where a 50-foot elevated rail line, with trains running every 15 to 30 minutes 18 hours a day, would lower property values, increase noise and vibration, and severely harm the high-quality livability of these neighborhoods including mine - Garden Oaks - where I have lived for 25 years. I also realize it is the low cost solution for this private company to come through the middle of my neighborhood because they already have the right of way with the BNSF railway. I don't believe this should be the determining factor that allows a private business to route its high speed trains through the middle of quit urban neighborhoods. I hope you agree and I look for your support to oppose this train route.   | Project Costs/Project Viability |
| 1/7/2015   | Trent Salch                    | The number of projected users has not been defined. The competition for inexpensive options to get from Houston to Dallas is already heavy and there is no guarantee that a high speed rail system is even financially viable at any price per passenger. This is a fools game that's being led by investors who are either too stupid to drive themselves between Houston and Dallas, or are too scared to take a plane from one of the two major airports or a personal plane from any of the 6 regional airports that serve the Houston area. Perhaps they don't like busses, or having to rent a nicer mode of automotive transportation. Maybe they have never heard of Skype, or they don't own a computer with a camera, or a smart phone and need to meet face to face and always within 90 minutes. Or maybe they are just bored and like giving thousands of families heartburn for a few months while they dream of their toy train. High speed rail is needed in other countries were per capita car ownership is less than it is in the United States. We here in Texas take pride in car ownership. We value our ability to travel to and from on our own schedules. We enjoy the drive, the wide open spaces and the freedom to pull over at a Bucees and purchase 20 pounds or beef jerky. We're Texans, take HSR to California, or New York. We don't need or want it here.  | Project Costs/Project Viability |
| 1/9/2015   | Wesley Bonner                  | 3. The data is skewed but well glossed over.<br>A. Projected rider usage to break even (read: no subsidy) is 3 million riders short. Government assistance will be needed to keep them operational.<br>B. Estimated construction costs are at least 40% short. The FRA and TXDOT should know this one from their construction costs. Again the taxpayer will be asked to assist with costs.<br>C. What about predicted maintenance costs to keep 200 plus miles of High speed rail operational ? No facts or figures given ? In closing, I must vote " No - build" as I do not want to subsidize another "Solyndra" boondoggle.   | Project Costs/Project Viability |
| 11/19/2014 | William Carter                 | ...and the second is that if the system fails financially the taxpayers will be left with the burden.<br>The response to the financial issues was a polite "that is not our concern". I would like to press the point that if the rail is a failure, Texas will have a needless environmental scar across the land from Dallas to Houston. Historically Florida nearly destroyed the Everglades developing cannels for non-existent barge traffic, and the Corps of Engineers did nearly the same thing with a river in Alabama. I believe there could be a high probability this high speed rail will become a similar endeavor.<br>There are four significant false assumptions in the information made available at the meeting:<br>One; the driving speed between Dallas & Houston will be 40 mph by 2035.<br>Two; the construction time will be four years.<br>Three; the station location will not serve the new population of the Dallas Metroplex.<br>Four; the transportation options are incorrect for 2035.<br>These fallacies will render the system a financial failure.   | Project Costs/Project Viability |
| 1/19/2015  | William Denning                | I have attended two 'super neighborhood' meetings at which Bob Eckels, the president of the Texas Central Railway gave presentations and fielded questions. Despite being president of a consortium of extremely wealthy investors, and the leader of the project, he basically used subterfuge to deny his role in the proceedings.<br>He repeatedly said 'this is not my meeting', yet he led all discussion and was effectively in charge of the agenda. But what else could be expected from a career politician who became a multi-millionaire as a supposedly impartial publically elected judge?<br>His answers to questions posed by concerned residents of the area of the proposed railway were evasive, and in some cases he flatly refused to answer at all. Here is one example:<br>Question: "Is the project economically viable? How many passengers per day do you need to break even?"<br>Response: "We commissioned two \$1 million investment grade studies on that."<br>The attendee then repeated the question:<br>"Is the project economically viable? How many passengers per day do you need to break even?"<br>Response: "That information is confidential because some of our partners are private investors who don't want their identities to be known."<br>Neither of these responses addressed the question that was raised, and typify his entire approach to public discussion of the project.<br>In other instances he actually lied, for example, when a question was raised about the safety of high speed trains, he stated unequivocally that "There has never been a train accident in Japan." Really? That certainly contradicts news media reports over the years since the introduction of high speed rail in Japan.<br>I urge you to deny the Texas Central Railway's planned routes through residential areas of Houston that include, among others, Garden Oaks, Oak Forest, and The Heights. TCR is a dishonest consortium of wealthy individuals whose only interest is increasing their personal wealth, to the detriment of the citizenry as a whole. | Project Costs/Project Viability |
|            |                                | Regional Impacts<br>How many riders are anticipated?<br>Is your target market airline passengers, over the road buses/charters or single occupancy vehicles? Are you trying to capture tourists, business travelers, commuters, others or all of the above?   | Project Costs/Project Viability |
| 1/6/2015   | Ada and Robert Dueitt          | As we understand, there is no positive economic impact for the State of Texas concerning this rail line . The ownership of the line will be held by private investors, with all profits going into the pockets of the investors. Also, it will be managed by these investors. The design of the rail line is of Japanese engineering and the major investor (and perhaps investors) will be Japanese – manufacturing in another country and brought into the United States. We are concerned about how the EB-5 Immigrant Investor Program will apply to this particular program, and what loopholes will arise to give these foreign investors a free-ride to citizenship in the U.S.<br>For 20 years I worked as an Environmental Affairs Specialist for a major diversified corporation with oil, gas, manufacturing, farming, etc., interest throughout the United States. At the conception of the Environmental Protection Agency, we were inundated with environmental issues. I spent thousands of hours reviewing the Federal Register to determine what regulations may impact any one of our operations. Some of these were not all concerning the environment, but also the "people" who lived in the areas of our businesses. There were millions of dollars spent to stay within the regulations. Now I ask, "Where is the EPA when not only Saddle Creek Forest needs help but also municipalities, counties, ranchers and farmers are being impacted and lives are being disrupted by a foreign imposed high speed rail line owned and operated by private investors?"  | Proponent                       |

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| 1/14/2015  | Amanda and Robert Carlin | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Proponent     |
| 1/5/2015   | Amy Hernandez            | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Proponent     |
| 1/5/2015   | Anne Agan                | I am a landowner in Grimes County, Texas and I strongly oppose the High Speed Rail that is currently being proposed from Houston to Dallas.<br>There is no financial justification for the HSR, the vast majority of the citizens of Texas are opposed to this HSR and the entire plan of development and operation are highly suspect.<br>Texas Central Railway (TCR) is a new company and has never owned, operated or built a rail line much less a high speed rail (HSR). Most of their senior staff is comprised of former politicians or bureaucrats. On their web site they wrote this at the bottom of their home page:<br>* All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service.<br>If TCR is not going to build or operate the train, who is? Why isn't the builder/operator applying for the approval directly? Why is the name of the builder/operator being kept secret? Does keeping the builder and operator identities hidden enhance the likelihood of this rail's approval? Is Japan Railway Company (JRC) going to be the builder/operator? If so, why keep this being kept secret from the taxpayers and Texas landowners? What is there to gain by keeping this secret? If the builder & operator have something to gain by keeping this secret from the taxpayers, that type of fraudulent behavior is NOT something I want from my government nor the contractors it hires.   | Proponent     |
| 1/9/2015   | Arthur Madrid            | Lack of Planning by TCR - There is a severe lack of concrete information about the fundamental issues surrounding the train elevation, station locations, and financing options. Please require TCR to provide the communities effected with a clear picture of their overall proposal so we can analyze the impacts and participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that TCR address the critical issues that I have highlighted in this letter.  | Proponent     |
| 10/27/2014 | Brandis Keller           | Consider setting the train to arrive at or near a hub that connects to major airports (i.e., IAH, Hobby, Dallas Love Field). This question is based on Mr. Cyrus Manesh speaking about integration of local/public and inter city travel.  | Proponent     |
| 1/9/2015   | Carma L Sullivan         | Where will the trains come from? Who will build them?  | Proponent     |
| 1/14/2015  | Carol Hazel              | 7. You pride yourselves on being a private corporation so who are the primary investors?   | Proponent     |
| 1/8/2015   | Carol Madrid             | Lack of Planning by TCR - There is a severe lack of concrete information about the fundamental issues surrounding the train elevation, station locations, and financing options. Please require TCR to provide the communities effected with a clear picture of their overall proposal so we can analyze the impacts and participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that TCR address the critical issues that I have highlighted in this letter.  | Proponent     |
| 1/7/2015   | Charlene Morris          | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Proponent     |
| 1/7/2015   | Christa Burk             | With regards to the Texas Central Railway, I have great concerns about their ethics. Their website boasts "We are determined that this project be an example of how big things can be done in a transparent way, the right way." There has been nothing transparent about their dealings with landowners so far. In my opinion, they are downright shady. They are paying for their own EIC. Are they trying to buy their approval? They scheduled four original scoping meetings, of which two meetings were in counties that are not directly impacted by the proposed routes. They provided notice to the Student Body Representatives of Texas A&M and Sam Houston State Universities regarding the meetings and asked them for support, yet they did not provide notice (beyond bare minimum requirements) to a single property owner whose land they propose to take by eminent domain. In my opinion, the support of current student bodies at the local universities is absurd. Where will they be in 2021 when the railway is complete? I'm sure they won't be starting farms on land dissected by a fenced in above grade railway! At the different scoping meetings, citizens were provided with conflicting information. At one, we were told the railway would be elevated for most of the route. At another, we were told elevating it would be too expensive. Which is it? And, how do we provide information regarding the impact on our environment without exact details? Texas Central Railway makes many claims regarding the ease of use and accessibility of its depots; however, the depot locations are not determined. How can you make claims about something that is not determined? They make these claims to convince residents of Houston and Dallas that they need this railway. Their website states (in the fine print, of course): "All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service". So who is going to run this thing? And, how do we possibly believe that there will be no need for government funding if the owner or operator is not already determined? Seems very risky to me.<br>I implore you to please, choose the no-build option and protect rural Texans' way of life. | Proponent     |

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| 1/8/2015  | Christine Adams                     | <p>Specifically no studies were offered or cited to back up the statements made on the Texas Central Rail website such as:</p> <ol style="list-style-type: none"> <li>1. "impact on landowners will be minimized during both construction and operation"</li> <li>2. "Texas Central Railway respects and honors the private property rights of our fellow Texans. We are determined that this project be an example of how big things can be done in a transparent way, the right way."</li> <li>3. "The easiest approach to minimizing landowner impacts is to maximize the use of existing rights of way."</li> </ol> <p>There is so much wrong with this nonsensical proposal to place a high speed rail route through densely populated residential areas within feet of homes, schools, churches, recreational areas, and small businesses, it is hard to know where to start. However, I will start with commentary on the appalling lack of credible research/analyses/studies/surveys/polling - basically sound science - to back up any of the claims made on the Texas Central Railway website or by Robert Eckels, investor in the high speed rail project, who made unsubstantiated claims at one of the too few public forums to discuss this project with the very people who would take the hit for it with none of the benefits.</p> <p>All statements on the TCR website are PR marketing statements without hard, valid, reliable data to back up these claims of no harm to the surrounding communities, or significant improvement in the transportation needs of Houstonians, or guaranteed long term profits to investors. What studies there may be are studies from other cities, all foreign, and not the specific issues that need to be considered for Houston and our unplanned, explosive growth within Loop 610. They are not objective or focused on points relevant to Houston and surrounding counties.</p> <p>According to the Frontier Group report, High-Speed Rail: Public, Private or Both?: Assessing the Prospects, Promise and Pitfalls of Public-Private Partnerships by Tony Dutzik and Jordan Schneider, Frontier Group; Phineas Baxandall, *U.S. PIRG Education Fund, there are many key principles that must be followed or the public interest will not be protected but seriously harmed instead. *(PIRG Education Fund offers an independent voice that works on behalf of the public interest. U.S. PIRG Education Fund, a 501(c)(3) organization, works to protect consumers and promote good government.).</p> <p>These principles do not appear to be taken seriously or followed by Texas Central Rail or by enough government officials and elected leaders. I am highlighting just a few principles that seem especially relevant to the high speed rail project that TCR is proposing for our neighborhoods. The full report can be found at <a href="http://www.frontiergroup.org/reports/fg/high-speed-rail-public-private-or-both">http://www.frontiergroup.org/reports/fg/high-speed-rail-public-private-or-both</a>.</p> <p>Principle 1. "No modern high-speed rail line has ever been built with *only private capital. In several recent and current European high-speed rail PPPs, (public-private partnerships) the public sector has been responsible for more than half the capital cost of the high-speed rail line."</p> <p>*(There are no adequate financial analyses coming out of TCR that address the revenues for this specific project based on rigorous and sound science on:</p> <ol style="list-style-type: none"> <li>1. What level of profit is required for a private company to continue this business;</li> <li>2. Comparing how existing HSR systems are paid for (hint: none are done without public money from taxpayers);</li> <li>3. What the ratio of costs to revenues could reasonably be expected. What if the HSR company goes belly up? What has Houston gained? Many destroyed neighborhoods and destroyed financial security for neighborhood residents in exchange for miles of elevated, abandoned, massive 50 foot high concrete and electrical structures but no train service.</li> <li>4. Where is the model in the world of a completely private company being able to successfully run a high speed rail transportation system (hint: there are none. We already have data that private toll roads are not bringing in the expected revenues that the private companies want and the costs are being dumped back onto taxpayers).</li> </ol> <p>Principle 2. "There are countless varieties of high-speed rail PPPs, meaning that each such partnership is unique and must be evaluated on its own *terms."</p> <p>*(It is important to note here that TCR has not presented any local analysis to demonstrate the impact of their proposed HSR system on Houston. Research cited was from foreign cities. Yet, the</p> | Proponent     |
| 12/1/2014 | Christine Workman                   | <p><b><u>If I understood you correctly, you stated that TCR will actually own and operate the rail? Because looking at TCR's website right now, they're claiming that TCR will not be the owner, developer, implementer, nor operator of the railroad. So I do think we need some clarification on who actually will be owning this rail project. Yes. And I will follow up, will we be notified of who the owner of the rail will be since we will be owning property with them?</u></b> I would still like my full three minutes since I didn't get to speak. I am a property owner that will be negatively impacted by the high speed rail if allowed to progress. First, let me say there are many questions that remain unanswered. Why have property owners on the proposed route not received any notifications? What power source will be used to run the train where will it come from? Will you be connecting to existing transmission lines? When will you provide plans for the elevated sections of the line and where and when will you provide the responses to all of the questions and concerns that are being asked at these scoping meetings? What security measurements --Okay. Let me also add when it comes to the environment, the environment is vital to Leon County. I know that there are currently 33 rare, endangered, and threatened animals listed with Texas Parks and Wildlife Department that you will need to address. However, when you speak of the environmental aspect, you must not exclude the people of this county because the environment sustains the people here. The land is very precious to us. We depend on the land to raise cattle, for poultry and farming, for hay production and wild game harvesting. We depend on the land to put food on our tables. Leon County cannot afford to have part of our county destroyed by high speed rail. This rail will bisect agricultural land, significantly decrease property values and in turn decreasing county tax revenue, it will destroy wildlife habitat and displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas.</p>   | Proponent     |
| 12/3/2014 | Christine Workman                   | <p>At these scoping meetings, there is consistently lack of information. The answer's that I am given on most of my questions has been, well, we don't know that yet. Jamie also mentioned that TCR and affiliates own this rail. Let me clarify for you. TCR does not own, operate, nor will they maintain this rail. They state very clearly on their website. That means that these affiliates are the ones that are going to be maintaining this rail. This rail is being financed by said international investors and owners that Texas Central Rail has declined to name. Please remember that there is the no-build alternative, and I encourage you to select that alternative as the best decision for the people and the environment of Texas; and I would encourage all of you to contact the people of your community to let them know about this. And I would also encourage you to collect -- to contact your local and state officials and let them know why you oppose high-speed rail through Texas.</p>  | Proponent     |
| 12/4/2014 | Christine Workman                   | <p>Next, I'm very disappointed that I have to address this again. Earlier during the presentation you were told that TCR will be the owner of the rail. The TCR website clearly states that TCR will not be the owner, developer, implementer, nor operator of this rail. So I'm going to ask again. I want to know who are the financial investors that will own, develop, implement, and operate this rail? If we are forced to give up our land, we deserve to know who is taking it.</p>   | Proponent     |
| 1/9/2015  | D Wayne Forster and Janet F Forster | <p>As stated in the disclaimer at the bottom of TCR's website homepage, Texas Central Railway "TCR will not be the owner, developer, implementer nor operator of the railroad." It appears TCR will not be legally responsible for anything once actual development and building begins. TCR is not a railroad company. TCR is promoting a railroad to international investors, at the expense of local homeowners.</p>  | Proponent     |
| 1/9/2015  | D Wayne Forster and Janet F Forster | <p>As stated in the disclaimer at the bottom of TCR's website homepage, Texas Central Railway "TCR will not be the owner, developer, implementer nor operator of the railroad." It appears TCR will not be legally responsible for anything once actual development and building begins. TCR is not a railroad company. TCR is promoting a railroad to international investors, at the expense of local homeowners.</p>  | Proponent     |
| 12/4/2014 | Dan Agan                            | <p>On TCR's website, it says TCR will not be the owner, developer, implementer, nor operator of the railroad. If TCR is not the owner, developer, or operator, who is? Why aren't the owners, developers, and operators here? Why are they lying? What is it they don't want us to know? Clearly FRA and TxDOT must know who the owners and operators will be. Why don't you tell us? I can only assume that the owner-operator is going to be Japan railway company. Why the scam? What is being hidden?</p>  | Proponent     |
| 12/2/2014 | Deborah Arndt                       | <p>Why would we want a railroad that is going to be owned over 50% foreign.</p>  | Proponent     |
| 12/3/2014 | Dee Franco                          | <p>And my other mention is, you did not mention that Central Japan Railway Company will be one your biggest investors. There goes our good American money overseas again. That's all I have to say.</p>  | Proponent     |

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| 1/14/2015 | Denise and Jeff Badmington     | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Proponent     |
| 1/8/2015  | Dennis Robinson - Ellis County | Texas Central High Speed Railway, LLC, has procured private, foreign financial investments for building a High Speed Rail between Houston and Dallas. Deemed a "railway company", the consortium is able to utilize eminent domain for right of way within the affected counties. This project offers zero benefit to Ellis County or to the majority of Texans. In fact, it creates serious consequences for land use, wildlife and people throughout the targeted region.<br>Because of this, I strongly oppose this rail. A bill should be considered that prohibits using tax dollars or discretionary funds in any capacity for private transportation investment. Certainly, laws permitting the use of eminent domain by "rail companies" should be re-examined within the State of Texas.<br>I have also enclosed a Resolution of The Ellis County Commissioners' Court opposing the project   | Proponent     |
| 12/4/2014 | Dennis Wayne Hughes            | Also on the website it says TCR will not be the owner. Now, I'm not a lawyer but "will" is a very definitive term, so if TCR is not the owner and somebody earlier said that right up here during the presentation they were going to be the owner, who is the owner?  | Proponent     |
| 1/7/2015  | Dian Austin                    | Principle 2. "There are countless varieties of high-speed rail PPPs, meaning that each such partnership is unique and must be evaluated on its own *terms."<br>*(It is important to note here that TCR has not presented any local analysis to demonstrate the impact of their proposed HSR system on Houston or Dallas. Research cited was from foreign cities. Yet, the recommendation for analysis is to do that for each unique project because results do not generalize from one project to another.)<br>Principle 3. "...the public must retain *control over key transportation-system decisions, ensuring that high-speed rail lines are built and operated in ways that are consistent with the public interest rather than the maximization of private profit...[Governments must avoid] high-speed rail which [results in] important transportation assets being operated primarily to boost private profit rather than best advance public needs."<br>*(This has not been true at all of this TCR project).<br>Principle 4. HSR projects "must deliver added *value for the taxpayer, as measured by a comprehensive test that includes all the relevant costs of a high-speed rail project."<br>*(It is clear there is no value to residents in these neighborhoods since, unlike a commuter light rail that they could actually use from their neighborhood, the HSR simply barrels through there neighborhood going between Dallas and Houston but not between parts of Houston that would benefit residents).<br>The report goes on to highlight the significant problems with high speed rail private-public partnerships. Among those problems are the following:<br>1. In Taiwan, "the government's efforts to pursue a fully private-sector built and financed high-speed rail line fell apart – despite rising ridership – as the private company responsible for building the line faced a financial crisis." The company was bailed out by the Taiwanese government - meaning taxpayers took on the risk.<br>2. In Great Britain, "an effort to privatize the operation of the nation's rail infrastructure led to a decline in the system's *safety that contributed to a deadly train accident in 2000."<br>*(There is woefully inadequate planning for worst case scenarios. Instead we were told at the meeting with Judge Eckels that high speed rail has a great safety record. We are just suppose to believe him? The high speed rail in China derailed in 2011 killing 40. Would one derailment in a densely populated Houston neighborhood be unacceptable? Why are we residents expected to take that risk?)<br>3. "Governments should acknowledge that public investment is necessary for the completion of a high-speed rail project and understand that even 'private' rail proposals are likely to impose public costs, particularly in the event of a threatened private-sector default.<br>The information and recommendations out of the Frontier Group is based on valid research and presents excellent reasons why Texas taxpayers and residents of Houston and Dallas should not support this specific high speed rail project even if they do not live in the targeted neighborhoods with the so called "preferred routes."<br>I urge you to recommend the removal of both currently "preferred" approved routes from acceptable routes for this high speed rail project. The route needs to not only be part of a larger, comprehensive transportation plan, but it must be on non-residential land if it is to go forward at all. | Proponent     |
| 1/7/2015  | Diane Simmons                  | Texas Central Railway has already shown their complete lack of consideration and respect for residents and small businesses in this area by "hiding" the real truth and consequences.<br>Robert Eckels and his associates are ONLY interested in making a big profit off the backs of others. At the meeting the other night, one resident "heckled" him by asking him why it wasn't going through his Houston neighborhood. Of course, Robert Eckels ignored that question. We will stand with our community neighbors and fight this HSR in our area.  | Proponent     |
| 1/2/2015  | Don Agan                       | I strongly oppose the High Speed Rail that is currently being proposed in Texas. I am a landowner in Grimes County, Texas. This is one of the most ludicrous ideas our government has ever come up with. There is no financial or practical justification for the HSR, the vast majority of the citizens of Texas are opposed to this HSR and the entire plan and operation are highly suspect.<br>Texas Central Railway (TCR) is a new company and has never owned, operated or built a rail line much less a high speed rail (HSR). Most of their senior staff is comprised of former politicians or bureaucrats. On their web site they wrote this at the bottom of their home page;<br>* All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service.<br>If TCR is not going to build or operate the train, who is? Why isn't the builder/operator applying for the approval directly? Why is the name of the builder/operator being kept secret? Does keeping the name of the builder/operator hidden, enhance the likelihood of approval? Is Japan Railway Company (JRC) going to be the builder/operator? If so, why keep this being kept secret from the taxpayers and Texas landowners? What is there to gain by keeping this secret?   | Proponent     |

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| 1/5/2015 | Donald R. Wasson | <p>This letter is in opposition to the proposed High-Speed Rail line from Houston to Dallas by Texas Central Railway. This project is bad for America, Texas, Houston, and the neighborhoods surrounding the Oak Forest/Garden Oaks community along the BNSF1 rail line.</p> <p>We have always been told, "Buy American." Texas Central Railway is being financed in part by the Central Japan Railway and the Japan Bank for International Cooperation. The train cars will be manufactured in Japan and assembled in the United States. The Japanese are desperate to export their train and technology to the US for domestic political reasons. After the Houston-Dallas route is complete, any expansion would require the use of the Japanese train and tracks. The US will be forever tied to a Japanese company. A foreign company will have control of the United States High-Speed Rail. Additional High-Speed Rail routes from Oklahoma City to the Rio Grande Valley including Austin and San Antonio have been discovered. Are these also using the Japanese train?</p> <p>Americans are capable of producing High-Speed Rail; after all, we are the ones who put the first man on the moon. The Federal Railroad Administration should regulate the standardization of High-Speed Rail tracks and cars to avoid a monopoly of the US High-Speed Rail system by private and foreign companies. The idea that a Japanese company wants to destroy American neighborhoods and take land from Americans is disgraceful. Central Japan Railway has extensive real estate holdings: terminals, buildings, and hotels along their rail lines. With a "Texas Land Grab," they can do the same in Texas by stealing American neighborhoods and family farms under the guise of eminent domain.</p> <p>Officers and employees of TCR have made opposing comments at many of the town hall and SCOPE meetings. After a 4-year investment, they are still using archaic maps from the Federal Railroad Administration, with no definitive examples of route plans, or even a picture of an elevated bullet train next to a freight train. Sometimes they state all financing is private, other times they mention the need for government bonds. It seems they have not researched their project at all. Texas Central Railway is just a promoter. Per their website, "** All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service." Residents of Texas have a right to know who will be the real owner, developer and operator of the High-Speed Rail.</p> | Proponent     |
| 1/7/2015 | Doug Villaescusa | <p>According to TRC's own website, they will not be building, operating or maintaining this bullet train.</p> <p>Question #1: Who will be building the bullet train?</p> <p>Question #2: Who will be operating the bullet train?</p> <p>Question #3: Who will be maintaining the bullet train?</p> <p>Question #4: What is TRC's role in the bullet train?</p> <p>I am AGAINST the bullet train. We already have two transportation infrastructures that move traffic between Houston and Dallas. Both of these systems are more than enough to meet our future needs and do not require the destruction of historic communities that have been in existence since the 1800's</p> <p>Texas Central Railroad's own website says it will not build, operate or maintain the HSR.</p> <p>Question #1: So who is TCR and why are they involved in the process?</p> <p>Question #2: Who will build the HSR?</p> <p>Question #3: Who will operate the HSR?</p> <p>Question #4: Who will maintain the HSR?</p> <p>Question #5: Who will own the HSR stations?</p> <p>Question #6: Who will own the HSR lines? (i.e. the track, the land, the cars)</p> <p>Question #7: How come through out this entire process we have not seen or heard from any of these entities other than TCR? (by entities I mean all of the entities you used to answer questions #2 through #6)</p> <p>Question #8: Who is TCR working for?</p>  | Proponent     |
| 1/9/2015 | Doug Villaescusa | <p>There are still way to many unanswered questions to allow this project to move forward. Who really is TCR? Their own website states that they will not take part in the building, operating or maintain of the HSR. So who is going to build, operate and maintain it and why are they no where to be seen? And again, who is TCR?</p> <p>Texas Central Railroad's own website says it will not build, operate or maintain the HSR.</p> <p>So who is TCR and why are they involved in the process?</p> <p>Who will build the HSR?</p> <p>Who will operate the HSR?</p> <p>Who will maintain the HSR?</p> <p>Who will own the HSR stations?</p> <p>Who will own the HSR lines? (i.e. the track, the land, the cars)</p> <p>How come through out this entire process we have not seen or heard from any of these entities other than TCR? (by entities I mean all of the entities you used to answer questions above)</p> <p>Who is TCR working for?</p> <p>What happens if during the project these entities go bankrupt? Who will then takeover the operating and maintaining of the HSR?</p>   | Proponent     |
| 1/9/2015 | Doug Wheeler     | <p>The High Speed Rail is no doubt in my professional opinion an effort which if successful not only greatly harms some of the most attractive remaining lands this county has to offer in the State but harms pre-existing successful business revenue as well as working employees of Texas. I want to focus on the real reason for the push to develop the High Speed Rail. Most, whether admittedly or not understand that the HSR project is not proposed to help or enhance the State of Texas or any of the regions it is proposed to pass thru. Economic statistics of why a Foreign firm wants to develop a rail. A rail that is very specific in nature and is focused on a well established travel route with a long term proven predictable revenue stream. Who gets harmed other than every resident and business land that is in near proximity of a High Speed Rail traveling thru its proximity every thirty minutes of everyday during a sixty trip per day business model? Whose business is the High Speed Rails foreign owner and developer after? They are after the revenue of one of this States longest running most respectable and successful Corporations business. Not an effort to assist travel or to reduce costs but to take a percentage of this established Texas Corporations business. Only because of its proven and reliable revenue stream. Reliable and proven in both up and down economies.</p>  | Proponent     |
| 1/7/2015 | Eileen Leedy     | <p>Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p>   | Proponent     |

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| 12/4/2014  | Eric Yeargain                         | So I'm sure a lot of the folks from TCR feel like this is a big "not in my backyard" complaint, so you got us. Guilty. Forgive me for my voice. I'm struggling a little bit. But there's always more to that story. The problem's that the opposing facts about half-baked projects such as these always get buried. Typically because the inventors of such agendas have more money than we do. Examples are politicians with more capital that can easily squash an opponent with a more expensive media campaign, but it's not always true; and often the good guy loses the battle because he gets outspent, in turn, Texas Central Railway. Troubling to me is the apparent deception associated with marketing materials intended to obscure the truth about impacts on the environment, effects on our land value, and the devastation to our way of life. They have to; otherwise, this dog won't hunt.   | Proponent     |
| 1/6/2015   | Erin Palkot                           | In fact, at the public scoping meeting last night, representatives from TCR were unable to answer ANY of the major questions that residents have around this project. Questions about the electrical grid, impact on slab foundations, clear data around population growth in Dallas with actual citations, speed through the neighborhood, safety standards and records, and safety structures are all unclear and were not answered last night. Without clear answers as to what it will do to property value, traffic, noise, impact on home foundations, etc, making this decision and moving forward in this area is unconscionable. I can't believe that a billion dollar project that has moved this far doesn't have the answers we seek either last month, this month, or before the decision is made.   | Proponent     |
| 1/9/2015   | Frank Comly                           | From TCR's website "About Texas central railway" "Timeline" explain this sentence: "TCR will not be the owner, developer, implementer nor operator of the railroad." If not TCR then who? 5. Prove to me that the California high speed debacle is not the model for High Speed Rail in Texas.  | Proponent     |
| 1/9/2015   | Frank Comly                           | How does TCR obtain the additional land for their ROW. On is it TXDOT? Who pays for ... costs. 2. Houston - Dallas and Texas does not need a high speed railway. The I-45 drive time assumptions are faulty and do not take in to account improvements and use of alternate routes. Station locations do not support TCR ridership. Estimates 50,000/week on the TCR website and 90,000/week in ...were... Despite statements from TCR that the ...is privately funded, taxpayers in Texas will end up bailing this ... out. 4. From TCR website About Texas Central Railway, timelink explain this sentence: "TCR will not be the owner, developer, implementer nor operator of the rialroad. If not TCR then who? 5. Above to me that the California high speed rail is not the model for high speed rail in Texas.   | Proponent     |
| 12/4/2014  | Gayle Grubbs                          | ... also; but that being said, there have been a lot of questions about who owns this company. I did a little checking. Now, when I look up Texas Central Railway, it comes down to owner, Lonestar High Speed Railway. Now that is also -- president is Mr. Eckels, alrighty? So then you go over there and do a little bit of checking. Look at Lonestar High Speed Rail, LLC. Their descriptions promotes, markets, and deploys the Central Japan Railway companies' train systems and technology in Texas. The company was found in 2008 and is based in Washington, DC.  | Proponent     |
| 1/9/2015   | George Craig                          | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter. | Proponent     |
| 12/4/2014  | Gillian Cawte                         | TCR also claims to be all American, but there will be absolutely nothing to stop foreign investors taking it over as soon as it's operational. A statement from Leon County notes that TCR is already backed by Japanese investors; and I want to bring to your attention, have you seen these guys' business cards? Their logo is a map of Texas with a shining trail of blood red from Dallas to Houston, representing where they have trampled over and destroyed the property owners and residents of Texas. They obviously think they're going to stick it to us and we will just lie down in roads and bleed. Are we going to let them get away with it? And you would have nicer comment than that if you'd let me speak my whole presentation.  | Proponent     |
| 12/2/2014  | Glen Trahan                           | So I got on your website. And you're a Texas-based, US-owned company, sort of. When I say you, the Texas Central Railroad. Okay. And your website says it has to operate at a profit. Who are the primary shareholders of that company, that corporation? Because it's not disclosed anywhere on your site. And there's no way that I can find out. I've searched and looked. And like all of my brothers and sisters in the audience, I'm kind of ticked that you guys didn't tell anybody except for the higher-ups, the financial backers, possibly. I don't know, because I can't find the info anywhere. My biggest concern, kind of like the Trans-Texas crash-idor, is the foreign investors. And when I say foreign, I grew up south of I-10, everybody north of I-10's a Yankee. My biggest concern, though, is they aren't even Texans. They might not even be US citizens. Because like was already stated, we don't ride the train. I've paused and waited to hear who you guys are actually owned by. I hope you'll answer that before the next person gets up to talk.                                | Proponent     |
| 1/7/2015   | Gloria Coronado                       | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Proponent     |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG) | FRA tried to present itself as some neutral arbiter of a private railroad proposal, notwithstanding all of its pro-project posters and handouts. But FRA's website reveals who is really behind the railroad. The FRA website says that it is the "vision" of President Barack Obama to crisscross the United States with high speed railways. And the FRA is the agency in charge of pursuing that vision. TxDOT did not come up with a rail plan of its own accord or at the requires of direction of Texans; rather, it was mandated by the federal government pursuant to the federal Passenger Rail Investment and Improvement Act of 2008. Texas Central Railway was founded not because somebody in Texas saw a need for a high speed rail between Houston and Dallas, but because somebody saw that the federal government was offering up tax-dollar grants.   | Proponent     |
| 1/5/2015   | hjobinson                             | Texas Central Railway will pay scant regard to the "little people" of this world. Their one aim is to make money for foreign investors at the expense of the citizens of Texas.   | Proponent     |
| 12/26/2014 | J.R. Roberts                          | There are many concerns regarding this project and there are many more questions than answers. At the scoping meeting which I attended in Jewett, TX, December 1, 2014, I was told by representatives of the project that they would build, own, and operate the train. However, during the question and answer session, the first question brought up was the fact that their web page states that they will neither own or operate it. Further, when pushed, the project representative stated that "until the project is ready to proceed forward, the financiers of the project wish to remain anonymous. This is insulting, evasive, and questionable since it affects thousands of people.  | Proponent     |
| 12/1/2014  | Jack Adams                            | Are you people so COLD hearted that you do not realize that people's homes and land will be seized. Land that has been in some families for over 200 years. Does getting to Houston & Dallas in 90 minutes mean more to you then the lives of your fellow human beings? How many of you are actually going to spend between \$160 to \$300 per ticket (per ABC 13) just to get to Houston or Dallas in 90 minutes? This is a Japanese funded company that is coming to the USA to destroy and take our homes and land and I am sad to say that some of my fellow Americans are going to help them. We will fight against this train and we will pray that the Good Lord in Heaven hears our prayers and this tragedy NEVER happens.   | Proponent     |
| 1/7/2015   | Jayshree Desai                        | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Proponent     |



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| 1/9/2015  | Jeffrey C Fye     | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings. After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Proponent     |
| 12/3/2014 | Joey Frederick    | 4. As a privately held company TCR does not have a requirement to disclose major stockholders, but some demographic of ownership would be beneficial for buy in from all Texans and would most likely encourage investment.   | Proponent     |
| 12/4/2014 | John Henry Botkin | I have very little to add to what has been said here already. There's been a lot of ground covered, but I do have a couple things. One, the issue of who actually runs this company has been brought up. We were told at the beginning of this presentation that Texas was chosen as a likely route for this because ground is easy to build over. It's good geography for a railroad, which indicates that perhaps somebody wanted to build a railroad and then they came to Texas and put together a Texas company. I would like to -- I looked it up on the Internet, and I found that the CEO of this organization actually is headquartered in Washington, DC. And I did not intend to bring this up at the meeting, so I don't remember his name. Can you tell me?  | Proponent     |
| 1/9/2015  | Jonathan Lyssy    | Lack of Planning by Texas Central Railway – Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Proponent     |
| 1/9/2015  | Julie Villaescusa | Trips to Japan. Please provide a listing of all people (and any public office they hold) who have received a trip to Japan paid for or partially paid for by TCR or any of its owners, board members or executives. I have heard that at least one Houston Council Member has received a trip to Japan.<br>Who will own the train track?<br>TCR's website states: "TCR will not be the owner, developer, implementer nor operator of the railroad."<br>Please provide the companies that will own, develop, implement and operate the train. Please provide the names of the owners, board members and executives of these companies. What exactly is TCR? Is it a registered lobby group? An unregistered one? Please list all political contributions made by TCR in the past 5 years – to whom and the amount. Please list all political contributions made by TCR's owners, board members, and executives in the past 5 years – to whom and the amount.<br>The State should not be taking land from Texans and giving it to unknown entities.   | Proponent     |
| 1/9/2015  | Julie Villaescusa | Who will own the train track?<br>TCR's website states: "TCR will not be the owner, developer, implementer nor operator of the railroad."<br>Please provide the companies that will own, develop, implement and operate the train. Please provide the names of the owners, board members and executives of these companies. What exactly is TCR? Is it a registered lobby group? An unregistered one? Please list all political contributions made by TCR in the past 5 years – to whom and the amount. Please list all political contributions made by TCR's owners, board members, and executives in the past 5 years – to whom and the amount.<br>The State should not be taking land from Texans and giving it to unknown entities.<br>Trips to Japan: please provide a listing of all people (and any public office they hold) who have received a trip to Japan paid for or partially paid for by TCR or any of its owners, board members or executives. I have heard that at least one Houston Council Member has received a trip to Japan.   | Proponent     |
| 12/4/2014 | K W Miller        | 1. Who will be owner of the HSR?<br>2. Who will be operator of the HSR?<br>3. Who will be contractor for building HSR?<br>4. Who are stockholders in HSR?<br>5. What is the compensation to the contractors and advisors to HSR?<br>6.. How much has FRA paid URS to date for this HSA project?   | Proponent     |
| 1/14/2015 | Kelley Andrews    | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.  | Proponent     |
| 12/1/2014 | Ken Cope          | First of all, I'd like to thank you for giving us an opportunity to speak to you publicly about it. This is a private enterprise and project, and it's a private entity being the Texas Central Railway, which is a private company that has eminent domain authority. Because of that, we as a public are entitled to full transparency, full transparency from the TCR as well as what the business relationship is. When questions are asked about ownership of who owns TCR, you cannot disclose that. It's not public information. Well, excuse me. Who's going to be the beneficial owners of this? We know Ambassador Ronald Kirk has just recently joined your team. At what equity interest? What is the equity interest of the foreign companies that are involved? None of that is disclosed to the public, and it should be an absolute and full transparency. We should also understand what the business relationship is as to who is going to gain. This is for profit, so where are the profits going to be made from and who's going to get them? Who's going to be the operational control? So in the element of transparency, we ask, what is the experience of the TCR? A quick Google search can tell you they don't have experience in doing this type of a project, and that's why you're looking at bringing in a foreign enterprise into our community to go do this project. FRA, as you stated earlier, is not looking at the organizational approach -- at the organization, excuse me, involved in putting this project together. Are they sustainable? Are they realistic? And who are the benefactors? | Proponent     |
| 1/5/2015  | Kenan Branam      | How does TCR get permission to build on top of the BNSF? They pay BNSF?<br>Mr. Eckels answers tonight were vague. I did not understand his answer to who will own it, build it, operate it. Will there be taxes in the future?<br>I don't like that they are using Japanese banks to finance this.  | Proponent     |
| 12/4/2014 | Kyle Workman      | And lastly, I think that we need to understand, as my wife pointed out, what this entity is and how it's going to be defined within the Texas Transportation Code because it does make a difference as to whether or not they're an electric railway or a railroad and it requires that the company, it discloses 1) who they are. So it requires that a corporation, 2) chartered for the purpose of instructing, acquiring, and 3) maintaining and operating these railways are disclosed; 4) so that would be my point. Thank you.   | Proponent     |
| 1/7/2015  | Laura Havel       | TCR should be required to prove affordable ridership and high volume of ridership to prove the project will be viable. Lack of ridership could lead to tax payer subsidy. TCR should commit to powering HSR by clean energy sources in order to support their sustainability energy claims. Use of electrical energy primarily generated with fossil fuels will not achieve environmental goals based upon the limited proposed Houston - Dallas route.   | Proponent     |

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| 12/3/2014  | Lewis White  | The second issue is totally unrelated to that first one, and it sort of says follow the money. I remember in the 70s when Houston was one of the last cities without cable TV, and they decided that the best way to go was local involvement. Keep the money in Texas. And so they gridded out the city, and they decided they would go to bidders who would bid for this group of blocks and that group of blocks and would put in cable TV for the homeowners in that area. And myself and a couple of partners, we wanted to do this, but we could never get -- the bureaucracy. We didn't know the context, and we didn't know the context. I'll leave it at that point, but the bids came in and they were awarded to a of bunch individual locally -- rather well-connected people who immediately after getting bids became consolidating and combining them. So those low bids of to \$10,000 became worth 100- to \$200,000 until eventually along came Time Warner and bought up a whole bunch of it and that became Comcast. And guess what? We have one cable provider in Houston, and a dozen or so local people became very, very wealthy because they knew how to get in the track and follow the money. I'm concerned that I don't know who the private investors are. I could expect Spanish consortium to end up purchasing up all the rights of the current proposed owner and echoes what some other people have said before about foreign ownership instead of local whatever.  | Proponent     |
| 1/9/2015   | Lindsey Banigan                                    | I understand that this project will be privately funded by TCR but is this just the construction of the railway? Who will pay for maintenance and operation of the high speed rail in the long run? Will TCR be funding all aspects of this high speed train for the duration of its use?   | Proponent     |
| 12/31/2014 | Lisa Collins                                       | This is the United States- We have always been told, "Buy American." Texas Central Railway is being financed in part by the Central Japan Railway and the Japan Bank for International Cooperation. The train cars will be manufactured in Japan and assembled in the United States. The Japanese government is very desperate to export their train and technology to the US for domestic political reasons. After the Houston-Dallas route is complete, any expansion would require the use of the Japanese train and tracks. The US will be tied to Japan. A foreign company will have control of the United States HSR lines. . There will be no US technology on any continual rail lines.<br>The idea that a Japanese company wants to destroy American neighborhoods and take land from Americans is disgraceful.<br>Who is this project for? - Per the TCR website, "* All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service." Residents of Texas should be made aware who the real owner, developer and operator of the High-Speed Rail will be.<br>TCR Does Not Have A Plan- From my research, it seems this company is not ready to make decisions. Different officers and employees have made opposing comments at many of the town hall and SCOPE meetings. After a 4-year investment, they have not taken the time or resources to draw up their own route plans; they are still using maps from the TRA. TCR has yet to provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. It seems they have not researched their project at all.  | Proponent     |
| 12/1/2014  | <a href="mailto:mageon@aol.com">mageon@aol.com</a> | Have you considered Hyper loop?<br><a href="http://www.entrepreneur.com/article/227804">http://www.entrepreneur.com/article/227804</a><br><a href="http://www.teslamotors.com/sites/default/files/blog_images/hyperloop-alpha.pdf">http://www.teslamotors.com/sites/default/files/blog_images/hyperloop-alpha.pdf</a>   | Proponent     |
| 1/10/2015  | Mark Saranie                                       | Who will be operating the HSR?  | Proponent     |
| 1/9/2015   | Mary Beck  | Put money in the pockets of Japan - this is not our responsibility<br>Put money in the pockets of other TRC investors - at the expense to thousands of citizens as described above. This does not bring money back to the city, county or state.  | Proponent     |
| 1/9/2015   | Mary Wisnoski                                      | Several alternative options were provided at the meeting but Mr. Eckels did not supply valuable information nor did he support the possible reconsideration of this incomprehensible decision. His answer to questions - "Only the engineers know" or "I am sure that there is a study on that". Where were the engineers? Where were the studies? Who is conducting the study as to how destructive this elevated railway will be to our neigh boyhood? We have a right to know the truth.<br>Mr. Eckels came to the town hall meeting without a current picture of the proposed railway. When asked what the train will look like he provided a picture of japan's railway from the 60's. We deserve to see what TCR wants to build through our neighborhood. I ask again - Where are the studies? Have they been done? Do they contain positive or negative results? Is this why they have been kept from the people that will have to live with this noise making elevated concrete structure? Is this an oversight or is this intentional ? As citizens of the City of Houston and residents of Garden Oaks and Oak Forest we deserve the entire truth and we deserve a vote on such a massive intrusion to our neighborhood and our quality of life.  | Proponent     |
| 1/7/2015   | Melinda Hughes                                     | Texas Central Railway (TCR) is a 5-year old company and has admitted that they have never owned, operated or built a rail line much less a high speed rail (HSR). Most of their senior staff is comprised of former politicians or bureaucrats. These staff members have no experience in construction and will not be able to identify quality project management. There is no financial or practical justification for the HSR, the vast majority of the citizens of Texas are opposed to this HSR, and the entire plan and operation are highly suspect.<br>It appears that TCR is the conduit for a Japanese Rail Company as per the website. It states: All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer or operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service. To add, a TCR representative stated that a company in the United Kingdom is being considered as an operator once built. This is an unnecessary eminent domain project that will benefit Japan and potentially other countries while destroying Texas' land values and our environment.<br>A TCR representative told me this project will be free. The Japanese company wants to get into the United States and use this as their model so they can build all over the USA. I seriously doubt that the Japanese will do this for free. As a matter of fact, TCR projects the one time construction cost to be \$10 Billion. Based on the proposed California HSR projected costs per mile, the cost of the rail line in Texas would be closer to \$30 billion. At an initial cost of \$10B, this HSR will never make money. At a \$30B initial cost, the rail line will never be finished. 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 \$10B-\$30B. Therefore, it is very unlikely that TCR will be able to keep their commitment to use no public funds or government loan guarantees. TCR has not done their fiscal research so how can they be trusted to do the technological research? | Proponent     |
| 1/6/2015   | Montie Grimes                                      | I am concerned:<br>4. A private organization is proposing this and can sell out to anyone. The acquiring entity (new purchaser) may not abide with previously agreed terms, which is a major risk to all of the cities and communities touched by this project.   | Proponent     |
| 1/7/2015   | Nancy Coyle  | I don't have a good feeling about the owners of the company that wants to build the HSR. Mr. Eckels has said they want full transparency. I don't believe that at all because there have been no notices in many counties the train wants to go through and meetings were not initially scheduled for Grimes or Waller Counties. The HSR scheduled those meetings after "they got caught". I still haven't seen any information from the HSR in the local papers. There is still no transparency on their part.<br>I feel this is just another way for big business (and big government) to become bigger and richer at the expense of the good, hard-working people who just want to live a quite life raising their families out in the country.  | Proponent     |

| Date      | Contact Name      | Request/Comment   | Comment Topic |
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| 1/7/2015  | Parker?           | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.   | Proponent     |
| 1/7/2015  | Pat Montgomery    | I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Proponent     |
| 1/7/2015  | Paul Reed         | I realize this is a canned letter that you have probably received from others. But I could not have expressed my feelings any better. My only investment, my largest investment, is in my house and that would be destroyed by this rail. I don't see why, when there are other, better options, than not going downtown with this that they are not being considered. I'm sure it has to do with the investors and how much money they make on property that they probobaly own for the proposed train station downtown!<br>I am writing to express my opposition to the proposed construction of an elevated high speed rail system along the BNSF rail line by Texas Central Railway. This proposal would have a devastating impact on my community for a number of reasons, and Texas Central Railway has not adequately addressed many of the major concerns this proposed system would have on my neighborhood, including the residential homes, schools and surrounding businesses. I believe that additional questions must be asked of Texas Central Railway, and that additional studies be provided before all of the environmental impacts can be assessed and before a preferred route can be determined.<br>Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Proponent     |
| 1/9/2015  | Penny Leas        | Who are the investors/owners? We should be able to get that information without getting sketchy, incomplete information that requires further and further digging to get to the truth. It sounds like 60% of the project is being financed (owned) by the bank of Japan even though we are continually led to believe that this is just a group of American owners/investors.   | Proponent     |
| 1/9/2015  | Raajen Patel      | I am for mass transit. However, the current proposed high speed rail routes have been chosen to maximize the profit of the private firm Texas Central High-Speed Railway, LLC (TCR) at the expense of homeowner property and neighborhood quality of life. As such the routes are a poor choice for rapid transit between Houston and Dallas, and ought to be redrawn, to maximize their utility by the residents of Houston and Dallas, and to minimize the impact on their quality of life. If this is not possible, then the line should not be built. I will detail my concerns below.<br>CONCERNS WITH TCR<br>(1) Quoting directly from TCR's website at <a href="http://texascentral.com/the-facts/">http://texascentral.com/the-facts/</a> :<br>"* All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's service."<br>This is very worrying. TCR appears to have no real goal in this project other than making their money back. In terms of actually providing a service to the people of Dallas and Houston, TCR is happy to let as-yet-unnamed others do the actual work of building, maintaining, and operating the rail. So while TCR may promise TxDOT and FRA and Texans everywhere that they will follow all requirements and adjust their plans to best accommodate us, their successors may have no such plan. Indeed, TCR may hire successors primarily on price. What specific regulations and safeguards will be put into place to ensure the actual owners, developers, implementers and operators of the railroad keep to the promised standards and requirements, and how will they be enforced? What specific regulations and safeguards will be put into place to penalize TCR in the event that they shirk their duties and responsibilities, and how will they be enforced?   | Proponent     |
| 12/2/2014 | Richard Honeycutt | I'm from Leon County. We had a meeting last night. That's why many of us are here. Our county judge and commissioners have all gone on record to go against this high speed rail, and we encourage you to pressure yours to do so also. You had up here the purpose of this was to help alleviate traffic on I-45, but this is a for-profit company. The purpose of this is for them to make money. They're in the train-building business. They could care less where they are. Dallas to Houston just happens to be the cheapest place, and we happen to be the cheapest place. You know, they could care less about us so we don't need to pat them on the back like they're helping us, okay? There's a few things I would like to know. Who is buying our land and who is financing it? Who is going to build the rail and who is financing it? Who is going to build the train and who is financing it? Who is financing the operation of the train? Who has maintained the project and who is financing it? To whom is our land being put up as collateral? Who will own this land after this project collapses? And who is going to subsidize the TCR?<br>Federal taxes or state taxes? It's well known that high speed rail as far as being profitable is a failure throughout the world. So what makes these people come to a country who does not have it think that they can do something that nobody else can do and make money at it, okay? So government money is going to be involved in this. You know, what is sad is that our way of life -- you're now -- you're a number on a environmental rating chart. That's pretty sad. This is a way of life that we chose. We don't live here for money. We live here because we want to. This is a lifestyle that we chose and now, you know, we're expendable. We're being made to feel like villains because, you know, we don't want to jump on board with "Let's help out the people from Dallas and Houston get back and forth." We're not the villains here. You know, we're victims. You're going to use eminent domain.<br>Like last night they would not, would not identify their investors. Now these people want to come to my home. I don't let people into my home who won't tell me who they are. Why am I going to let you in? This is ridiculous. You know, it's because there are people that we don't want involved in this and they won't identify them. | Proponent     |
| 1/8/2015  | Richard Irwin     | The developers of this project claim to be a "Texas" company, but are primarily funded by Japanese investors and create a market for obsolete Japanese high speed rail equipment. We don't need old technology being sold to the USA (Texas) so Japan can finance their new magnetic levitation technology to be used in Japan. We end up with obsolete systems and equipment.  | Proponent     |

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| 1/14/2015  | Rita Donaldson          | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter. Thank you.   | Proponent     |
| 10/29/2014 | Rob Rolling             | I believe in what you're doing. I love the United States and it therefore saddens me that we have fallen woefully behind in transportation. Is there a way that I as an individual can invest in this endeavor? Perhaps you could sell private bonds to raise the funds needed to make this project a reality. I for one, would buy them! By the way, I live in Washington, DC. So, perhaps there are other ways I can get involved besides offering financial support?  | Proponent     |
| 1/8/2015   | Robbie Morrison         | I simply cannot believe Mr. Eckels and his group would consider bringing this rail line through our Garden Oaks neighborhood as well as the other neighborhoods adjoining ours. I am incredulous that Mr. Eckels, a former public servant, and his PRIVATE COMPANY would even consider this route.   | Proponent     |
| 1/9/2015   | Robert and Yichen Huwar | Fully disclosed list of investors<br>Assurances that the investors will not seek any form of bailout from public funds   | Proponent     |
| 1/7/2015   | Rogelio Largman         | My commentary addresses the lack of credible research/analyses/studies/surveys/polling – basically sound technical and environmental impact assessments – to back up any of the claims made on the Texas Central Rail website.<br>All statements on the TCR website lack technical or environmental reliable data to back up these claims of no harm to the surrounding communities, or of significant improvement in the transportation needs of Houstonians, or of guaranteed long term profits to investors. What studies there may be are studies from other and foreign cities and not the specific issues that need to be considered for Houston. They are not objective or focused on the relevant points.<br>More specifically, there is no credible research that would support that the proposed routes would have no to minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reduction in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the “preferred” routes benefits anyone but a few investors in the project. | Proponent     |
| 1/14/2015  | Ryan Johnson            | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter. Thank you.   | Proponent     |
| 1/8/2015   | Shelley Rogers          | TCR says that the I-45 route does not work financially and that it would affect more people, but we have seen no studies to show that. We are just supposed to take TCR's and FRA's word for it. What I strongly suspect is that TCR does not want to have to pay just compensation for land it has to take along I-45 where the existing state ROW is not wide enough, as freeway frontage is pretty valuable and is usually commercial, making it even more valuable than what I am sure the wealthy investors of the TCR think are "just a couple of old, frame houses." My opinion is that if the obvious route choice is too expensive now, TCR has to wait until it isn't. That is what most other businesses have to do. They do not get help from the federal govt to muscle their way in and destroy entire communities so they can make their profits.   | Proponent     |
| 1/7/2015   | Sherry Jordan           | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.   | Proponent     |
| 1/14/2015  | Shirley Bilanoski       | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter. Thank you.   | Proponent     |
| 12/2/2014  | Steven Rappolee         | Well, I have several -- well, a couple questions. First my question is, who owns the Texas Central Railway? Or who owns the bullet train? There's three different names used on their website: Texas Central Railway, Texas Central High Speed Railway and the Dallas to Houston Railway. It seems pretty smoke and mirrors to me; but mostly what I'm concerned about is the economy of Leon, Madison, Grimes, rural Texas counties. But that still doesn't say who owns it. Your website specifically says that TCR does not own or will be the prime operator of it. I can pull it up on my phone and show it if you'd like. Get on the website. It clearly says Japan. 60 percent of the financing is Japanese.  | Proponent     |

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| 11/30/2014 | Susan Jaworski   | <p>Economic Impacts</p> <p>It is understood this project will provide a few years of temporary construction employment opportunities. This great tertiary goal will have the potential to provide relief to those with an immediate need now.</p> <p>What are the long-term economic impacts?</p> <p>How many staff are anticipated for this line (e.g. drivers/engineers, maintenance, planning, administration, support, etc)?</p> <p>Will these positions be filled locally or will existing staff be relocated to Houston/Dallas?</p> <p>What is the pricing structure for train tickets?</p> <p>Will there be a discounted fare for low income, disabled or the elderly?</p> <p>Will the train be eligible for employer transit benefits?</p> <p>Will the train be eligible for transit benefits associated with TANF, food stamps (lonestar) or similar assistance programs? If not, how will the impacts to historically underserved populations be mitigated? In other words, are residents being asked to live with the negative or less than desirable consequences of a high speed rail line while not having access to the benefits offered by the service?</p> <p>What economic incentives are being offered to the company from public sources (e.g. tax incentive programs)?</p> <p>Will property taxes be used for this project or is it 100% privately funded (e.g. recovery of funds through advertising and ticket prices)? What are the 1 year, 5 year and 10 year projections? It is understood that some of this information may be proprietary and not available. However, most information should be available as it would be included in investor packets or other funding requests.</p> <p>How much new tourism/travel spending is this project anticipated to bring into the Dallas and Houston areas?</p> <p>This project has plethora of opportunity for the State, Dallas and Houston metro regions. It also has the potential for latent adverse impacts based on the minimal amount of information currently available since it is in the beginning phase of the process.</p> | Proponent     |
| 1/9/2015   | Suzanne E. Clevenger   | <p>Lack of Planning by Texas Central Railway</p> <p>Different officers and employees of Texas Central Railway have made contradictory comments at many of the town hall and scoping meetings on fundamental issues such as train elevation height (we have heard anywhere from 18 feet to 50 feet), station locations, and financing options. These officials have suggested they have been planning for at least four year, yet they have not taken the time or spent the resources to draft a clear map of the routes and some alternatives for the community to see. Furthermore, we only received vague pictures of what the bullet train would look like. It is hard to fully analyze the impacts and provide more substantive comments than those included herein without more detailed information. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p>   | Proponent     |
| 12/4/2014  | Terry Johnson  | <p>Because of lack of transparency and me trying to figure out where the money is going on everything, I'll just ask the questions. Who are the officers of TCR? Who are the board of directors for the TCR? Who are the investors of the TCR? Of all the principal investors, officers, and managers, how many of them plan on living along the rail route within close proximity -- close proximity to the passing trains? What authority actually controls the utility corridor? I have no idea. What was the deal raised between the Utility Corridor and the TCR? Who at the Utility Corridor authority is responsible for the decision to put the deal together through TCR? If it was a committee, who's on the committee? What's the deal -- what is the deal that the TCR have made with Houston Metro and TxDOT? They've had to do something. On the TCR testimonial page, there are four pol- -- there are four in favor of this thing. There are four politicians in Dallas. There's actually one politician in Houston. Anybody have any idea who it is? That's Annise Parker. She's done a great job for us, hasn't she? The other four that are on there are actually government employees that directly benefit from progress. It says my understanding is that you have been in touch with our local politicians. I want to know which ones you've actually contacted and which ones are in favor of the project. What is the agreement with the TCR and the central Japanese railroad company since the web page site shows that they are partners. The TCR shows -- they show a graph for things like economic development, how it alleviates traffic, and is environmentally friendly. Where are these independent servants? The one that's on the web that says environmentally sound study was based on the Tokyo Osaki line, which is part of the central Japan railway company, which is their partner. Is that not the fox garden and hen house at this point in time? It doesn't make sense.</p>  | Proponent     |
| 1/7/2015   | The Milton Family, The Pagliuso Family, The Rubendall Family, The Torres Family, The Voters At, The Wakefield Family, The Walker Family, The Wiechkoske Family, Timothy Kornegay | <p>Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses. Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.</p>   | Proponent     |
| 12/4/2014  | Tracy F Olds   | <p>What will Grimes County need to provide to support this rail project if implemented? Services?</p>   | Proponent     |
| 1/14/2015  | Vikki Karel  | <p>Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.</p> <p>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter. Thank you.</p>  | Proponent     |
| 1/12/2015  | Wayne and Jan Forster  | <p>As stated in the disclaimer at the bottom of TCR's website homepage, Texas Central Railway "TCR will not be the owner, developer, implementer nor operator of the railroad." It appears TCR will not be legally responsible for anything once actual development and building begins. TCR is not a railroad company. TCR is promoting a railroad to international investors, at the expense of local homeowners.</p>   | Proponent     |
| 1/9/2015   | Wesley Bonner  | <p>It is difficult to add to the well written and researched facts presented so far, so I will limit my comments to my general impressions why I am vehemently against the proposed project.</p> <p>1. TCR does not address direct questions about who, what, when and where pertaining to this project. Having dealt with this type of project, I can assure you TCR has a really good handle on these items at this point in the game. TCR has had a preferred route for months, why so late in going public with it? Why all of the secrecy?</p>   | Proponent     |
| 1/9/2015   | William Sullivan   | <p>To start my list of questions. No one could provide a list of the private investors funding this venture.</p>  | Proponent     |
| 1/6/2015   | William Tufo   | <p>Japan is to have a large role in this project...</p> <p>--They are investing money (about 70% per Judge Eckels); they are providing the technology and parts.</p> <p>--Why can we not use American Banks and investors? Why can we not use American products and technology?</p>   | Proponent     |
| 1/6/2015   | William Tufo   | <p>Japan is to have a large role in this project... They are investing money (about 70% per Judge Eckels); they are providing the technology and parts. Why can we not use American Banks and investors? Why can we not use American products and technology?</p>   | Proponent     |



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|            |                           | "...we saw a good opportunity to fulfill a need and make a profit. I wouldn't say we're doing it because TxDOT can't...but Dallas – Houston was right in that sweet spot where we thought we could build it cheap enough and pay off construction costs over time."<br>As reported in the Dallas Morning News in April 2013, Travis Kelly, director at TCR, emphasized the need to build cheap and make a profit. All so a Japanese company who has been "itching to enter the U.S. market" can sell ore trains (The Texas Tribune, August 14, 2014). I ask you...at whose cost? Homeowners?   | Proponent          |
| 11/14/2014 | Agency                    | General comments on EIS process:<br>Please ensure that future meetings are readily accessible by transit and that public involvement efforts accurately identify how to access the meeting site. The instructions provided on www.dallashoustonhsr.com directed meeting attendees to an entry gate on Fannin Street which was locked. Incidentally, this locked gate was also directly adjacent to the Reliant Park Rail Station making it difficult for rail patrons to access the meeting site.<br>Links on the Texas Central Railway website should be cross-referenced to the environmental impact statement information being hosted on the www.dallashoustonhsr.com  | Public Involvement |
| 1/9/2015   | Alicia Nuzzie             | Many of my community's questions regarding this project have gone unanswered. I realize that this project is in the preliminary stages, but after several community meetings and promises that information will be produced before the public comment period ends, basic questions like, "Will the track be elevated or on the ground?", "How much noise will the train produce?", and "What will be the speed once it hits residential communities?" have still gone unanswered and/or dismissed leaving communities anxious and fearful of what is to come.  | Public Involvement |
| 1/6/2015   | Alisa Anderson            | FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.  | Public Involvement |
| 1/9/2015   | Allison Drobniak          | As a land owner in both Leon County and Harris County in which both the proposed routes will impact, I find the public awareness efforts to be very unprofessional and unethical. The overall added value of this project to the public is also questionable.  | Public Involvement |
| 1/9/2015   | Allison Drobniak          | As a professional in the capital projects industry, I am very familiar with the stage gate process in which projects are developed and assessed. I am concerned that the 9 original options now being promoted as 2, signifies that this project has moved from the FEL 2 (Select Phase) and is being moved into FEL 3 (FEED) with little or no consideration for the public. Once the Environmental Impact study is assessed, there appears to be little to stop the momentum of this very detrimental project from moving right into FEL 3 and FEL 4 (Detailed Design and Construction).<br>As a land owner in both Leon County and Harris County in which both the proposed routes will impact, I find the public awareness efforts to be very unprofessional and unethical. The overall added value of this project to the public is also questionable.<br>Key concerns that are requested to be addressed and presented to the public in an appropriate manner before the project proceeds any further:<br>Project Evaluation & Data: Transparency around the criteria used for the route selection / justification for the project is lacking.<br>What criteria and data were used to evaluate the routes to support selection?<br>What "application of discipline of the market" was used for the route evaluation to put it into the words of TCR? | Public Involvement |
| 12/3/2014  | Allison Matney            | I find it very interesting that not ONE of the public hearings was held near our community, nor any of the communities that will be impacted. In fact, the location where it was held is nowhere NEAR any of the proposed rail line sites. Holding one meeting in Houston and one in Dallas is irresponsible and gives the appearance that there was an overt plan to avoid conversations such as the ones this letter would create. Dallas and Houston both deserve better. Additional meetings should be planned for both cities, in facilities close to where the lines are proposed.   | Public Involvement |
| 1/6/2015   | Allyne Halstead Awad      | The fact that we as the citizens and residents of the possible impacted neighborhoods were kept in the dark about the new push for high speed rail in Houston raises high suspicion about TCR and the motives of the company.<br>TCR is a FOR PROFIT company and will do things the CHEAPEST WAY to appease their investors. It seems TCR is unwilling to work with Union Pacific or other already existing industrial private rail companies to update existing industrial lines because it will cost more money.   | Public Involvement |
| 1/9/2015   | Allyson Faist             | I am appalled with the lack of courtesy you provide your fellow citizens regarding the lack of public notification and disregard to the impact that a massive transportation structure would impose on a small neighborhood such as Garden Oaks Section One. A massive structure through a mature, tree lined neighborhood is at best a poor idea.   | Public Involvement |
| 1/8/2015   | Amy Ackley                | These so-called Public Meetings y'all have held are just y'all's way of saying you did something. You have not answered any of the citizens' concerns/questions. Y'all have not provided the exact route that is proposed to run, just some lines on a map, that is nowhere accurate to the BNSF or Utility lines. When will you actually show the accurate route and who's land you will be stealing thru eminent domain??<br>How do y'all expect us to trust y'all or even go along with this project when y'all are leaving us in the dark. Y'all are not disclosing who the investors are, you don't answer our questions... just tell us they will be answered later, when? when our land is being taken and leaving us with this nosy contraption you say is so wonderful? To whom? DEFINITELY NOT US! We do not want this and we will continue to fight it!   | Public Involvement |
| 1/8/2015   | Andrew & Kimberly Grimmer | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Public Involvement |
| 10/28/2014 | Angela Koponen            | The maps do not allow for a look at the details of routes. I understand that it will come close to my home, but I cannot tell how close. Since I may not be able to make tomorrow's meeting in Houston, I would appreciate more details on the route(s), especially the terminating point in Houston. Can you provide descriptions and scalable map files?   | Public Involvement |
| 11/7/2014  | Ann Staples               | It was unconscionable not to inform in a timely manner the public in Waller and Grimes counties about the meetings. Actually meetings probably should have been held in one or both counties since proposed routes go there.   | Public Involvement |
| 1/5/2015   | Anne Agan                 | In the last meeting held by the FRA (December 4, in Navasota, Texas), 350 citizens attended even though there was no notice sent to affected landowners nor any other public announcement. All 350 citizens who were present attended solely as a result hearing about the meeting via word-of-mouth. 100% of those in attendance were opposed to the HSR. Any meeting for a government or government-contracted proposal MUST ALWAYS be publicly promoted and MUST include the constituents of the area that it will affect. In this case, this area is extremely large and therefore the lack of notice in this case is despicable. This further perpetuates the notion that the FRA and TCR would like to keep any specific details about the actual construction of this project quiet.  | Public Involvement |
| 1/6/2015   | Anne Vegsund              | • There was no public notification regarding 290 as one of the proposed routes. I did not hear about this till last night. I spoke to several people in my neighborhood, all who had no idea that 290 was even a possibility. The last route that was discussed on the news was the I-45 route to the Woodlands. My understanding is that there was one public scoping meeting held in Waller, yet NO One was notified in the Cypress area or down the 290 route. No neighborhoods, businesses small or large, schools, civic organizations, apartments, or churches have been contacted or even listened to hear how this would impact their communities.   | Public Involvement |



| Date       | Contact Name                      | Request/Comment  | Comment Topic      |
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| 1/9/2015   | Annet van Schie                   | <p>The project in itself, as communicated to the public, is poorly managed in my opinion and make me very weary about the correct decision making on this project. They have been working on this project for four years, however on questions what other assessments such as economic impact, safety, and traffic assessments are considered to be incorporated were stated as "no they were not" and we should comment on that through the appropriate lines.</p> <p>I resent the fact that it is said that the project is in an early stage. No, this EIA process in its early stage at this time however the project is not. Questions on impact of sound, safety, hazard risk management with the rail freight (including crude oil shipments) have been answered with "I am not an engineer" and "I / we don't know". These sessions lack full transparency to the public on the reality of this project and therefore cannot be considered as complete opinion of the public.</p> <p>I sincerely hope that this project is rejected as is and that the public organization further step in to gain control in the decision making process.</p>  | Public Involvement |
| 10/23/2014 | Aron Kulhavy                      | Would like to get high res images of the maps and the ppt. Please give call back.  | Public Involvement |
| 1/7/2015   | Beci Carrington                   | <p>The public has been given insufficient information regarding the high-speed rail, and even attending public town-hall meetings provides little comfort in understanding the decision-making process. Statistical data has not been made public at these meetings, nor disclosed on any related website for those involved. Details regarding noise levels, vibration levels, construction details, train speeds, detailed easement requirements, safety statistics, environmental impact, utility impact, social impacts, daily transportation flow impact, and emergency requirements for the city are only provided in very vague, non-technical terms with inconsistency. Even during the same public meetings, only vague and contradictory information has been provided. This is not satisfactory!</p> <p>Public scoping meetings were not sufficiently communicated to the public and lacked our input. This proves to be a process that appears to be underhanded, for profit, without the concern of any public interest for Houston's citizens along the planned/preferred routes. Those of us in neighborhoods along the proposed BNSF line are in an uproar!</p>  | Public Involvement |
| 12/29/2014 | Becky Long                        | I'm disappointed in the County and company pushing for the train from Houston to Dallas. They did not make everyone affected by the train aware of the meetings; I heard word of mouth after the fact. I've talked to many that will directly be affected did not hear about the meeting until it was over; it was like they kept it quit.   | Public Involvement |
| 12/4/2014  | Ben Leman - Elected Official      | <p>My name is Ben Leman. I'm Grimes County Judge-elect, and I -- before I begin, I would like to just say thank you for holding this second round of public scoping meetings. I know a lot of people put a lot of effort, public officials to get that done across many different counties; and we appreciate the responsiveness to that to give us this opportunity to express our concerns and questions here regarding this rail that we're going to -- could run through our property -- our county.</p> <p>Commissioner J.R. Green has asked me to expand my comments. He's ill. He's not able to attend tonight, so he's asked me to expand my comments to utilize this time. I'm going to ask the deviation from -- from that time limit; is that okay? Okay.</p>   | Public Involvement |
| 11/4/2014  | Ben Leman to U.S. Rep Kevin Brady | <p>I am writing to you regarding the proposed Texas Central High Speed Railway (TCR) project from Houston to Dallas. My main concern is I do not believe the Public Scoping meetings required by the Federal Railroad Administratino (FRA) were conducted in a way that provided adequate advanced notice and opportunity for the citizens of Grimes County to attend. As a result, the citizens of Grimes County are largely unable to submit their questions and commetns to be included with the data the FRA uses to draft the Environmental Impact Statement by the required Nov. 14 deadline.</p> <p>As per our last discussion at our meetings in Plantersville, TX, you believed the route would be along the I-45 corridor. TCR has changed course and the only two routes being considered now both go through Grimes COutny. The counties in our area that the routes go through are Grimes, Waller, Montgomery, Madison and Leon. There were no Public Scoping Meetings held in any of these counties, which represents about half of the land in the project.</p> <p>The two Public Scoping meetings held in our area were in Brazos County and Walter County. However, neither of the proposed routes go through these two counties. The purpose of the Public Scoping meeting is to gather comments and questions from local citizens regarding the environmental impact of the proposed routes in the areas affeed by the proposed routes. These comments and questions are then submitted to the FRA, as part of the data they analyze when comleting the draft EIS. The citizens of Grimes County were not given adequate advanced notice of these meetings. As a result very few citizens attended the meetings to learn about the project and submit quality comments/questions to have their voices heard. I was there in Brazos County (on only a few days notice) and saw only three Grimes County citizens in attendance.</p> <p>I am asking you to contact the FRA and request that they extend the Nov. 14 deadline for comments and questions. I am also asking that you request they require TCR to conduct a Public Scoping Meeting in Grimes County with adequate time after the meeting for people to consider all of the information they learn and submit their questions and comments. This would then give the citizens of Grimes County a voice in this process. I look forward to hearing from you.</p> | Public Involvement |
| 11/4/2014  | Ben Leman to U.S. Sen John Cornyn | <p>I am writing to you regarding the proposed Texas Central High Speed Railway (TCR) project from Houston to Dallas. My main concern is I do not believe the Public Scoping meetings required by the Federal Railroad Administratino (FRA) were conducted in a way that provided adequate advanced notice and opportunity for the citizens of Grimes County to attend. As a result, the citizens of Grimes County are largely unable to submit their questions and commetns to be included with the data the FRA uses to draft the Environmental Impact Statement by the required Nov. 14 deadline.</p> <p>TCR is considering two routes and both go through Grimes County. The counties in our area that the routes go through are Grimes, Waller, Montgomery, Madison and Leon. There were no Public Scoping Meetings held in any of these counties, which represents about half of the land in the project.</p> <p>The two Public Scoping meetings held in our area were in Brazos County and Walter County. However, neither of the proposed routes go through these two counties. The purpose of the Public Scoping meeting is to gather comments and questions from local citizens regarding the environmental impact of the proposed routes in the areas affeed by the proposed routes. These comments and questions are then submitted to the FRA, as part of the data they analyze when comleting the draft EIS. The citizens of Grimes County were not given adequate advanced notice of these meetings. As a result very few citizens attended the meetings to learn about the project and submit quality comments/questions to have their voices heard. I was there in Brazos County (on only a few days notice) and saw only three Grimes County citizens in attendance.</p> <p>I am asking you to contact the FRA and request that they extend the Nov. 14 deadline for comments and questions. I am also asking that you request they require TCR to conduct a Public Scoping Meeting in Grimes County with adequate time after the meeting for people to consider all of the information they learn and submit their questions and comments. This would then give the citizens of Grimes County a voice in this process. I look forward to hearing from you.</p>   | Public Involvement |
| 11/4/2014  | Ben Leman to U.S. Sen Ted Cruz    | <p>I am writing to you regarding the proposed Texas Central High Speed Railway (TCR) project from Houston to Dallas. My main concern is I do not believe the Public Scoping meetings required by the Federal Railroad Administratino (FRA) were conducted in a way that provided adequate advanced notice and opportunity for the citizens of Grimes County to attend. As a result, the citizens of Grimes County are largely unable to submit their questions and commetns to be included with the data the FRA uses to draft the Environmental Impact Statement by the required Nov. 14 deadline.</p> <p>TCR is now considering two routes and both go through Grimes CoThe two Public Scoping meetings held in our area were in Brazos County and Walter County. However, neither of the proposed routes go through these two counties. The purpose of the Public Scoping meeting is to gather comments and questions from local citizens regarding the environmental impact of the proposed routes in the areas affeed by the proposed routes. These comments and questions are then submitted to the FRA, as part of the data they analyze when comleting the draft EIS. The citizens of Grimes County were not given adequate advanced notice of these meetings. As a result very few citizens attended the meetings to learn about the project and submit quality comments/questions to have their voices heard. I was there in Brazos County (on only a few days notice) and saw only three Grimes County citizens in attendance.</p> <p>I am asking you to contact the FRA and request that they extend the Nov. 14 deadline for comments and questions. I am also asking that you request they require TCR to conduct a Public Scoping Meeting in Grimes County with adequate time after the meeting for people to consider all of the information they learn and submit their questions and comments. This would then give the citizens of Grimes County a voice in this process. I look forward to hearing from you.</p>   | Public Involvement |

| Date       | Contact Name     | Request/Comment   | Comment Topic      |
|------------|------------------|---|--------------------|
| 1/7/2015   | Beth Stegle      | It was disconcerting that there was minimal public notification of this proposal. The small maps published online lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas.<br>Private companies should be required to follow a public process of three public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion.   | Public Involvement |
| 1/14/2015  | Bevilly Kallina  | Lack of Planning by Texas Central Railway - Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings, on fundamental issues such as train elevation, station locations, and financing options. After a 4- year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.  | Public Involvement |
| 11/7/2014  | Bill Purdy       | Gentlemen: I am writing about high speed rail in Waller County. I would like to request that due to no public notice in Waller County, that the deadline for public comments be extended and that the FRA and TxDOT hold public meetings in Waller County before the preparation of the EIS Draft. Although I have a Magnolia Tx mailing address, I do live in Waller County.   | Public Involvement |
| 11/12/2014 | Bill Purdy       | Request for deadline for scoping comments   | Public Involvement |
| 10/28/2014 | Blair Fannin     | I am providing written comment as permitted by the guidelines set forth during the October 27, 2014 Public Scoping Meeting of the Dallas to Houston High-Speed Rail Project. After attending this meeting at the Brazos Center in Bryan, the available maps and information presented discriminate citizens from compiling a comprehensive, detailed environmental impact summary comment to be filed as part of the federal record by the Nov. 14 deadline. The maps, which indicate two possible detailed routes –BNSF Option 1 and the Utility Alternative – fail to fully depict what public roadways, rural communities and other hindrances there will be from this project. In summary, the information supplied for this project lacks critical details for public knowledge and restricts Texans from making a thorough, detailed response to environmental impact.  | Public Involvement |
| 10/27/2014 | Bob Beddingfield | Request for map of alignment. I would like to request a better map of the proposed alignment and alternatives than is available from the website. We are property owners very near or along more than one of the alignments shown on the map but we would like a better map to determine exactly where the proposed alignments are to determine where they fall in relation to our property. Can you send me maps or tell me where to get them? I am sure a higher resolution map is available but I do not know where to look to find it. Please reply at your convenience. Thank you in advance.  | Public Involvement |
| 10/22/2014 | Bob Belcher      | Map Request.<br>Seeking a high resolution version of the Dallas to Houston high speed rail line, the subject of environmental hearings this week.   | Public Involvement |
| 1/8/2015   | Bob McDaniel     | I am appalled at the lack of open and public debate conducted to this point. I personally found out by accident through an email from my home owners association. This should have been advertised extensively for a timely response from all the people in Texas it will most likely effect.   | Public Involvement |
| 1/9/2015   | Bobbie Koen      | I am furious about the lack of public notification regarding the proposed high speed rail process and routes. The maps that have been provided online appear to be especially small, lacking adequate detail to communicate the actual impact it will have on me and my neighbors. Further, the nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management district located into the potential impact zones. Now there have been two meetings squeezed into less than a week (Jan. 5 and 8), neither of which I could attend due to previous commitments. This is completely unfair and underscores that lack of consideration TCR is giving us. My house backs up to the BNSF railway. We have found them to be tolerable neighbors. While the Texas Central Railway (TCR) states their proposed project will locate in existing corridors, the two preferred HSR routes lack sufficient width to accommodate dedicated tracks or would require freight rail relocation in order to fit within existing right of way. So where does my house and backyard figure into all this? We have no assurance TCR will actually be able to execute relocation of track agreements or maintain existing corridor widths. Please consider the routes available and locate this project where it will not disrupt so many established homes and neighborhoods. Thank you. | Public Involvement |
| 11/13/2014 | Brady Schwertner | I write today to kindly ask for your assistance and express my concern with the proposed high-speed rail project connecting Houston to Dallas by Texas Central Railway (TCR) and the Federal Railroad Administration's (FRA) inadequate notice to impacted landowners of public scoping meetings occurring along the route study area. It is alarming to hear that the FRA does not require public notice to these citizens and if this is the case, this process is unacceptable and must be addressed. All affected landowners should be engaged early and given the opportunity to express concerns before projects move forward, not after decisions are made.<br>TCR has offered to conduct town hall type meetings with various counties within my district, but my understanding is that these meetings are strictly informational and will not be considered a scoping meeting. Therefore commentary and discussion presented would not be included in the Environmental Impact study (EIS) for this project. TCR claims to have met their federal obligations with these few meetings. I believe these requirements to be inadequate and I ask your assistance in addressing the problem. Not allowing these citizens, who will be directly impacted, a voice in the process is unacceptable. In the meantime, I will be working with my fellow Texas legislators to begin addressing notice issues at the state level. If you have further questions, please do not hesitate to call me.              | Public Involvement |
| 1/3/2015   | Brandy Graham    | Since proper notification of the general public was not done for the scope hearings held the first week of December we believe that further scoping hearings with proper and complete general public notification be held.  | Public Involvement |
| 1/9/2015   | Brenda Hilton    | Public notification was rushed during the holiday season and no formal contact regarding this project, public meetings, or comment period was made to me by the light rail project. I was not informed of the project or public meetings until late December 2014. As a person who will be significantly impacted and considering the large number of residents to be impacted I would expect earlier notification. This suggests that the light rail project is trying to meet minimum regulatory requirements, check the box, and push this through quickly without adequate public comment or involvement.<br>Insufficient information has been provided to the public to fully communicate impacts of the project so the public can provide effective comments. The information provided on the project web page resembles a marketing brochure rather than detailed information. This does not provide the details needed to fully understand impacts and provide effective public feedback.   | Public Involvement |
| 1/9/2015   | Bruce Sanderson  | I am especially upset about the lack of public notice. I feel like this is being back-doored into our community with no real concern for us.  | Public Involvement |
| 1/9/2015   | Bruce Sanderson  | I am especially upset about the lack of public notice. I feel like this is being back-doored into our community with no real concern for us.  | Public Involvement |
| 1/5/2015   | C Melgar         | I also believe transparency has been absent throughout this process (was told at public meeting to contact council member regarding my concerns, but when called and voiced concern to my local council member, I was told this was "not a local issue" and I should "contact your federal representatives."). But private, state, local and federal agencies are all involved. I believe everyone continues to point the finger at the other party, so they don't have to be the one to say "this is happening whether you like it or not."  | Public Involvement |
| 1/9/2015   | Carmen Kearns    | Being a pro-rail Houstonian I am disappointed at TCR's effort at conveying their ideas. They will not be able to sell Houstonians based on the material they have presented. People need hard data, conceptual renderings, and easement/track cross section drawings showing how HSR concepts will benefit and not hurt property owners. Surely, TCR had information in order to sell the Japanese investors (but I suspect they do not want Texans to see this information.) I understand TCR will be providing more information in the EIS document but that is years from now.   | Public Involvement |

| Date       | Contact Name                                      | Request/Comment   | Comment Topic      |
|------------|---|---|--------------------|
| 1/12/2015  | Carol Caul  | <p>The Citizens' Transportation Coalition (CTC) respectfully submits the following comments to the FRA/URS Scoping process for the Texas Central Railway high speed rail project.</p> <p>CTC is a Houston-based, all-volunteer nonprofit transportation organization which advocates multi-modal transportation and processes and solutions that improve quality of life. We are committed to the idea that public participation leads to better projects. Since 2004, we have worked to engage residents of the 8-county Houston-Galveston (H-GAC) area in the planning of transportation projects that affect our neighborhoods.</p> <p>High Speed Rail is a very important component to the future of mobility and mass transportation, and we think a properly designed TCR should be completed as the first of such privately funded projects. CTC comments specifically on the scoping process and actions undertaken. We urge the FRA and URS to extend the Scoping Process for the reasons stated herein. CTC generally supports this project and strongly supports the concept of a privately funded HSR, but we have very serious questions about</p> <ol style="list-style-type: none"> <li>1. the public participation procedures for the scoping meetings, and</li> <li>2. the opaque and inexplicable methodology used to reduce 9 possible alternatives to 2 remaining routes which both have such significant neighborhood impacts. The stated plan is for FRA to choose a Preferred Alternative in the DEIS between the two neighborhood impacted alternatives.</li> </ol> <p>There has only been one poorly noticed scoping meeting in Houston, held on October 29 at NRG Center south of downtown Houston, a location far from the northwest Houston residential neighborhoods for the two alternatives. Since most of these impacted residents did not receive a notice, they would not know of the meeting or its importance. The location cannot be described as easily accessible for residents of the two alternatives situated in northwest Houston.</p> | Public Involvement |
| 1/13/2015  | Carol Hazel                                       | Why didn't you make a better effort of notifying us about your private for profit project? This looks suspiciously like you were sneaking this through the back door.   | Public Involvement |
| 12/12/2014 | Carolyn and Saul Melger                           | I find it very interesting that not ONE of the public hearings was held near our community, nor any of the communities that will be impacted. In fact, the location where it was held is nowhere NEAR any of the proposed rail line sites. Holding one meeting in Houston and one in Dallas is irresponsible and gives the appearance that there was an overt plan to avoid conversations such as the ones this letter would create. Dallas and Houston both deserve better. Additional meetings should be planned for both cities, in facilities close to where the lines are proposed.  | Public Involvement |
| 12/5/2014  | Carolyn Melgar                                    | Residents of a long-term neighborhood (in fact, it was considering becoming "historic" at one point) would really appreciate it. It seems unfair to have to cope with this directly in our backyard when in fact it's something I didn't choose to receive or have plans to utilize it. there are also a lot of people thinking that the notification of this situation was not done properly, like it was "slipped in under the radar." We ask that you be upfront and transparent in all the next steps.  | Public Involvement |
| 12/1/2014  | Cathy Nichols                                     | This is to inform you I am strongly opposed to the High Speed Railway. I have learned the high speed rail has been in the works since 2009. Why wasn't the public informed before now? A statement at a recent public meeting is evidence the public was not informed nor did they intend to inform the public until the project was well on its way: "We have not been attracting a lot of attention because it isn't a public project. We have been quietly doing environmental studies and having discussions regarding right of way acquisitions with Texas Department of Transportation and the Federal Rail Administration." Quietly? Secretly? What is the difference? In 2011, Texas Department of Transportation began engineering and environmental work. Again, the public was not informed. Bottom Line: The public has not been informed of this project. It has progressed without the approval or knowledge of the public.   | Public Involvement |
| 11/4/2014  | Cecil Bell, Jr.<br>Glenn Hegar - Elected Official | <p>We are concerned about the high-speed rail project from Houston to Dallas proposed by Texas Central High-Speed Railway (TCR). Specifically, we are concerned because we understand that the Federal Railroad Administration (FRA) does not require adequate notice to potentially impacted landowners of proposed projects.</p> <p>With TCR's potential to impact Texans living and doing business along the proposed routes, it is alarming to hear TCR state that landowner notices of public meetings are not required. If that is the case, this process is unacceptable and must be addressed. Impacted landowners must have the opportunity to be engaged early, and not after decisions are made.</p> <p>Consider our current situation: TCR set six public scoping meetings, yet not one citizen, landowner, or public official of Waller County was notified of TCR's project, the environmental impact study, or these hearings, and the closest meeting to a Waller County line was almost forty miles away.</p> <p>TCR has offered to conduct a town hall within Waller County in December. While we appreciate the opportunity to have a discussion regarding the railway, a town hall meeting is not a public scope meeting and is strictly informational. TCR claims to have met its federal requirements with these few meetings. If that is the case we believe these requirements to be woefully inadequate and we ask your assistance in addressing this problem. It is unacceptable for citizens who could be directly impacted by the rail to not to have a voice in the process. In the meantime, Senator Hegar and I will begin addressing notice issues at the state level.</p>  | Public Involvement |
| 11/3/2014  | Charles A. Durbin Sr.                             | I have land in Leon County and am very concerned with a detailed map of where the proposed rail lines may be planned for Leon County. When is a meeting planned in Leon County?   | Public Involvement |
| 11/13/2014 | Charles Schwertner                                | <p>I write today to kindly ask for your assistance and express my concern with the proposed highspeed rail project connecting Houston to Dallas by Texas Central Railway (TCR) and the Federal Railroad Administration's (FRA) inadequate notice to impacted landowners of public scoping meetings occurring along the route study area. It is alarming to hear that the FRA does not require public notice to these citizens and if this is the case, this process is unacceptable and must be addressed. All affected landowners should be engaged early and given the opportunity to express concerns before projects move forward, not after decisions are made.</p> <p>TCR has offered to conduct town hall type meetings with various counties within my district, but my understanding is that these meetings are strictly informational and will not be considered a scoping meeting. Therefore commentary and discussion presented would not be included in the Environmental Impact study (EIS) for this project TCR claims to have met their federal obligations with these few meetings. I believe these requirements to be inadequate and I ask your assistance in addressing the problem. Not allowing these citizens, who will be directly impacted, a voice in the process is unacceptable. In the meantime, I will be working with my fellow Texas legislators to begin addressing notice issues at the state level. If you have further questions, please do not hesitate to call me.</p>   | Public Involvement |
| 1/7/2015   | Chasity West Cooper                               | Furthermore, I do not think that the citizens and business owners that this will directly impact have been provided proper notice and information with time to respond.   | Public Involvement |
| 12/4/2014  | Cheryl Fugarty                                    | <p>I am representing myself, my family, and the thousands upon thousands of families that have no idea or information that a high speed rail will be coming through their homes, towns, and businesses. Texas Central Railway has not been transparent. Potential affected homeowners and property owners were not notified of the meetings for the attendees tonight. Everyone here, please listen. Think back to the very first time that you heard about this railway. Did you receive a letter or a phone call from Texas Central Railway? If you did, raise your hand. Please note that not one person -- and there was over 300 people here tonight -- did not receive any information. We own properties in Grimes County, Montgomery County, Harris County, and more recently in Madisonville and we never received any information from any of those counties. I request that the FRA create more public scoping meetings and inform potential affected homeowners and property owners of the meetings and extend the January 9th deadline for comments to be included in the report.</p> <p>I request the findings of those items in reports made conveniently available to the public.</p>   | Public Involvement |
| 1/8/2015   | Christine Adams                                   | Additionally, there was a woefully inadequate number of public meetings or outreach to inform the public on this project. This was either intentional underhandedness or incompetence. Why was the public kept in the dark about this project, especially those living and working in the targeted neighborhoods? Minimal resident input was sought on the part of the promoters of this project. This lack of transparency combined with the lack of valid, credible studies or analyses to assess the impact on these specific neighborhoods if a massive high speed rail with it's massive support structure was running through the neighborhood every 15 to 30 minutes from 5:00 AM to 11:00 PM seven days a week does not inspire confidence in this project's promoters - it only inspires suspicion and feelings of betrayal and outrage.   | Public Involvement |

| Date       | Contact Name       | Request/Comment  | Comment Topic      |
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| 12/1/2014  | Christine Workman  | If I understood you correctly, you stated that TCR will actually own and operate the rail? Because looking at TCR's website right now, they're claiming that TCR will not be the owner, developer, implementer, nor operator of the railroad. So I do think we need some clarification on who actually will be owning this rail project. Yes. And I will follow up, will we be notified of who the owner of the rail will be since we will be owning property with them? I would still like my full three minutes since I didn't get to speak. I am a property owner that will be negatively impacted by the high speed rail if allowed to progress. First, let me say there are many questions that remain unanswered. Why have property owners on the proposed route not received any notifications? When will you provide plans for the elevated sections of the line and where and when will you provide the responses to all of the questions and concerns that are being asked at these scoping meetings? What security measurements --Okay. Let me also add when it comes to the environment, the environment is vital to Leon County. I know that there are currently 33 rare, endangered, and threatened animals listed with Texas Parks and Wildlife Department that you will need to address. However, when you speak of the environmental aspect, you must not exclude the people of this county because the environment sustains the people here. The land is very precious to us. We depend on the land to raise cattle, for poultry and farming, for hay production and wild game harvesting. We depend on the land to put food on our tables. Leon County cannot afford to have part of our county destroyed by high speed rail. This rail will bisect agricultural land, significantly decrease property values and in turn decreasing county tax revenue, it will destroy wildlife habitat and displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas.  | Public Involvement |
| 12/4/2014  | Christine Workman  | I am from Leon County. This is my fourth high speed rail meeting this week that I have attended, so I will be brief. I just want to say that there has not been enough advertised scoping meetings. You can ask your elected officials to request more and require that the FRA make public posts in local newspapers up and down the proposed lines. The six original analysis meetings that were in October, those were the only scheduled meetings but we have had officials -- public officials request more meetings. That is why you are having these meetings tonight.  | Public Involvement |
| 1/6/2015   | Cindy Falschlehner | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDoT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDoT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Public Involvement |
| 1/8/2015   | Cynthia Schumacher | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>Our neighborhood should have been contacted directly by YOU to meet with you to discuss the plans for the HSR. Instead we were contacted by our Homeowners Association. SHAME ON YOU!!!<br>FRA and TxDoT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDoT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.<br>Robert Eckels answered our questions during the January 5th meeting at Luthern HS in a very unsatisfactory manner. He sidestepped most questions and he gave several different answers to the same questions. We do not feel that he is being honest or forthright with us.   | Public Involvement |
| 12/18/2014 | Daniel R. Ragle    | The Choctaw Nation of Oklahoma thanks the Texas Department of Transportation for the correspondence regarding the above referenced project. This project lies outside of the Choctaw Nation of Oklahoma's area of historic interest. The Choctaw Nation of Oklahoma respectfully defers to the other Tribes that have been contacted. If you have any questions, please contact me by email.   | Public Involvement |
| 10/16/2014 | Danny C. Estes     | If You Build It I Will Ride! I had to stop driving and never get to see my 2 sons in the Katy and Tomball areas of Houston. My questions why this web site is not .gov   | Public Involvement |
| 12/2/2014  | Danny Twardowski   | Will the school districts impacted by the proposed rail be involved in the road crossing design and location?  | Public Involvement |
| 1/7/2015   | David Bell         | Your rushed cursory public hearings suggest his is scripted from today's Russia. The means and manner you have pushed this along demand a stop and thorough investigation. We the citizens have been shut out.   | Public Involvement |
| 10/23/2014 | David Pagan        | Ellis County map of proposed alignments.<br>I attended the Scoping Meeting in Corsicana last night and saw a more detailed map for each county. I would like to receive a copy of the map for Ellis County (the current map on the website does not show much detail for each community - it does not allow you to zoom in without losing resolution). I feel it is important for the scoping process for local communities to be able to see additional details of the proposed alignments so they can identify potential impacts.  | Public Involvement |
| 1/7/2015   | David Tullos       | There Has Been an Appalling Lack of Transparency by the FRA, TxDOT and Texas Central Railway<br>We are appalled at the process being pursued by the FRA, TxDOT, and Texas Central Railway to try and push this project off on Grimes County and Texas. The lack of transparency, stealth, and outright deception, is shocking.<br>Most citizens of Grimes County were not aware that anyone was proposing to split the county down the middle with a high speed railroad until shortly before the public meeting held in Navasota on December 4, 2014. That appears to be by design, and not by accident.<br>According to TxDOT's State Rail Plan, this project has been in the works for several years. The Rail Plan reveals that TxDOT received a 15 million dollar grant from FRA to fund the preliminary engineering and environmental work in May of 2011. We are now told that nine possible routes were carefully studied and evaluated, including the two routes proposed through Grimes County -- all without any notice to or input from the citizens of Grimes County. Before any notice was given to the citizens who will be most directly affected, the I-45 corridor, the only rational route for any new Houston -- Dallas transportation system, was wholly eliminated from consideration.<br>Even when the proposed project was finally unveiled, "scoping meetings" were only scheduled in two of the rural counties most affected by the planned routes. No meetings were scheduled in Grimes, Leon, Madison, Montgomery or Waller counties. Meetings were held in Walker County and Brazos County, even though neither of the two routes remaining in consideration crosses either county. A meeting was finally held in Grimes County after a few Grimes County citizens and officials learned of the proposed route and complained about the lack of any public meeting.<br>While FRA promotional materials proclaim that "We want to hear from you," the "scoping meetings" did not consist in "scoping" whatsoever, and public discussion was severely curtailed. People attending the meeting were greeted with breathless cheerleading for the project, not by the alleged promoter, Texas Central Railway, but by the FRA itself. Following lengthy presentations advocating the railway, citizens were allowed two minutes to voice concerns. It seems if FRA wanted to hear from us, it didn't want to hear much.<br>FRA tried to present itself as some neutral arbiter of a private railroad proposal, notwithstanding all of its pro-project posters and handouts. But FRA's website reveals who is really behind the railroad. The FRA website says that it is the "vision" of President Barack Obama to crisscross the United States with high speed railways. And the FRA is the agency in charge of pursuing that vision. TxDOT did not come up with a rail plan of its own accord or at the request or direction of Texans; rather, it was mandated by the federal government pursuant to the federal Passenger Rail Investment and Improvement Act of 2008. Texas Central Railway was founded not because somebody in Texas saw a need for a high speed rail between Houston and Dallas, but because somebody saw that the federal government was offering up tax-dollar grants. | Public Involvement |

| Date       | Contact Name                 | Request/Comment  | Comment Topic      |
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| 1/5/2015   | Debbie Strang                | Lastly, neighborhoods and residents along the proposed route never received adequate notification of the bullet train from Texas Central Railway or the Federal Railroad Administration. I learned about it through social media and my homeowner' s association just recently. For a project this large with such a devastating impact on property values, properties owners should have been notified directly.  | Public Involvement |
| 1/7/2015   | Deborah Pfeiffer-Traum       | I attended our neighborhood meeting with Judge Eckels, who was unable to answer any questions about design of the project through this area, speed, noise, or effects of the electromagnetic field, etc. It was very unclear why, other than cost, alternative routes, which seemed to make more sense, were eliminated from consideration by this for-profit venture. I would hope that, as stakeholders, we could be truly informed about what is planned and allowed to have real input before it is too late.  | Public Involvement |
| 1/7/2015   | Dian Austin                  | Clearly, the investors have not thought this out very well or very far into the future or they would not even consider placing a train route in densely populated urban areas. Neither have they been transparent or pro-active in efforts to involve the public in decisions about this project. That's unacceptable for a company that would have so great an impact on the public. I would not trust them to competently manage this project given their track record which appears much more on how to make a lot of money fast and not on what the needs are of the larger community. Some projects cannot be managed ethically by strictly private interests and this is one. All statements on the TCR website are PR statements without hard, valid, reliable data to back up these claims of no harm to the surrounding communities, or significant improvement in the transportation needs of Houstonians, or guaranteed long term profits to investors. What studies there may be studies from other cities and not the specific issues that need to be considered for Houston. They are not objective or focused on the relevant points.   | Public Involvement |
| 1/7/2015   | Diane and Fred Simmons       | The lack of communicating the public notice meeting locations and the poorly published route maps are inexcusable. Texas Central Railway has already shown their complete lack of consideration and respect for residents and small businesses in this area by "hiding" the real truth and consequences.   | Public Involvement |
| 1/7/2015   | Diane Simmons                | The lack of communicating the public notice meeting locations and the poorly published route maps are inexcusable.   | Public Involvement |
| 1/2/2015   | Don Agan                     | In the last meeting held by the FRA (December 4, in Navasota, Texas), 350 citizens attended even though there was no notice send [sent] to affected landowners nor any other public announcement. All 350 citizens who were present attended solely as a result hearing about the meeting via word-of-mouth. 100% of those in attendance were opposed to the HSR.  | Public Involvement |
| 12/2/2014  | Don M Garrett                | First of all, I would like to thank Senator Hegar and our State Representative Cecil Bell, because without their intervention, I doubt that we would be having a scoping meeting tonight. I find it interesting from the standpoint that TxDOT did not bother to notify us of this process. It's not like we have not been through this process before. Approximately seven years ago, we had the Trans-Texas Corridor try to come through this county. And we were very familiar with the draft environmental impact study process. We fought it very vigorously. And we opposed it to the Waller County Subregional Planning Commission. We sparred very heavily. And I wanted to let Mrs. Neeley know that --tell Mr. Booher that Don Garrett and Trey Duhon said hello and we look forward to sparring with him again.   | Public Involvement |
| 10/21/2014 | Donna Huerta                 | Map of rail.<br>Dallas County Commissioner Mike Cantrell's executive assistant requested a jpg of the map that was on display at the public meeting tonight. Can you send me one so I can get it to her?   | Public Involvement |
| 11/10/2014 | Dorothy Parungao             | I think the FRA and other parties need to do a better job informing residents and elected officials of the county. I found it very bewildering that elected officials who represent us in the county did not even know of these meetings etc   | Public Involvement |
| 1/8/2015   | Doug & Yolanda Campbell      | We are writing you to comment on the proposed construction of Japanese Powered High Speed Rail Project in Texas / Grimes County, to connect Houston to Dallas.<br>We and our neighbors have only been to only one meeting concerning the proposed construction of This Japanese Built High Speed Railroad through the middle Grimes County. Even when the proposed project was finally unveiled, "scoping meetings" were only scheduled in two of the rural counties most affected by the planned routes. No meetings were scheduled in Grimes, Leon, Madison, Montgomery or Waller counties. Meetings were held in Walker County and Brazos County, even though neither of the two routes remaining in consideration crosses either county. A meeting was finally held in Grimes County after a few Grimes County citizens and officials learned of the proposed route and complained about the lack of any public meeting.<br>The Citizens and Property Owners of Grimes County DO NOT WANT this Built in TEXAS and more specifically not in Grimes County. The FRA, TRA and TxDot, are pursuing this idea without any public input and behind closed doors. These people are not listening to the residents of Grimes County. | Public Involvement |
| 1/9/2015   | Doug Villaescusa             | Once you have answered all of our questions, will there be a period for us, the citizens of the Great state of Texas, to comb through all of your answers and to then formulate and come back to you with further questions of concerns?<br>If we truly are in the very early stages of this process as Mr. Eckels told us over and over again, then we should be given the opportunity to come back to you after January 9th. This is going to effect our Texas deep into the 21st century and we should make sure that everything is done right.   | Public Involvement |
| 1/9/2015   | Douglas Miller               | I appreciate the opportunity to submit comments concerning the proposed high-speed rail line (HSRL) between Dallas and Houston. I submit the following comments as an interested citizen and resident of Pinehurst Texas, a community in or near the BNSF Option 1 corridor, and not in any other capacity.<br>I take exception to the scoping process to date because:<br>Public outreach has been woefully inadequate. I first became aware, via a radio news report, of the proposal and the public scoping meetings the evening of December 2 2014, less than 24 hours before the public scoping meeting in Tomball Texas (which I attended, after having had to re-arrange and disrupt my schedule to do so.) The public scoping meetings were scheduled several weeks prior to holding the meetings and as such there should have been much more publicity, much earlier. Since many people do not read newspapers or watch television or listen to the radio, direct mailing of information to all stakeholders potentially affected would seem to be necessary.  | Public Involvement |
| 10/18/2014 | Dr. Brenda Riels Fahler      | I am interested in staying informed about project planning and progress as we are located midway between Houston & Dallas, in close proximity to I-45, and feel that we will surely be directly impacted by this project.  | Public Involvement |
| 10/16/2014 | Dr. Rick Dulas               | How can you possibly be ready for public comments if you do not have maps and proposed plans on this website. This begins to smell worse than the California HSR boondoggle. One wonders how much graft and corruption are involved with Texas Central High-Speed Railway LLC...   | Public Involvement |
| 12/15/2014 | Ed Sereno                    | I want to be informed of the project and the route as I am opposed to the HSR passing through Winter Street in the First Ward in Houston   | Public Involvement |
| 1/9/2015   | Elected Official - Ben Leman | WHEREAS, the Commissioners Court of Grimes County, Texas is concerned about the timeline, short notice, lack of overall information and lack of adequate responses to questions and concerns of the people of Grimes County, Texas by the Texas Central High Speed Railway, LLC for this project because proper examination is necessary in order for state and local officials to conduct proper analyses and to communicate the results thereof to their constituents;   | Public Involvement |

| Date       | Contact Name   | Request/Comment  | Comment Topic      |
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| 12/2/2014  | Elected Official - Trey Duhon, Waller County Judge Elect | I'm the Waller County Judge Elect. I appreciate you being here tonight. As you can see from the turnout, there's quite a few people in Waller County that are interested in this project. As you may recall, the last time that we met, I was not happy. I had to go to a meeting in Huntsville in Walker County. And during that meeting, I expressed my dismay that despite the fact that we have a preferred route running through Waller County, nobody in Waller County had received any notice whatsoever about the six public scoping meetings that were taking place. I am happy to say that because of the efforts of a lot of people in this room, including our State reps, that you are here today and you can see for yourself that there's quite a few people that are very interested in this project and are ready to give their public input. I know that Judge Beckendorff, our current county judge, has already sent a letter expressing the county's opposition to this project. Obviously, I am not happy with the way that the notices have been done so far. As you're aware, federal laws, especially NEPA, require coordination with local planning authorities. And I'm happy to say that we have one of those local planning authorities here, the Waller County Subregional Planning Commission. Shortly after that October 28th meeting, we had a meeting of the Subregional Planning Commission on November 10th. And we unanimously voted to request coordination with the Federal Railroad Administration and with TxDOT regarding this particular project. I have sent those letters by certified mail. I know they have been received. I have not received any response as of yet from the Federal Railroad Administration. I am currently serving as president of the Subregional Planning Commission. I have brought additional copies with me here this evening. Obviously, in requesting coordination, we are asking that we be treated as equal partners in this process. And we are asking that the Federal Railroad Administration, to the greatest extent feasible, work with Waller County and work with our citizens to make sure that this project is done in accordance with what our plans are for our county. And I can assure you we have a lot of plans for this county. This county is a very rich county. It's rich in culture. It's rich in natural resources. You're going to hear from a lot of people tonight that are going to tell you about that. You're probably not going to hear from a lot of people that are in favor of this project as far as Waller County's concerned. And I am here to let you know that we are going to represent those folks through the coordination process. So we are making sure that you know that you have the duty to coordinate with us, that that coordination is equal partners. The term coordination -- and I'm sure you're aware of this. All federal agencies know what coordination means, that we have to be treated as equal partners in the process. I appreciate your time here. I look forward to hearing the comments of all the folks that have come tonight. Thank you for your time. | Public Involvement |
| 1/6/2015   | Elizabeth Newton Hayes                                   | We were unable to attend the community meeting in our area. I was very disappointed since there seemed to be little correspondence prior to this meeting to inform people with plenty of advanced notice. I wish notices were sent out from the project organizers (by mail or fliers?) to neighborhoods near the proposed routes. My initial reaction is that there has not been enough publication/community outreach to inform the people what is going on, especially those in close proximity to the planned routes, especially if the goal is to have all comments in by this Friday. Today is the first time I've seen this website. Iso, it would be great if any case study information was available for other past projects with HSR and this model of train, and what were some of the impacts (home value?), outcomes, and lessons learned, especially pertaining to the communities where the tracks run through? I am looking forward to being on the mailing list and receiving project updates and hopefully more advanced notice of future meetings, as I would like to attend. Thanks!  | Public Involvement |
| 12/4/2014  | Elizabeth Robinson                                       | The EIS is supposed to take the effect on people into consideration. However, notification of the public and specifically those people that would be most affected has been poor at best.  | Public Involvement |
| 1/8/2015   | Elizabeth Vargo  | It has recently come to my attention that there is a proposal for a high speed rail running from downtown Houston to downtown Dallas. While I am not opposed to having better modes of public transportation in general or even a high speed rail system (HSR), I am strongly opposed to the current proposed preferred routes that dissect or impact established urban communities. The nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations, and management districts located in the potential impact zones. I was not even aware of the situation until after the Federal Railroad Administration and TxDOT's public scoping meeting.   | Public Involvement |
| 1/8/2015   | Elizabeth Vergo  | It has recently come to my attention that there is a proposal for a high speed rail running from downtown Houston to downtown Dallas. While I am not opposed to having better modes of public transportation in general or even a high speed rail system (HSR), I am strongly opposed to the current proposed preferred routes that dissect or impact established urban communities. The nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations, and management districts located in the potential impact zones. I was not even aware of the situation until after the Federal Railroad Administration and TxDOT's public scoping meeting.   | Public Involvement |
| 1/9/2015   | Emily Stausser   | I am not in favor of the high speed train coming through Cypress, Texas. I was just notified that this may happen. I feel our residents should have been notified sooner. Thank you very much.   | Public Involvement |
| 1/6/2015   | Erin Palkot  | I am also concerned that the information around this expansion has been minimal. The maps released by TCR have been difficult to see without clear street names, meaning that many people in Oak Forest, one of the largest subdivisions in Houston, are mainly unaware that the proposed route literally cuts through our neighborhood.   | Public Involvement |
| 1/9/2015   | Ernest D Fruge   | The last point I would like to make is that I and many others who are effected are very, very upset about the lack of notification of the earlier "scoping" hearings carried out by the FRA in and around Houston. These were not adequately advertised. I probably do not understand the complete process, but one such meeting for a city of this size seems absurd. Thank you for your consideration.   | Public Involvement |
| 1/7/2015   | Ernest Fruge   | The last point I would like to make is that I and many others who are effected are very, very upset about the lack of notification of the earlier "scoping" hearings carried out by the FRA in and around Houston. These were not adequately advertised. I probably do not understand the complete process, but one such meeting for a city of this size seems absurd.   | Public Involvement |
| 11/14/2014 | Evan Michaelides   | Most disturbing of all is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of next year. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place.   | Public Involvement |
| 11/12/2014 | Fred Baccus  | I have just learned of the above project and since one alternative route is beside the Power Line which runs through my property, I am very concerned! Please furnish me with a map and a contact name and phone number to speak to someone who can answer all my questions.   | Public Involvement |
| 11/30/2014 | Gail Cieskiewicz   | I live at 1803 Haverhill Drive. I cannot attend a public scope meeting and just read about the project. I would like to see the street maps of the project routes (alternatives also). Can this be e-mailed to me?   | Public Involvement |
| 10/28/2014 | Gail Delaughter  | Hoping to talk to someone this afternoon regarding public meeting tomorrow night<br>We were hoping we could talk briefly to someone by phone this afternoon regarding the public meeting tomorrow night on the high-speed rail project.  | Public Involvement |
| 1/8/2015   | Gary Gray  | FRA and TxDoT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDoT does when attempting to attain right of way for transportation corridor expansion.  | Public Involvement |
| 1/9/2015   | George Craig   | As a homeowner in the Oak Forest Neighborhood in the Houston Area I am absolutely shocked to hear of a possible high speed rail route running down the TC Jester corridor in northwest Houston. We were never notified in any matter at all, whether it be television, mailings, etc... You are not doing your due diligence to inform the community.  | Public Involvement |
| 1/9/2015   | Glenanner  | Please add me to your email list. I would like to know when you will hold additional public meetings concerning the route in Cypress, TX.  | Public Involvement |
| 10/31/2014 | Glenn Beckendorff  | I have come to understand that ethics and morals have little, if anything at all, to do with location procedures of federal projects like high speed rail in smaller counties. To plan such a project through our county and not notify our elected officials, not have a local county public scoping meeting and not contact individual property owners adjacent to the proposed project shows zero ethics and morals on behalf of this project.<br>I ask that we have at least one public scoping meeting in Waller County and that every other county this project could possibly touch and/or affect have one as well. I also ask that the public comment deadline be extended and that a draft EIS not be released until all additional requested public scoping meetings have been held and all public comments have been submitted. Tell us ROW requirements, explain the EIS to our citizens, noise level, pollution levels, how much it cost taxpayers, profit and loss expectations, timelines for the project and if this project is tied to the power line expansion we are studying in the same corridor.<br>I have this subject on our next commissioners court agenda and will expect to have a letter to you shortly after from our entire Commissioners Court.  | Public Involvement |
| 1/8/2015   | Gordon Merritt   | Why am I just finding out about this when it's too late and there has not been a public meeting? I want to know more about what is planned.  | Public Involvement |
| 12/31/2014 | Greg and Melanie Krenek                                  | Will homeowners of properties affected be sent notice of such?   | Public Involvement |



| Date       | Contact Name                          | Request/Comment  | Comment Topic      |
|------------|---------------------------------------|--|--------------------|
| 1/9/2015   | Greg Lukin                            | We and other neighborhood residents, business owners and stakeholders are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected neighborhood and civic associations and management districts located in the potential impact zones. Only one, poorly publicized (and therefore poorly-attended) scoping meeting was held in Houston, a busy city of more than two million people! Other meetings were held in remote locations far from the affected neighborhoods. Even the one Houston meeting was held on the complete other side of town, miles from the affected neighborhoods in north and northwest Houston. Understandably, we and our neighbors feel like TCR and its foreign bankers, with the full assistance and cooperation of the FRA and TxDOT, are trying to sneak something by us, hoping we will not notice until a 40- to 50-foot tall elevated track super-structure appears over our homes and literally steps away from our neighbors' back yards and our churches, parks and schools We deserve and demand better from our federal and state governments. The residents of the affected neighborhoods are well-educated, resourceful, dedicated to their communities and their families' and neighbors' quality of life. We are very interested in this issue. We will not go away.   | Public Involvement |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG) | We are appalled at the process being pursued by the FRA, TxDOT, and Texas Central Railway to try and push this project off on Grimes County and Texas. The lack of transparency, stealth, and outright deception, is shocking.<br>Most citizens of Grimes County were not aware that anyone was proposing to split the county down the middle with a high speed railroad until shortly before the public meeting held in Navasota on December 4, 2014. That appears to be by design, and not by accident.<br>According to TxDOT's State Rail Plan, this project has been in the works for several years. The Rail Plan reveals that TxDOT received a 15 million dollar grant from FRA to fund the preliminary engineering and environmental work in May of 2011. We are now told that nine possible routes were carefully studied and evaluated, including the two routes proposed through Grimes County – all without any notice to or input from the citizens of Grimes County. Before any notice was given to citizens who will be most directly affected, the I-45 corridor, the only rational route for any new Houston-Dallas transportation system, was wholly eliminated from consideration.<br>Even when the proposed project was finally unveiled, "scoping meetings" were only scheduled in two of the rural counties most affected by the planned routes. No meetings were scheduled in Grimes, Leon, Madison, Montgomery or Waller counties. Meetings were held in Walker County and Brazos County, even though neither of the two routes remaining in consideration crosses either county. A meeting was finally held in Grimes County after a few Grimes County citizens and officials learned of the proposed route and complained about the lack of any public meeting.<br>While FRA promotional materials proclaim that "We want to hear from you," the "scoping meetings" did not consist of "scoping" whatsoever, and public discussion was severely curtailed. People attending the meeting were greeted with breathless cheerleading for the project, not by the alleged promoter, Texas Central Railway, but by the FRA itself. Following lengthy presentations advocating the railway, citizens were allowed two minutes to voice concerns. It seems if FRA wanted to hear from us, it didn't want to hear much. | Public Involvement |
| 1/9/2015   | ibrother7                             | I have a few main questions about the HSR line as proposed that need to be answered before this project should commence:<br>*Why aren't impacted citizens allowed more input into this project through the voting process or through elected officials?  | Public Involvement |
| 1/6/2015   | Imogene Giesinger                     | How can I be apprised of developments in the future?   | Public Involvement |
| 12/3/2014  | Jacquelyn and Jeremy Hornell          | Why were county commissioners and land owners not notified of the potential for this rail to run directly along side homes and neighborhoods? Do you not even care about land owners in these areas? Why do individual people get harmed the most from these billion dollar projects?  | Public Involvement |
| 10/23/2014 | Janet and William Jones               | 1. Newspapers need information - Normangee Star, Jewett Messenger, Centerville News. 2. When do you contact landowners?  | Public Involvement |
| 11/3/2014  | Janet Jones                           | When will you start meeting are sending a letter to land owners of your intentions?  | Public Involvement |
| 12/2/2014  | Janet Jones                           | Our county commissioners have had meetings with these folks months ago. We're just now finding out about these. I've been to these meetings in October. Did y'all get a letter? Did y'all know about this? I got fortunate enough to find out about it. Now, our utility district has sent us each letters that we're having a meeting here this week about the utility; but the train people have not sent us letters. Luckily we have complained enough to get these public meetings going. Okay.  | Public Involvement |
| 1/5/2015   | Janet L. Davis                        | It seems this project hasn't been terribly well publicized or well communicated. We understand that the main reason a few more local Public Scoping meetings eventually were added had to do with a few observant, persistent private citizens with the cooperation of a local judge-elect. Much of the public obviously is quite confused by the purpose of the proposed HSR system, with many unaffected people apparently thinking this might be a nice little commuter train system conveniently taking passengers wherever they want to go.<br>Related to the above comment, various important questions by concerned Texas residents haven't yet been answered. Any answers we've heard have only been vague and general - pie in the sky.<br>The public comments section of the FRA/TxDOT HSR website hasn't been kept terribly up-to-date. For example, I commented in November and for weeks my comments weren't posted (they were always "awaiting moderation"). The day after my second email to address this, more comments suddenly appeared on the forum; however, my own never made it there. Also, no one ever answered my email either. I don't have a great deal of faith, therefore, that our comments made during this Public Scoping phase will be taken terribly seriously either.   | Public Involvement |
| 1/8/2015   | Janette Dennis                        | There was NO Public Meeting held in Montgomery County, Texas. You have been advised of my strong opposition.   | Public Involvement |
| 10/21/2014 | Janice Parson                         | Trying to find map large enough to see details to view the routes that go into Dallas. Requested call back.  | Public Involvement |
| 1/6/2015   | Janice S Martinez                     | Finally, I am disturbed by the aggressive project schedule and the shameful lack of outreach to affected citizens. The rudimentary maps and lack of specific route detail make it difficult to have meaningful discussions. This schedule does not provide appropriate time for all the relevant issues to be researched and considered.<br>In managing this approval process, the Federal Railroad Administration should look to the recent example set by TxDOT in the planning of the I-45 expansion. The scoping process for that project involved no fewer than four rounds of review over a meaningful length of time, but the time invested was well worth it; the final design, which incorporated feedback from the community and their elected representatives, will be a boon for downtown Houston and is far superior to the alternatives originally proposed.<br>I urge you to step back and slow the process down so that approaches can be developed for achieving the project's laudable goals without needless damage to Houston's urban neighborhoods.   | Public Involvement |
| 1/9/2015   | Jason Charles Dubose                  | Residents are very upset and disturbed at the lack of public notification and only one public hearing regarding this. There has been no direct vetting by any of the impacted neighborhoods, and we are opposed to the FRA and TCR's proposal to route a high-speed rail through residential areas.  | Public Involvement |
| 1/9/2015   | Jaunda Payne                          | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.  | Public Involvement |
| 1/5/2015   | Jennifer Hayes                        | Overall, I believe there has been a significant lack of planning and proper surveying done for this project. It is surprising to me how few people are aware of this potentially life changing event that could be happening in our neighborhood. This is not because they are not active and concerned citizens, but because of the lack of advertising done by the FRA/TxDOT and lack of information provided by Texas Central Railway. I ask that you demand Texas Central Railway to address the critical issues that I have highlighted in this letter and explore other routes that will have less of a negative impact than BNSF Option 1.  | Public Involvement |

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| 1/8/2015   | Jennifer Smith               | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers. | Public Involvement |
| 1/9/2015   | Jeremiah Judkins             | FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.  | Public Involvement |
| 12/4/2014  | Jerry Wagnon                 | First of all, I would like to commend the FRA for holding additional meetings in the areas that will be directly impacted by the construction of the Texas Central high-speed rail line. Whether we have families that have been here for many generations or have moved as a refuge from the city, Grimes County residents have been threatened by a series of projects that would have a devastating effect on our natural and cultural environment, so I hope you understand the reticence (to put it mildly) of may of us here tonight when we learned of yet another potential development.<br>I have two concerns in particular.   | Public Involvement |
| 12/7/2014  | Jim Boswell                  | I am a concerned citizen. I have property that is potentially along/on one of the proposed routes of this project. I have received NO information regarding public meetings which were held in December (this past week) at several locations - none were held in Montgomery Co. where the rail line is to pass. I fear that state and federal laws requiring property owner notification have been circumvented. Can you provide rationale as to why notifications of this proposed major project have not been provided? I have also requested an answer to this question from the Texas HSR group.  | Public Involvement |
| 1/9/2015   | Jimmy Fogarty                | Information on this project has been mainly by word-of-mouth. If you were not informed by your friends family or neighbors you probably never heard of the project. Many of these innocent victims of this private equity for-profit venture are not even aware of what is about to negatively affect their lives and their families for generations to come.<br>In Texas we vote for the No Build Option  | Public Involvement |
| 12/4/2014  | Joan Stutts Excamilla        | These are additional comments to the meeting in Grimes County on the high speed rail. We feel insulted that we were added on and tacked to the end of the open meetings when other meetings were held in counties that are currently unaffected. It is a continuing insult to be treated as if we don't matter, and that is one of the environmental impacts is the communities and the people along the route.  | Public Involvement |
| 1/6/2015   | Joanna Waller                | Please keep me updated in the Montgomery County area.  | Public Involvement |
| 12/19/2014 | Joe Burke                    | I am a property owner in Shiro Texas. I have not been able to locate a readable map of the proposed bullet train routes that shows enough detail to show exactly where the routes would cross through Northern Grimes County.<br>Can you point me to a location where the proposed routes can be downloaded or possibly provide a map if available.  | Public Involvement |
| 1/8/2015   | John and Barbara Arnett      | We also find it disconcerting that only one "scoping" meeting was held for the Houston area, and feel that it was very poorly advertised, as we read the Houston Chronicle and watch local news stations every day and did not hear of it. TxDOT is required to hold multiple public hearings before approval of transportation corridor expansion. We feel this train project should have been held to that standard.   | Public Involvement |
| 12/26/2014 | John Dempewolf               | I have property located in close proximity to one of the two proposed routes. I would like to be on the mailing list.  | Public Involvement |
| 1/9/2015   | John Everett                 | First, it is unconscionable to have withheld the information about this route from our residents for such a long period of time leaving us little time before the deadline to comment on the plan as set by the Federal Railroad Administration. We only learned of this plan through an article in a local community newspaper a week before the Christmas holidays. Apparently, we were not alone based on a hastily called Super Neighborhood meeting in which there was barely standing-room only at a high-school (which also sits along that same route.)<br>As we understand it, this route was the "preferred" route chosen among nine other possibilities. We are dumbfounded by whomever chose the route: it certainly was NOT the residents affected. We are suspicious that our neighborhood was ill-informed for this very reason. It reflects poorly on both HSR and the officials involved. The ire expressed at this meeting suggests HSR did so intentionally, and insures the plan will be vigorously opposed.   | Public Involvement |
| 1/9/2015   | John Everett and Kathy Huber | First, it is unconscionable to have withheld the information about this route from our residents for such a long period of time leaving us little time before the deadline to comment on the plan as set by the Federal Railroad Administration. We only learned of this plan through an article in a local community newspaper a week before the Christmas holidays. Apparently, we were not alone based on a hastily called Super Neighborhood meeting in which there was barely standing-room only at a high-school (which also sits along that same route.)<br>As we understand it, this route was the "preferred" route chosen among nine other possibilities. We are dumbfounded by whomever chose the route: it certainly was NOT the residents affected. We are suspicious that our neighborhood was ill-informed for this very reason. It reflects poorly on both HSR and the officials involved. The ire expressed at this meeting suggests HSR did so intentionally, and insures the plan will be vigorously opposed.   | Public Involvement |
| 1/8/2015   | Jon Kane<br>Erin Kane        | Also of concern with regard to this proposal is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of this year. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place. For this reason I urge you to consider and explore other options with regard to the routing of the Dallas-Houston High Speed Rail project.  | Public Involvement |
| 12/2/2014  | JT Spurr                     | Because I was notified by my mother who lives in Jersey Village, Houston, that I need to go to a meeting because a train's going to be running my children over 200 feet away from my front door down your utility road. That's not an effective way to run a meeting. Your recipe, as you used in an analogy, this is a recipe for disaster. You need to notify these people to give them a chance to get here instead 48-hour notice by word of mouth. You might as well be on facebook. And, by the way, you see what does happen with word of mouth. It hasn't started yet.  | Public Involvement |
| 1/8/2015   | Julia Nolte                  | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>There is VERY little information in general and even less in detail, that has been given to the public. It is as if this is trying to be kept a secret.   | Public Involvement |
| 1/9/2015   | Julie Grothues               | I would like to make the following comments about this proposed project:<br>I live in the city of Houston and my neighborhood, Inwood Forest is just east of the BNSF rail line. I attended one FRA public scoping meeting at Lone Star College in Tomball and two town hall meetings held by Super Neighborhoods 22 and 12 in December 2014 and January 2015.<br>The public scoping meeting held in the city of Houston was not adequate and at the very least should have been publicized on radio and TV.   | Public Involvement |

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| 1/9/2015   | Julie Grothues    | I live in the city of Houston and my neighborhood, Inwood Forest is just east of the BNSF rail line. I attended one FRA public scoping meeting at Lone Star College in Tomball and two town hall meetings held by Super Neighborhoods 22 and 12 in December 2014 and January 2015.<br>The public scoping meeting held in the city of Houston was not adequate and at the very least should have been publicized on radio and TV.<br>The public needs to be shown pictures of what the HSR would look like up close. The few pictures that are shown are either taken from a distance or taken from an angle that minimizes the overhead support structure needed to operate the train. The pictures used are also either from rural areas (at a distance) or at urban destinations. No pictures have been presented of an elevated train running thru a residential area.  | Public Involvement |
| 1/9/2015   | Julie Villaescusa | Lack of Transparency - Poor Maps Provided<br>In the December 18th meeting, Mr. Eckles said that his maps were so poorly done that he would prefer to refer to the maps created by the community. His map does not show which train line through First Ward his proposed route would take (there are 2 tracks through First Ward, Mr. Eckles' map shows a fat yellow line that could be either track – I find this extremely disrespectful and dismissive of our concerns – as if it shouldn't matter to us which track is being considered because either way our neighborhood will be destroyed).<br>Mr. Eckles knows that his maps are poor, yet the maps on his website still do not show detail. This is a complete lack of transparency.<br>Proper maps should be provided and the public process should be re-started.   | Public Involvement |
| 1/9/2015   | Julie Villaescusa | I would like to add that holding the only scoping meeting at Reliant Park at 5pm on a work day is ridiculous. Reliant Park is nowhere near the areas that will be affected by the train. This is shameful. This entire process with the State and Federal government is compromised due to this poor decision and should be started over.  | Public Involvement |
| 1/9/2015   | Julie Villaescusa | Lack of Transparency - Poor Maps Provided<br>In the December 18th meeting, Mr. Eckles said that his maps were so poorly done that he would prefer to refer to the maps created by the community. His map does not show which train line through First Ward his proposed route would take (there are 2 tracks through First Ward, Mr. Eckles's map shows a fat yellow line that could be either track – I find this extremely disrespectful and dismissive of our concerns – as if it shouldn't matter to us which track is being considered because either way our neighborhood will be destroyed). Mr. Eckles should provide maps that show every property on every route that they are considering along with the estimated price they will pay. Surely they have these maps.<br>Mr. Eckles knows that his maps are poor, yet the maps on his website still do not show detail. This is a complete lack of transparency.<br>Proper maps should be provided and the public process should be re-started.  | Public Involvement |
| 10/28/2014 | Karyn Dean        | editorial request for images and information<br>We recently received a press release on the proposed high-speed train between Houston and Dallas. This is something we are considering including in our next publication and would like to request a high res image of the proposed route map as well as the N700 train. Is this something you can assist us with?   | Public Involvement |
| 1/9/2015   | Katherine Stinson | We are outraged at the lack of public notice and information provided to the public on this project. During community meetings, responses to basic questions were not answered (speed of train, station locations, etc.). Nine routes were initially proposed, which was unclearly reduced down to two routes with no vetting by affected parties in these impacted zones. Holding one meeting at NRG (located considerably outside of the proposed impacted zones) is not sufficient for a scoping and comment gathering. This was unfair to the potentially affected parties and has created a tremendous element of distrust. Allowing a private company to utilize federal government power to obtain land without due public process, is unjust and also adds to the element of distrust.<br>We hope this project will select a more reasonable route than through our valuable urban communities for this business purpose. We also hope that the project will operate with more open, honest, and fair practices.   | Public Involvement |
| 1/8/2015   | Kathleen Nasir    | We are concerned with problems that have not been addressed and the fact that we are just now hearing about this project. Why has it been kept so quiet and so difficult to find out information?  | Public Involvement |
| 1/8/2015   | Kelly Lutz        | I am appalled at the character of the politicians and big businessmen who seek to pass this high speed train by the citizens and who try to convince the public that it is in our best interest. I am further appalled at their ability to pretend that the community meetings along with their request for input and ideas from the citizens will have any impact on their decisions. I am convinced that their focus, as businessmen and investors is on their profits, and that the meetings and input from the citizens is nothing more than a political pacifier. By nature, I am a trusting person, and have faith in our country and the men and women who serve the community and believe that everyone is motivated by the desire to do good, to contribute to the wellbeing of the whole, and that there is a human level of commitment to our fellow citizens. However, I have been forced to accept that this is increasingly not so, and that the trust that I have put into the hands of those who are supposed to represent me are far less interested in serving the public than they are interested in making a profit. I firmly believe that it is far more difficult to trust and to be betrayed than to be cynical and never trust at all. However, I will not become a cynic, and I will remain hopeful that the voice of the people will be heard and that a decision on the high speed train will be made that will benefit everyone. It has been said that the route through Garden Oaks would be preferable because it would impact the smallest percentage of people, but for those whose homes and quality of life are affected by having a train run through their property, the impact is 100%. | Public Involvement |
| 1/5/2015   | Kenan Branam      | If there is a substantial outcry and objection from citizens and homeowners in this area, will the FRA approve this anyway?<br>There has been insufficient information and notice about this project. Tonight we were given a 5 day window to contact you about our objections.  | Public Involvement |
| 11/10/2014 | Kenneth C Kerns   | Why were absent land owners not notified about this project? Owner records are readily available! I am against this project as it presently stands.  | Public Involvement |
| 12/23/2014 | Kristen Washam    | Lack of transparency and public notification/involvement for the affected communities. The maps that you show on your website do not show details and make it very obvious you are trying to skirt by without any opposition from the public. Shame on you.  | Public Involvement |
| 1/9/2015   | Kristi M. Grizzle | Please accept my comments on the Texas High Speed Rail for the EIS. I live in the Oak Forest area of Houston and the proposed line would run 6 block from my home.<br>1. Our neighborhoods are furious about the lack of public notification. Nine routes proposed in July were reduced to only two preferred routes in October without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones. It is unclear how these decisions were made.   | Public Involvement |
| 12/9/2014  | Kyle Workman      | I respectfully request the following information (portions have been previously requested):<br>Please provide more detail is to the involvement and responsibility of TXDOT. Why was TXDOT not a part of the presentation crew, particularly given the FRA's statements regarding TXDOT's importance of understanding the state and regional transportation needs?<br>Please detail what makes the "rural" land between the two cities "ideal". This was a component of the slide show. Why was this removed from the version on the website?<br>What other changes did you make to the presentation materials, other than removing "ideal" from slide #10?<br>My final respectful request is that the FRA/TCR/TXDOT/URS all work together to reduce the misinformation and speculation by providing consistent, accurate, and coherent information.<br>Having personally attended 5 meetings I heard different "facts" and arguably deliberate misinformation being propagated by the FRA. Misinformation creates confusion, confusion creates hysteria and panic.<br>I will be happy to discuss with whoever is interested. I ask you to consider my comments and respond accordingly.   | Public Involvement |

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| 12/4/2014 | Lane Parish             | I'm from the Heights. I live in Houston, Texas. I'm a certified cost engineer. I do project analysis for a living, but I only found out about this on a blip on the radio yesterday. If -- I would like to ask -- first of all, thank you for letting me speak. Secondly, that's been said. In the future you said you're going to have meetings. Give us a little more notice because I did not have time to prepare as much as I would like to.  | Public Involvement |
| 1/8/2015  | Larry and Patricia Cook | We are writing you to comment on the proposed construction of Japanese Powered High Speed Rail Project in Texas I Grimes County, to connect Houston to Dallas.<br>We and our neighbors have only been to only one meeting concerning the proposed construction of This Japanese Built High Speed Railroad through the middle Grimes County. Even when the proposed project was finally unveiled, "scoping meetings" were only scheduled in two of the rural counties most affected by the planned routes. No meetings were scheduled in Grimes, Leon, Madison, Montgomery or Waller counties. Meetings were held in Walker County and Brazos County, even though neither of the two routes remaining in consideration crosses either county. A meeting was finally held in Grimes County after a few Grimes County citizens and officials learned of the proposed route and complained about the lack of any public meeting.<br>The Citizens and Property Owners of Grimes County DO NOT WANT this Built in TEXAS and more specifically not in Grimes County. The FRA, TRA and TxDot, are pursuing this idea without any public input and behind closed doors. These people are not listening to the residents of Grimes County.   | Public Involvement |
| 12/3/2014 | Larry H. Williams       | The best resolution of your map. Please place higher resolution maps on your website. These maps look shady like your hiding something.  | Public Involvement |
| 1/13/2015 | Larry Jacobs            | Lack of Planning by Texas Central Railway- Different officers and employees of Texas Central Railway have made opposing comments at many of the town hall and scoping meetings. After a 4-year investment, they have not taken the time or spent the resources to draw up their own route plans or provide a picture of what the bullet train coming through would look like. Sometimes they state all financing is private, other times they mention the need for government bonds. Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.<br>Please demand that Texas Central Railway address the critical issues that I have highlighted in this letter.  | Public Involvement |
| 1/9/2015  | Laura Denning           | The Texas Central Railway is a partnership of wealthy politicians who intend to trample the rights of ordinary American citizens. The TCR has deliberately made it as difficult as possible for the public to have any input into the process of approving or rejecting their proposal. Their only concern is increasing their personal wealth.<br>The TCR's 'public hearings' have been sparsely publicized, and have been held in locations as much as 20-25 miles away from the affected areas. Moreover, the meeting times have made it difficult if not impossible for working people to finish their required jobs and be at a meeting when it starts.<br>The subdivision of Garden Oaks is a residential location which has deed restrictions that are enforced, prohibiting any commercial establishment in all lots except four, which are on the northeast, northwest, southwest, and southeast corners of the entire subdivision. Over 10 years ago Exxon-Mobil decided it wanted to build a 24 hour gasoline station, car wash, & convenience store selling alcohol, immediately adjacent to residences.<br>Fully 90% of residents signed petitions protesting Exxon's plan. Good will and community relations notwithstanding, Exxon went right ahead with its intentions, demolished the previously existing building, and opened its profitable business.<br>The most recent development at the Exxon station in our neighborhood has been an armed robbery, which was conducted last summer by four men with armed with pistols. Thank you, Exxon, for introducing armed violence right next door in to homes our family oriented neighborhood.<br>The Texas Central Railway has exactly the same lack of regard for residential neighborhoods that Exxon has. | Public Involvement |
| 1/9/2015  | Laura Eaton             | We are in Blackhorse Ranch, in a home that backs immediately to House Hahl Rd. Obviously we would be impacted by any new rail plans and I am a bit stunned that there has been "little to none" communication regarding any community meetings, plans, and especially a High Speed Train in our back yard.<br>There was an article in The Chronicle this weekend about the proposed plan for I-45, but nothing about Cypress.<br>Please provide insight, let us know where to access details and actually speak to someone.  | Public Involvement |
| 1/7/2015  | Laura Havel             | Neighbors are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas.<br>Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion.<br>Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Public Involvement |
| 1/1/2015  | Lauren Michaelides      | Beyond the issue of the route itself, one thing is clear. The process needs to slow down to allow for proper outreach to Houston's citizens for their review and input. Just as TXDOT engaged extensively with the community to come up with the best route possible for its I-45 expansion project, so too should the Texas Central Railroad and the Federal Railroad Administration with regard to this project. Up to this point, there has been woefully little outreach, and many property owners who may potentially be affected, are unaware at this point of the threat to their property.   | Public Involvement |
| 1/8/2015  | Laurie Hazzard          | I am angry about the lack of public notification and the small maps published online. They lack adequate detail to communicate the route's impact on me and my neighbors. The nine routes proposed in July were reduced to two preferred route, based primarily on density studies without any vetting by affected neighborhoods & civic associations located in the potential impact zones. FRA & TxDOT held only 1 public scoping meeting for these two preferred routes entering residential neighborhoods in Houston. It was at NRG on a week day at a time inconvenient for the working people living in the homes directly affected by the proposed routes. Private companies should be required to follow a public process of 3 public scoping rounds with comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal government power to obtain land without due public process is not fair to the residents, businesses & neighbors that would bear the brunt of its disruption, for the benefit of a small percentage of travelers. I am opposed to the FRA & TCR acquiring land in my neighborhood through eminent domain for private for profit rail when viable alternative routes exist which can achieve the transportation goals & minimize hardship on my neighbors & I & our local businesses.   | Public Involvement |
| 1/9/2015  | Laurie Hazzard          | I live 1/2 block from the proposed red route so I want to be kept informed as we move thru this process. I am angry about the lack of public notification and the small maps published online. They lack adequate detail to communicate the route's impact on me and my neighbors. The nine routes proposed in July were reduced to two preferred route, based primarily on density studies without any vetting by affected neighborhoods & civic associations located in the potential impact zones.<br>FRA & TxDOT held only 1 public scoping meeting for these two preferred routes entering residential neighborhoods in Houston. It was at NRG on a week day at a time inconvenient for the working people living in the homes directly affected by the proposed routes. Private companies should be required to follow a public process of 3 public scoping rounds with comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal government power to obtain land without due public process is not fair to the residents, businesses & neighbors that would bear the brunt of its disruption, for the benefit of a small percentage of travelers.  | Public Involvement |

| Date       | Contact Name         | Request/Comment   | Comment Topic      |
|------------|----------------------|---|--------------------|
| 12/23/2014 | Leanna Sparacino     | Most disturbing of all is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of next year. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place.<br>This is no way to run a railroad. Instead, the Federal Railroad Administration, which is managing the approval process, should look to the recent example set by TxDOT in the planning of the I-45 expansion. The scoping process for that project involved no fewer than four rounds of review over a period of several years, but the time invested was well worth it; the final design, which incorporated feedback from the community and their elected representatives, will be a boon for downtown Houston and is far superior to the alternatives originally proposed.<br>I hope you will give these creative proposals the careful consideration they deserve. Above all, I urge you to step back and slow the process down so that approaches can be developed for achieving the project's goals without needless damage to Houston's urban neighborhoods.   | Public Involvement |
| 12/23/2014 | Leslie Sparacino     | Most disturbing of all is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of this year. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place.  | Public Involvement |
| 12/23/2014 | Leslie Sparacino     | This is no way to run a railroad. Instead, the Federal Railroad Administration, which is managing the approval process, should look to the recent example set by TxDOT in the planning of the I-45 expansion. The scoping process for that project involved no fewer than four rounds of review over a period of several years, but the time invested was well worth it; the final design, which incorporated feedback.   | Public Involvement |
| 1/9/2015   | Linda W. Echterhoff  | Frankly and honestly, the dissemination of information regarding TCR's HSR Project to the potentially affected neighborhoods during the Public Scoping phase has been abysmal. My husband and I are the homeowners of record at [sic] since its real estate closing in June 2013, over one year before the October 29, 2014 Public Scoping meeting in the City of Houston, about which we were never made aware. The first we became aware of TCR's HSR Project was in early December through the First Ward December 2014 Community Newsletter, less than two weeks prior to the presentation of the TCR HSR Project at the Super Neighborhood 22 Council meeting on Thursday December 18, 2014. Had the public comment submission deadline NOT been extended from November 14, 2014 to January 9, 2015, neither my husband nor I, nor others in Super Neighborhood 22 would have even heard of the TCR HSR Project in time to comment as part of the Scoping Document.<br>Additionally, in my discussions with other Super Neighborhood 22 residents, homeowners, landowners and business owners, many that I spoke with had only become aware of the TCR HSR Project through word of mouth from their fellow concerned Super Neighborhood 22 residents, homeowners, landowners and business owners. As an example, only 33% of those I spoke with about the TCR HSR Project in my area of the First Ward had even received the First Ward December 2014 Community Newsletter. The lack of sufficient news dissemination about the TCR HSR Project to Super Neighborhood 22 residents, homeowners, landowners and business owners prior to and during the Scoping Phase should be considered to have had a strong negative impact on the number of comments that will be received during the Scoping Phase of the Environmental Impact Statement from Super Neighborhood 22 residents, homeowners, landowners and business owners. As a result, in my opinion, the low percentage of comments actually received by the January 9, 2014 deadline for receipt of comments for inclusion in the Scoping Report versus the total number of Super Neighborhood 22 residents, homeowners, landowners and business owners in no way should be fully reflective of the high level of concern that all Super Neighborhood 22 residents, homeowners, landowners and business owners have for the impacts of the TCR HSR Project solely. | Public Involvement |
| 11/5/2014  | Lindsey              | There is definitely need for more public input on this project, despite being privately funded. The public should be informed of more details on this project including any intermediate stops, more finite pricing (\$300 is double in price of a plane ticket between the cities and I believe rail should be an affordable travel alternative), impact on suburban and rural areas, and economic challenges we may cross with this.  | Public Involvement |
| 12/1/2014  | Lisa Sullivan        | I did not have an opportunity to put together any kind of statistical data because I only found out about this two weeks ago, so going back to the whole transparency and the communication, there was not any. I learned from my sister-in-law, Carma Sullivan -- she was just up -- and through Facebook, so I guess hopefully with the e-mails that are being collected, maybe we will now be informed a little better.  | Public Involvement |
| 12/15/2014 | M Sparacino          | It is my understanding that "Final" selection of a route is expected as soon as the first quarter of next year "2015." In a project where eminent domain is expected to be used to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place. This prompt selection does not provide time for all the relevant issues to be conveyed and considered which in turn would allow for meaningful dialog with community stakeholders. In a nutshell, I am asking that a final selection not be made until community stakeholders have been given ample time to learn the facts of the proposed route and provide comments. I appreciate your thoughtful consideration of this matter.   | Public Involvement |
| 10/28/2014 | Marian Lyde          | I found it interesting that your public meetings on the high speed rail are located in counties such as Brazos and Walker counties yet the majority of the proposed lines run through Grimes county in this area. The residents of Grimes county will be those that are negatively affected by this rail not Brazos or Walker.  | Public Involvement |
| 10/28/2014 | Marilyn Bettes       | Extremely concerned that no consideration was given to Grimes county - your lack of effort to notify GC citizens says you really don't care and you knew GC citizens would oppose. I am 100% opposed!! Taxpayers will ultimately pay. I believe we pay your salary and those of all TxDOT employees.  | Public Involvement |
| 1/10/2015  | Mark Saranie         | Notification of the proposed HSR was kept under wraps, being exposed very recently to the affected communities, most likely in the hopes no opposition would arise due to the very short time given for public protest.   | Public Involvement |
| 1/13/2015  | Mary Anne Piacentini | Lack of options - I understand that the developers of this project considered more routes than the two shown at the public scoping meetings, but there was no forum for public input on those routes that were not selected for further study. I believe that the public should have been involved in the earlier deliberations.<br>Lack of adequate notice - I believe that more and better public notice should have been provided for the scoping meetings that you held. I know that you set up an additional round of public scoping meetings in December because elected officials and the public were concerned that not enough of the impacted parties had been notified. I learned of the meeting through word of mouth and not by receiving a written invitation or seeing a notice in local newspapers, and a number of people at the December meeting in Waller would not have attended had not the Katy Prairie Conservancy run an article in its monthly newsletter about the meeting.<br>I would like to be placed on the mailing list to continue to receive updates about this project.<br>Again, thank you for an opportunity to comment on the project.  | Public Involvement |
| 1/9/2015   | MaryJane McReynolds  | I was not able to attend any of the public meeting you held last fall. I know of many other citizens in my community also missed your meetings. The announcements and publicity for them was limited, which reduced our ability to learn about the meetings and attend.   | Public Involvement |
| 1/9/2015   | Matt Roesler         | You must put more importance on the quality of life for adjacent business and residential neighborhoods to get the public to support your project.  | Public Involvement |
| 1/7/2015   | Melinda Hughes       | In the last meeting held by the FRA (December 4, in Navasota, Texas), 350 citizens attended even though there was no notice sent to affected landowners nor any other public announcement. All 350 citizens who were present attended solely as a result hearing about the meeting via word-of-mouth. 100% of those in attendance were opposed to the HSR.  | Public Involvement |
| 1/9/2015   | Michael Dreiss       | Opposition is based on the following points:<br>Communication of the route process has not been properly or timely "communicated"   | Public Involvement |
| 10/20/2014 | Michael Evans        | Alternative Alignment Maps. Do you have higher resolution maps and/or GIS layers you could provide for the proposed routes from Dallas to Houston? Thank you.   | Public Involvement |
| 10/23/2014 | Michael Guidry       | Dallas Houston High Speed Rail. I think it's about time for such a project. I saw this morning that maps of a couple of proposed routes for the high speed rail had been released, but the only things online are two .jpg's that are so lo-res as to be useless. Are any high res versions available for download? Would appreciate a link.  | Public Involvement |

| Date       | Contact Name             | Request/Comment  | Comment Topic      |
|------------|--------------------------|--|--------------------|
| 10/27/2014 | Michael Luther           | Michael Luther does not have access to the internet, so he'd like a copy of the presentation mailed to him.  | Public Involvement |
| 1/8/2015   | Michael Petrini          | Given the magnitude of the project's impact, the public notification process can best be described as abysmally shameful. There was little thought given between July and October of this year to properly discuss with civic clubs, local business partnerships, and other community leaders the neighborhood impacts when the routes were narrowed from nine routes to two. I only learned about the January scoping meeting at a very late date myself, and if more of my neighbors knew of these dreadful designs they would be in an uproar and hundreds more would have gladly attended. I intend to spend some of my leisure time distributing literature about the project to alert my fellow neighbors and join in the growing community effort to 'derail' this project's sinister encroachment into our lives. Also at the meeting, the TCR pictures shown to the audience in the presentations were all from Japan and none of them presented the trains in a residential setting. It almost reminded me of a vacation timeshare too-good-to-be-true sales pitch displaying a luxurious hotel with an ocean view but upon the vacation arrival one is faced with a 1 star room and a unscentic view of a sanitation district. Bait and switch. | Public Involvement |
| 1/6/2015   | Michele Nicol            | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDoT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDoT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.   | Public Involvement |
| 10/20/2014 | Mike Bui                 | Dallas Houston High Speed Rail GIS Layers.<br>My name is Mike Bui and I am with Harris County Precinct 4. I am requesting for a Dallas Houston High-Speed Rail ArcGIS Layers for Precinct 4 Commissioner Jack Cagle. Please let me know what would I need to do to receive the GIS Layers.   | Public Involvement |
| 12/2/2014  | Ms. Lee Kobs             | Now, this -- another thing is the notices. If it wasn't for the Katy Prairie Conservancy e-mailing me, I would have never known about this meeting. Nobody on my road, other than by word of mouth from me today trying to get people to come who either couldn't get home from work in time or had other meeting plans for something else, could not be here. You should have stuck postcards or letters or something in everyone's mailbox, especially people that it's going to affect. It's very sneaky. Now, you could put it back of a Penny Saver and say you got -- everybody got notice. But if it wasn't for certain things just here and there and out of the luck of the draw I got an e-mail yesterday, I wouldn't have been here to hear any of this. But I guarantee if you hold another meeting, because everybody in here is going to be telling everyone they know, the next one you have, you won't be able to fit the people in here.  | Public Involvement |
| 1/6/2015   | Nancy Tune               | We were totally unaware of the plans for a HSR, until a friend called about a meeting in Navasota the beginning of December. I attended and came home very troubled. None of our neighbors and friends knew about the meeting or plans for the HSR.  | Public Involvement |
| 1/8/2015   | Nathan & Courtney Keiser | We and our neighbors have only been to only one meeting concerning the proposed construction of This Japanese Built High Speed Railroad through the middle Grimes County. Even when the proposed project was finally unveiled, "scoping meetings" were only scheduled in two of the rural counties most affected by the planned routes. No meetings were scheduled in Grimes, Leon, Madison, Montgomery or Waller counties. Meetings were held in Walker County and Brazos County, even though neither of the two routes remaining in consideration crosses either county. A meeting was finally held in Grimes County after a few Grimes County citizens and officials learned of the proposed route and complained about the lack of any public meeting.<br>The Citizens and Property Owners of Grimes County DO NOT WANT this Built in TEXAS and more specifically not in Grimes County. The FRA, TRA and TxDot, are pursuing this idea without any public input and behind closed doors. These people are not listening to the residents of Grimes County.   | Public Involvement |
| 1/8/2015   | Nazih Nasir              | Our neighborhood (SN12), as well as surrounding ones are greatly opposed to the proposed HSR through our homes and our daily lives. We do not want the extra noise, vibration, pollution, and problems in movement from place to place.<br>We are concerned with problems that have not been addressed and the fact that we are just now hearing about this project. Why has it been kept so quiet and so difficult to find out information?   | Public Involvement |
| 12/4/2014  | Nina Pettiet             | Most of us here tonight want to know one thing -- how is this train going to affect me and my property. A legible map showing CLEARLY the proposed routes as well as clearly marked and identified roads and streets so that we can get a clear picture of our address and our property's proximity to the rail. It would seem that would be possible at this juncture in the project with the \$\$\$ the project has at it's disposal.  | Public Involvement |
| 1/14/2015  | No Name                  | Can you provide an accurate mapping of the proposed route for the dallashoustonhsr? Can you provide specific information concerning the area to be effected, i.e., Grimes County, township, street names, property locations? Has it been determined when this project would begin and the estimated time for completion? Is there a proposed 'utility' project separate from the dallashoustonhsr project in the same identified area?  | Public Involvement |
| 12/15/2014 | Noah Taylor              | First, the expedited planning process for this project and lack of community outreach is unsettling. I only recently found out about this project via a First Ward Newsletter. The secretive nature of this project leads me to believe TCR does not care what kind of impact their project has on established neighborhoods. Community stakeholders deserve to be heard and a majority of people don't even know what's being proposed. Slow The Process Down & Let The People Speak!   | Public Involvement |
| 1/6/2015   | Peri Mashburn            | There was little to no public notification of the public scoping meeting held at NRG Center, this site is not even close to the proposed lines and would appear to have been chosen to thwart public participation.  | Public Involvement |
| 1/12/2015  | Philip Gaydosik          | I would recommend that this be held for an additional 6 month review at minimum for further input from the public to become further informed as well as further review of the project as a whole.  | Public Involvement |
| 12/4/2014  | Phillis Allen            | Why were all of the meeting held in counties that this will not effect as much as Grimes Counties first? Where or Why Brazos Co. effect.   | Public Involvement |
| 1/6/2015   | Phlip Salerno            | Neighborhoods are furious about the lack of public notification and the small maps published online lack adequate detail to communicate route impact on Houstonians.<br>The Federal Railroad Administration (FRA) and the Texas Department of Transportation (TxDoT) held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of three public scoping rounds with public comments as TxDoT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use the governmental power of eminent domain to obtain land without due public process is unfair to the residents, businesses, and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers. It is also fails to fulfil the spirit if not the law for the use of eminent domain in Texas based upon the previously mentioned amendments and statutes.   | Public Involvement |
| 12/1/2014  | Phyllis Robinson         | I just wanted to make a little point that I'm very disappointed in the lack of notice that I've received just as a property owner, no elected official or anything, in finding out about the rail system in general. I thank goodness for small town newspaper and for coffee shop talk that I was able to find out that it was even going in. And I really think that it's very premature to call a deadline for comments on January 9th and I really think that you should revisit that deadline seriously to give everyone an opportunity to organize, put their thoughts together and come up with some viable arguments that will withstand the skewed arguments that you're giving us as probe for this railroad.  | Public Involvement |
| 12/2/2014  | Phyllis Robinson         | I didn't have the time that the rest of y'all did to prepare this. I'd like to welcome y'all to a hostile environment that you created by the very aspect that you didn't bother to let anyone know. Maybe some higher-ups, maybe some people with money, but the individuals that this is going to impact had no knowledge. We don't appreciate it.   | Public Involvement |



| Date       | Contact Name       | Request/Comment   | Comment Topic      |
|------------|--------------------|---|--------------------|
| 1/9/2015   | Raajen Patel       | <p>CONCERNS WITH THE PROCESS AND JUSTIFICATION</p> <p>(1) The initial process has been opaque. The website <a href="http://www.dallashoustonhsr.com">http://www.dallashoustonhsr.com</a> has little information. Routes are proposed with a vague sentence of justification. Public scoping meetings were not well publicized. I only found out about the January 5th town hall through a newsletter from my civic club. If the high speed line is to be most useful to the most number of people, the process should be open and transparent from the very beginning.</p> <p>(2) The main proposed route information on the website consists two large maps, one with nine routes, the second with two, with little technical justification for the choices. There are bullet points on the map in the newsletter with vague comparisons like "more" or "fewer", but no tables or sources. These route choices were made without the input of super neighborhoods, civic associations, or management districts. They take awkwardly sharp turns for a high-speed bullet train, and lead directly through neighborhood streets. Even the president of TCR, at the town hall meeting, said he'd wanted different routes, preferably ones along highways. Please make available detailed technical information and justifications for all nine initially proposed routes.</p>   | Public Involvement |
| 1/8/2015   | Randy Crawford     | I am unaware of any meetings being held in Cypress which is a high growth area in Harris County on one of the proposed routes. Is there information available now that summarizes the scoping report meetings?  | Public Involvement |
| 1/9/2015   | Randy Odinet       | <p>Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.</p> <p>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.</p>   | Public Involvement |
| 1/7/2015   | Rebecca Carrington | I am a concerned Houstonian who will be directly and negatively impacted if the BNSF HSR line is approved. Please keep me informed of any and all publicly available information regarding this project. (I have submitted my concerns in detail to this site and my local politicians). Thank you.   | Public Involvement |
| 1/9/2015   | Rebecca Reyna      | GNMD is concerned about the lack of public notification and the small, hard-to-reach maps published online. These lack adequate detail to communicate the route impact on Houstonians. Nine routes proposed in July 2014 were reduced to only two preferred routes in October 2014 based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.   | Public Involvement |
| 1/7/2015   | Rena van Zeelst    | <p>In contrast, I could see a HSR from Dallas to The Woodlands as a final destination or Dallas to west Houston to the Energy Corridor. In my opinion, the best path would be along the Interstate 45 corridor with termination in the Greenspoint area, near Bush Intercontinental. And I am sure there are other ideas out there but since TCR has chosen to work on this project for 4 years without any resident input, I feel left out and literally like we are being railroaded.</p> <p>And please know that this is not a case of "not in my backyard" like it may appear at first glance. We are committed to the lifestyle we have eked out in this part of the city.</p> <p>It's really about a group of private investors looking for the cheapest route to maximize their profit for someone's pet project. They have not been transparent. They have published little to no supporting data. They conveniently forget to invite their engineers to "informational" meetings so they can't answer questions.</p> <p>Please question these private investors. Please ask Texas Central Railway to choose a route that won't infringe on any Houston resident's quality of life..</p>  | Public Involvement |
| 1/7/2015   | Rena van Zeelst    | <p>And I am sure there are other ideas out there but since TCR has chosen to work on this project for 4 years without any resident input, I feel left out and literally like we are being railroaded.</p> <p>And please know that this is not a case of "not in my backyard" like it may appear at first glance. We are committed to the lifestyle we have eked out in this part of the city.</p> <p>It's really about a group of private investors looking for the cheapest route to maximize their profit for someone's pet project. They have not been transparent. They have published little to no supporting data. They conveniently forget to invite their engineers to "informational" meetings so they can't answer questions.</p>   | Public Involvement |
| 1/9/2015   | Renee Duncan       | (5) Is there any way to see the comprehensive plans and track the progress of the stage that's taking place?  | Public Involvement |
| 1/8/2015   | Richard Hatcher    | <p>Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.</p> <p>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.</p>   | Public Involvement |
| 10/20/2014 | Richard Kairis     | What good is a public meeting if you post no routes, stops or projected costs?  | Public Involvement |
| 1/8/2015   | Rick Graves        | <p>My first concern about this project is the apparent lack of transparency and notification of impacted residents. To my knowledge there had been only one prior Public Scoping meeting in Houston proper organized by the Federal Railroad Administration. This meeting was held on October 29th before Houston residents were even aware that the proposal existed. Apparently at, or prior to this meeting all but two of nine routes were eliminated without public input.</p> <p>After the meeting I checked the project website to see the routes. I found maps with all nine proposed routes and the two selected routes that were too small to see exactly where the routes were running. The only way I could determine the route ran adjacent to my home was to use Google maps zoom in and follow the existing BNSF railway line. At this date only one map is currently on the website for Harris county, while it is larger than previous maps, it is impossible to zoom in on the two routes to see exactly where it is going through neighborhoods.</p> <p>I also noted that there is only one photo and it is on the opening page of the website. This photo is of a Japanese bullet train at ground level...not elevated above an existing rail line like the proposed line, nor does the photo show the electrical lines and other infrastructure that will be hanging above and adjacent to the line.</p> | Public Involvement |
| 1/8/2015   | Rob Griffith       | Lastly, I am concerned about the apparent secrecy with which this project has been handled up until recently. By the time any of us (including our elected officials!) knew what was going on, the proposed routes had already been narrowed down to two, and major planning decisions had clearly already been made. The only meeting scheduled for the Houston area was held at VERY SHORT NOTICE in an area of Houston that is very difficult to get to at that time of day, and is very inconvenient to the folks who stand to be directly affected by this project. Only because of local pressure have other "Town Hall" style meetings taken place.  | Public Involvement |
| 1/9/2015   | Rob Griffith       | <p>Lastly, I am concerned about the apparent secrecy with which this project has been handled up until recently. By the time any of us (including our elected officials!) knew what was going on, the proposed routes had already been narrowed down to two, and major planning decisions had clearly already been made. The only meeting scheduled for the Houston area was held at VERY SHORT NOTICE in an area of Houston that is very difficult to get to at that time of day, and is very inconvenient to the folks who stand to be directly affected by this project. Only because of local pressure have other "Town Hall" style meetings taken place.</p> <p>This project has the potential to cause a great deal of harm to property owners and neighborhoods if handled poorly or rushed into too quickly. My partner and I urge you to take the time to help TRC develop a solution that will benefit not only the investors in TRC, but also the citizens of Houston, Dallas and Texas. We will be watching closely to see if this can become a project that we can ultimately support wholeheartedly.</p>  | Public Involvement |

| Date       | Contact Name       | Request/Comment   | Comment Topic      |
|------------|--------------------|---|--------------------|
| 1/8/2015   | Robbie Morrison    | In addition, I am furious and disgusted at the lack of forthcoming information regarding this project both from the City of Houston and the private owners of Texas Central Railway.<br>The maps of the proposed route are a joke and one cannot truly see the exact routes on the maps provided. A multi billion dollar project and they HAVE NOT provided easy to see maps with more detail???<br>I believe TCR has been intentionally vague in the information they released. And the fact that it is INADEQUATE AND VAGUE is inexcusable! I feel like they have sprung this on the homeowners and now we have inadequate time to voice our opinions to the right people.  | Public Involvement |
| 12/2/2014  | Robert T. Williams | First of all, I'd like to thank all the elected officials and those officials that have been elected for coming out here and spending their most -- more important time. I am a doctor of architecture. I think that we need the rail, but we don't need it in Waller County. We don't need to subsidize Houston and Harris County and -- and Dallas and Dallas County for -- for the hurt of these people in the eastern part of our county. I'm 76 years old. And for the first time in my life, I saw a whooping crane fly in eastern Waller County. Four of them. I don't see those anymore. And the reason being County Road 99. All of the construction that's going along 290, going from here to College Station. We need the rail, I agree. But we need to do a whole lot more thinking about it. I learned about this meeting from my wife who learned about it from a principal of her high school, who heard from her school, who learned about it from the county extension agent. It's a long way around. We need better notification of these meetings. Better notification. A lot of these people have spent -- are spending a lot of very important time, time that could be spent doing a whole lot better things than what we're doing right now. Thank you very much for your time.   | Public Involvement |
| 1/7/2015   | Rogelio Largman    | Principle 3. "...the public must retain *control over key transportation-system decisions, ensuring that high-speed rail lines are built and operated in ways that are consistent with the public interest rather than the maximization of private profit...[Governments must avoid] high-speed rail which [results in] important transportation assets being operated primarily to boost private profit rather than best advance public needs." This has not been true at all of this TCR project.<br>Clearly, the investors have not thought this out very well or very far into the future or they would not even consider placing a train route in densely populated urban areas. <b>Neither have they been transparent or pro-active in efforts to involve the public in decisions about this project.</b> That's unacceptable for a company that would have so great an impact on the public. Some projects cannot be managed ethically by strictly private interests and this is one.  | Public Involvement |
| 12/3/2014  | Rose Lynn Egge     | I'm the person of Chateau 4 subdivision, and I represent 523 homes. Now, I didn't get this information until about 9:00, 9:30; and I'm kind of upset because, first of all, I think our council people should have gotten this information because -- and given to us because we may very well effected by all this. Now, I'm upset because we haven't been told and discussed with, but -- back my council woman's coming up on Monday anyway. So --? No. I'm in Houston just finding out that there is several meetings over there that we didn't know anything about it. I'm very upset. And then the railroad track, I guess, it's a BS (sic) whatever it is.   | Public Involvement |
| 1/7/2015   | RR Carrington      | Neighborhoods along the two preferred lines have not been provided sufficient details regarding the decision for these two routes. Period!<br>I strongly encourage those involved to provide all of the details behind this endeavor, allow for proper and adequate public commentary by openly communicating and doing so in a timely manner, and allowing those at risk along the preferred BNSF line to have our say. I also believe that it be mandatory to consider other alternate routes to terminate further outside of the city limits and have alternate transportation within the city to tie-in with the high-speed rail.<br>The public has been given insufficient information regarding the high-speed rail, and even attending public town-hall meetings provides little comfort in understanding the decision-making process. Statistical data has not been made public at these meetings, nor disclosed on any related website for those involved. Details regarding noise levels, vibration levels, construction details, train speeds, detailed easement requirements, safety statistics, environmental impact, utility impact, social impacts, daily transportation flow impact, and emergency requirements for the city are only provided in very vague, non-technical terms with inconsistency. Even during the same public meetings, only vague and contradictory information has been provided. This is not satisfactory!<br>Public scoping meetings were not sufficiently communicated to the public and lacked our input. This proves to be a process that appears to be underhanded, for profit, without the concern of any public interest for Houston's citizens along the planned/preferred routes. Those of us in neighborhoods along the proposed BNSF line are in an uproar! | Public Involvement |
| 1/8/2015   | Russell Hyde       | Most disturbing of all is the aggressive project schedule and the shameful lack of outreach to affected citizens. Final selection of a route is expected as soon as the first quarter of this year, yet most of us are only now hearing about this project. This does not provide time for all the relevant issues to be researched and considered, nor for meaningful dialogue and cooperation with community stakeholders. In a project where eminent domain is expected to be used for the gain of private business to seize homes and property, the overwhelming majority of citizens who would be most affected by this project remain unaware that this process is even taking place.<br><br>The Federal Railroad Administration, which is managing the approval process, should look to the recent example set by TxDOT in the planning of the I-45 expansion. The scoping process for that project involved no fewer than four rounds of review over a period of several years, but the time invested was well worth it; the final design, which incorporated feedback from the community and their elected representatives, will be a boon for downtown Houston and is far superior to the alternatives originally proposed.   | Public Involvement |
| 1/9/2015   | Ryan Grayless      | A recent phone poll of 5,000 households taken by Concerned Citizens of Oak Forest shows that only 10% support the idea of HSR in the neighborhood, while 62% oppose.  | Public Involvement |
| 1/8/2015   | Sandi Schwartz     | As a resident of one of the Houston neighborhoods to be impacted by TCR's plan for high speed rail, I am compelled to write to you about these issues:<br>1. Lack of public notification: The only notification we received about these plans came through civic associations, once the 2 preferred routes were identified. We did not have any input into the analysis of the original 9 routes.<br>2. The maps that have been published online are incredibly small, and when we try to enlarge the maps, they become unreadable. It appears someone worked on keeping information from the residents of the neighborhoods they intend to impact.<br>This planning process has been secretive. Please stop TCR from running high speed rail lines through established neighborhoods.  | Public Involvement |
| 1/8/2015   | Sandra Schwartz    | As a resident of one of the Houston neighborhoods to be impacted by TCR's plan for high speed rail, I am compelled to write to you about these issues:<br>Lack of public notification: The only notification we received about these plans came through civic associations, once the 2 preferred routes were identified. We did not have any input into the analysis of the original 9 routes.<br>The maps that have been published online are incredibly small, and when we try to enlarge the maps, they become unreadable. It appears someone worked on keeping information from the residents of the neighborhoods they intend to impact.<br>This planning process has been secretive. Please stop TCR from running high speed rail lines through established neighborhoods.  | Public Involvement |
| 11/10/2014 | Scott E Smith      | Can you please advise me as to where I can find information on the proposed routes that will be studied in the environmental document? I do not find anything on the project website. Thanks.   | Public Involvement |
| 12/26/2014 | Shealynn Walker    | Would love updates on this project. My family lives in the Houston area, and I live in Dallas. Have made the drive multiple times. We keep building more roads, but a more efficient way of transportation is right up my alley!  | Public Involvement |
| 1/9/2015   | Sherry Black       | I am concerned this was not publicized more aggressively at a much earlier time.  | Public Involvement |

| Date       | Contact Name            | Request/Comment   | Comment Topic      |
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| 12/3/2014  | Sherry Ulsh             | I'm a resident of Cypress, and we also own property in Grimes County, which is the utility is going to be effecting us both ways; but I'm just wondering why if y'all are trying to be so transparent, you've only had 12 meeting; is that right? Okay. Well, I was just you're covering quite a span of land, you've only had 12 meetings for all of these residents. Like I said, I'm a resident of Cypress and I haven't heard of anything. I only heard about it on ABC news last night, and that's people from Grimes County that I was at another meeting for. So why haven't you had any, like, in the Houston area, other than Waller? I mean... That's what I'm wondering what everybody else is wondering. Why only one meeting and nobody has known about these meetings? Everyone at these meetings are wanting to know how? And it seems like everybody is saying the decisions have already been made. So, I mean, that's my question. Why aren't you having more meetings considering the impact it's going to have on all of these communities across Texas.  | Public Involvement |
| 1/8/2015   | Stephanie Prosser       | We are interested in receiving all updates about rail placement options   | Public Involvement |
| 11/11/2014 | Steve Alvis             | Hello. I received the email correspondence below from David Hagy of the Texas Central Railway group. He has indicated that you will be extending the date for submission of comments on the scope of the EIS for this project. I have been asked to assist with the preparation of comments on behalf of several landowners northwest of Houston, and I need to know if the comment period will be extended and, if so, until what date. Would you please let me know as soon as possible?  | Public Involvement |
| 10/27/2014 | Steve Mellon            | Please post more detail maps - county by county. My interest is Grimes county in particular.  | Public Involvement |
| 1/8/2015   | Steve Scharzbach        | Neighborhoods are furious about the lack of public notification and the small maps published online which lack adequate detail to communicate route impact on Houstonians. Nine routes proposed in July were reduced to only two preferred routes in October based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones.<br>FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion. Allowing a private company to use federal governmental power to obtain land without due public process is not fair to the residents, businesses and neighborhoods that would bear the brunt of its disruption for the benefit of a small percentage of travelers.  | Public Involvement |
| 1/8/2015   | Stuart Fieldhouse       | All local neighborhoods are furious about the lack of public notification for these plans. The small maps published online, which lack adequate detail to communicate route impact on Houstonians, were not readily publicized, resulting in most communities being unaware of the plans, prior to the nine routes proposed in July being reduced to only two preferred routes in October, based primarily on density studies without any vetting by affected super neighborhoods, civic associations and management districts located in the potential impact zones<br>Furthermore, FRA and TxDOT held only one public scoping meeting for these two preferred routes entering urban Houston. That was at NRG Center inconveniently located for residents of the directly impacted areas. Private companies should be required to follow a public process of 3 public scoping rounds with public comments as TxDOT does when attempting to attain right of way for transportation corridor expansion.  | Public Involvement |
| 12/3/2014  | Susan Statler Thornhill | I feel like when the option referenced above was selected for further detailed evaluation, myself along with anyone on this route should have been better notified about this. This is not just some random change, this is going to have a major impact on people!   | Public Involvement |
| 10/23/2014 | Tami Merrick            | I think it is absurd that this project has come so far without public input and more public input. It is abuse of the states power to use eminent domain in my opinion. Putting a 200 mile per hour train in residential neighborhood is absurd!  | Public Involvement |
| 10/29/2014 | Tami Merrick            | Texas Central Railway website poorly indicated the 2 routes under consideration in detail. Website maps are difficult to read and avoid showing train stations and parking areas that would also use up land in the urban center. Houstonians have not been given the truth of the potential impact to this project for our city. Politicians have pushed it but also don't really have the details in hand to make real choices for Houston's future but are rather just anxious to check a box. I am not opposed to high speed rail, but clearly do not think the routes given are best choices for Houston. Impacted areas should have had stakeholder meeting in the analysis alternate routes through transparent public process.  | Public Involvement |
| 1/9/2015   | Tami Merrick            | TCR and FRA efforts to inform the public were minimal. The FRA attended only one presentation in the fourth largest city in the United States- Houston. The presentation was at the Reliant Stadium at peak rush hour times, with no proximity to proposed routes in our city. I attended that meeting and joined with other Houstonians in a public awareness campaign. I organized a First Ward Civic meeting, informed the Greater Near North Side and teamed Super Neighborhoods 12 and 22 to discuss. Houstonians organized 2 town halls which thankfully TCR attended but an FRA representative I invited explained he could not.<br>It is still my contention that the FRA should require TCR to follow the same multi-scoping procedures that TX Dot is required to vet routing with the public. Scoping process is designed to inform the public and better integrate regional transportation with areas of impact and integrate with county and local planning. The public has a right to participate in routing discussion for regional transportation. A privately funded train may applaud by every politician on capitol hill but if it was going across the white house lawn, don't you think the president should be informed? FRA is a government agency which TCR is using to exercise eminent domain and the impact on this project is not private it is public. | Public Involvement |
| 10/27/2014 | Terry Lancaster         | I am ex-BNSF employee. Your maps refer to BNSF options but they are not accurate. Do not follow actual rail line. Maps displayed to public should have shown actual rail lines by highlighting so we could understand more clearly where the proposed option actually is. Ground level operation will be precarious due to a lot of this being cattle and wild hog and deer country. What will happen when you hit a full-grown bull (2000 lbs or 13 eNet) at 200 mph? Elevation is the only sure way to avoid this. Project should not just serve Dallas and Houston. The rural population should be included with at least two quick stops between major destinations. You can afford to do that with speeds at or near 200 mph. You are not fully serving Texas if you do not include the rural population.  | Public Involvement |
| 1/7/2015   | Tom Dornbusch           | SN22 finds it a matter of extreme concern that the only one public scoping meeting for this HSR project was held within the city of Houston.<br>Providing citizens with information and the opportunity to comment on TCR's significant transportation proposal is essential to project transparency, but that meeting was held at a location and time that made it difficult for residents from neighborhoods most impacted by the two selected "preferred routes" to attend. Since HSR is a new transportation concept for Texas and TCR is partnering with FRA and TxDOT, the vetting of proposed routes in the urban area should include a 3 part scoping process with initial presentations located at a venue central to the impacted communities.  | Public Involvement |

| Date       | Contact Name     | Request/Comment  | Comment Topic      |
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| 1/9/2015   | Tom Gleason      | I attended the Public Scoping Meeting December 4, 2014 at the Grimes County Expo Center in Navasota, TX. Below are my initial comments regarding the project:<br>Comment 1 concerns the manner and timing of the notice provided regarding these meetings. While the notice of intent to prepare the EIS was filed in June of 2014 no scoping meetings were scheduled for many of the counties that will be negatively impacted by this project. In fact the meetings for these counties were only scheduled after protests by individuals within those counties (including Waller, Grimes and Madisonville). Personally, I was made aware of the meetings that took place in Walker and Brazos counties around October 27, 2014, about two weeks before the initially proposed end of the scoping period, November 14, 2014. In response to local government and individual outrage, additional scoping meetings were set and the response deadline was extended to January 9, 2015. If the failure to include many of the counties directly impacted was simply a matter of oversight, I wonder whether the level of competency necessary to conduct a study, evaluate the results and or oversee this project exists within TxDot, FRA or TCR. If the scheduling error was done deliberately in an effort to avoid push back from within these areas, someone should be fired. Consideration should be given to restarting the process allowing people adequate time to review material and allowing adequate time to make comments.<br>Comment 2 has to do with the 3 minute time limitation placed on people making comments at this (Navasota) meeting. At prior public meetings individuals were allowed 5 minutes to express their concerns and comments on the project, this protocol should have been followed at this meeting regardless of the number of people wishing to speak. TxDot, FRA and TCR personnel are performing their jobs and are well compensated, we took time out of our day and are not paid to attend these meetings. If the purpose of these meetings is to hear the concerns and comments of the public they should have been allowed adequate time to voice them.<br>Comment 3 regards Texas Local Government Chapter 391 which requires coordination with planning commissions created in accordance with this chapter. My understanding is that there have not been any meetings with either the Waller County or Grimes County sub regional planning commissions regarding this project. Until such time as those take place this process should be stopped. | Public Involvement |
| 10/22/2014 | Tom Turner       | Tom Turner, News Director at KWBC Radio in Grimes County would like to speak so someone in regards to the project. If possible Wednesday, 10/22 morning so he could do a broadcast about the project before the Bryan meeting.   | Public Involvement |
| 1/10/2015  | Tony Padon       | I am a Garden Oaks resident and I am opposed to this project for all the obvious reasons. Allowing two weeks between Oct 29 and Nov 14,2014 seems like a suspiciously short period for public comment. I will support opposing this with a class action law suit and go door-to-door if I need to.   | Public Involvement |
| 11/22/2014 | Tracy Olds       | Grimes County land owner. Was appalled to see that in the first round of scoping meetings, that Grimes County was totally ignored. Glad to see that we are now included since options being evaluated will have a HUGE impact in Grimes County. See you in December.   | Public Involvement |
| 10/28/2014 | Trey Dulron      | On behalf of Waller County citizens, Waller County Judge Bechendeorff, and on behalf of over 100+ individuals who have signed a petition on Change.org, we are hereby requesting that the FRA conduct a Public Scoping Meeting in the Waller County area prior to any draft EIS being prepared.  | Public Involvement |
| 1/9/2015   | Tricia Hughes    | My husband and I only recently learned about the potential high-speed rail that would go from Houston to Dallas and if "approved" could cut through our subdivision as well as several other well established Houston subdivisions. We only heard about the project via a recorded voicemail on our home phone on 1/5/15, the day that the last public forum was going to be held at Lutheran High School in Houston. Since learning about it and doing research, it seems there are many people who are not aware of the proposed project and others who knew have complained about the lack of notice; there were also many complaints that the single scoping meeting for the two preferred routes held several months ago was during a weekday afternoon at NRG stadium, an inconvenient time and location for those living in the areas which would be directly affected by the project.  | Public Involvement |
| 11/20/2014 | Vern Six         | High speed rail meeting in Jewett Texas on December 1st<br>My name is [sic]. I am a land owner in Leon County Texas in the area that is currently being considered for the Texas High Speed Rail fiasco. I will be in attendance at the December 1st meeting in Jewett, Texas and would like to be certain that I could be placed on the schedule to speak to express my absolute disdain for this entire project.<br>Can you assure me that I would, in fact, be able to speak at this meeting?   | Public Involvement |
| 1/9/2015   | Wesley Bonner    | 2. I am disappointed with the overall failure of TCR and the FRA to adequately give public notice to any and all possible affected people. I have neighbors that may have this come through their yard that still don't know about it. It was under duress that the comments period was extended and additional public meetings were arranged. Why are you trying to ramrod this through before anyone knows about it ?  | Public Involvement |
| 1/7/2015   | Will Sanchez     | I am still questioning the fact that whomever is building or in plans to build this bullet train still have not advice or inform public about future plans. Now, I am against this plan especially after reading all comments above. We are talking about building and brings this to Houston but no one has inform Houston residents about this. Not happy with this, Local Houstonian n. Houston   | Public Involvement |
|            |                  | I find it very interesting that not ONE of the public hearings was held near our community, nor any of the communities that will be impacted. In fact, the location where it was held is nowhere NEAR any of the proposed rail line sites. Holding one meeting in Houston and one in Dallas is irresponsible and gives the appearance that there was an overt plan to avoid conversations such as the ones this letter would create. Dallas and Houston both deserve better. Additional meetings should be planned for both cities, in facilities close to where the lines are proposed.   | Public Involvement |
| 12/4/2014  | Michael Graham   | We have been residents of Saddle Creek Forest sub-division since 2008. Saddle Creek Forest was established in 2006 and is a rural, gated, acreage sub-division located in both Grimes and Waller Counties on Riley Road. Saddle Creek Forrest has over 400 home sites with 60 residences built so far.<br>Texas Central Railway, a private for profit company, is planning to build a high speed rail system between Houston and Dallas. One of the proposed routes would follow a utility high line right of way that goes through our sub-division. This location would cut our community into two sections.<br>We moved to Saddle Creek because it was a quiet, rural, equestrian sub-division. The location of the proposed rail system is less than 200 feet from one of our major recreational parks which has our swimming pool, playground, picnic facilities and tennis/volleyball courts. The route would also be immediately adjacent to one of our lake/picnic facilities.   | Public Parkland    |
| 12/2/2014  | Terry Johnson    | The other thing we have, we have four parks in our neighborhood. Our subdivision is a gated equestrian facility, which means we have horses all over the place. We have four parks. Out of the four parks, two of them are going right along the corridor. They're right there at the utility easement part of it. One of them is actually a lake. It's about five acres in size that is considered a wetland. Part of it actually goes into the utility part of it, because we can't make any changes to it because of that. Also, the other park that's adjacent to it is our community center where the kids play, there's a swimming pool, tennis courts, volleyball, all that kind of stuff sitting there. And now we're going to have a train going over it. It doesn't make a lot of sense to us. The other parks are also lakes equivalent to it. One of them is as big as 8 acres. Those particular lakes were actually used during the wildfires back some -- you guys may remember a couple of years back, to get water out of for Tri-County so that we could help put out those fires.  | Public Parkland    |
| 1/9/2015   | Allison Drobniak | What source(s) of data were used for the 2035 population projections of 12 Million people in both Dallas and Houston? How was this analysis arrived at?  | Purpose and Need   |
| 1/9/2015   | Allison Drobniak | What source(s) of data were used for the 2035 population projections of 12 Million people in both Dallas and Houston? How was this analysis arrived at?  | Purpose and Need   |
| 1/6/2015   | Betty Willis     | There is no benefit to Grimes or Waller county residents realized for the HSR - we would have to travel into Houston about 1.5 hours to board a train to Dallas - no sane person would do that.  | Purpose and Need   |
| 10/28/2014 | Blair Fannin     | Further, the current project website fails to provide detailed information on potential routes, topography, oil and gas pipelines, electrical transmission lines, county roads, Farm-to-Market routes, schools and other infrastructure. Other than a couple of quick bullet points during the public meeting indicating potential increase in traffic congestion on Texas Interstates and the potential for reduced speed limits, there was a shortfall of hard research to justify this project is needed for Texas.   | Purpose and Need   |
| 1/6/2015   | Bob Beakley      | Only the people in Dallas and Houston may benefit from the system. No one in between will have access.<br>We already have airline service from Dallas to Houston. This project would not speed it up.  | Purpose and Need   |

| Date       | Contact Name     | Request/Comment   | Comment Topic    |
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| 1/8/2015   | Bob McDaniel     | <p>I want to express my very strong opposition to a high speed railway from Houston to Dallas. Because of the large number of negative responses to this project, and due to the preemptive obvious conclusion indicating this is good for the people of Texas, I seriously doubt my email will be either read or considered. Not withstanding this imposition, I would like to make a few points which may or may not have been considered in your initial studies:</p> <p>What makes you think the citizens of Texas or Houston or Dallas will take a train for an at best 90 minute trip when they can take a 30 minute flight to the same destination? I know there has been mention of the problem of getting to the airports, the parking problem, the lengthy TSA delays, having weather, crew, and equipment delays, waiting in ticket and baggage lines, the continued restriction of items you are able to carry on board an aircraft, the crowds and the problem of having to find transportation at the destination. I submit to you that all of these problems will continue to exist whether it is a train or airplane. The TSA will be imminently involved in the clearing and boarding of passengers, there will be equipment delays, the weather (rain, fog, wind) will present problems for a train also, ticket and baggage lines will exist, personal items will still be restricted, the station will require navigating in traffic and finding parking, transportation once at the destination station will still be a factor, there will still be crowds at both ends of the trip, and most of all it will take at least 1 hour longer to make the same trip. I'm sure ticket pricing will be competitive but you may need to consider these points.</p> <p>This is Texas. I am not being flippant here. Texans pride themselves on their ability to get into their car or truck and go wherever they want, whether it be on their own land or to a town or city near by. They are not going to park their car in Houston after fighting the Houston traffic to get to the rail stations, take a 90 minute train ride to Dallas, rent a car to go see their relatives, when they can do that now for about the same price and make the trip in 30 minutes. However, most of the Texans this is supposedly being built for will just simply drive to their destination and have their own car or truck available for use and a return trip at their choosing.</p> <p>The Inter-Urban Train existed for years between Houston and Galveston. This was only 50 miles, there was no I-45 south or Gulf Freeway at the time. Transportation use shifted in the 1950's after the construction of the Interstate Highway system from the pen of President Eisenhower. That train vanished after it was determined, not through some government study but through actual use, that personal cars and trucks were much preferred due to the freedom they provided. This is still the case. The people of Houston and Galveston made that decision on their own.</p> | Purpose and Need |
| 1/9/2015   | Brad Eickenhorst | <p>High Speed Rail (HSR) should not be allowed to run along existing freight rail corridors through established urban neighborhoods.</p> <p>The justification for HSR proposed by Texas Central Rail (TCR) is based on the doubling of the population of Dallas and Houston by the year 2035 and the resulting intercity congestion.</p> <p>It may be assumed from the above claim that there will be a substantial increase in freight rail traffic and the possible need for additional track within the established freight corridors. TCR states that it requires between 80 and 100 feet of this right of way to deploy its system. This will likely require a relocation of the existing track and or the construction of a massive, elevated infrastructure directly above the existing track through the preferred BNSF or UPRR Houston alternative. In either case it limits future freight expansion options and jeopardizes the value and ownership of adjacent private property.</p> <p>TCR states that 50,000 people commute between Dallas and Houston more than once a week.</p> <p>HSR will serve less than 1% of the current population of the two cities at a great expense to the property owners in its path.</p>   | Purpose and Need |
| 12/22/2014 | Bree Patzakis    | <p>This letter is to express my consternation concerning the high speed rail being proposed in my area of Candelight Oaks. The entire idea is ludicrous. We have a perfectly qualified airport to Dallas, Texas. I am hardpressed to name all the reasons to fault this proposal. As far as college students being in support by the numbers – there are obviously persons with no idea of property values. Many – most of these pseudo intelligent people go to school on someone else's dime.</p>   | Purpose and Need |
| 1/9/2015   | Brett Richardson | <p>Why is this way of life second-hand to supposed speed of travel for a select few? If speed is what you are after to get to and from Houston to Dallas fly Southwest Airlines. It's a 45 minute flight.</p>   | Purpose and Need |
| 1/9/2015   | Carmen Kearns    | <p>As a resident of Oak Forest, I thank you for the opportunity to voice my concerns. The information TCR provides seems to latch on to local Houston transportation problems to substantiate the need for HSR to Dallas. The two challenges, Houston traffic and faster travel to Dallas, are separate issues however; TCR could be a catalyst for easing traffic congesting with a comprehensive master plan in cooperation with local transportation entities. TCR says they are working with local entities but I do not see it.</p>  | Purpose and Need |
| 1/14/2015  | Carol Hazel      | <p>Given the technological advances in telecommuting are you sure that there will be market for your product in the future?</p>   | Purpose and Need |
| 1/8/2015   | Cheryl McCosh    | <p>Furthermore, I do not understand why the high-speed rail system needs to run to downtown. Currently, the people who travel between Dallas and Houston do so by air or drive, with their decision based upon either cost or convenience. I have seen nothing to show that the cost to travelers will be much less than traveling by air. Building a high-speed rail system into downtown would be disruptive to the community, costly, and likely would require the demolition of downtown landmarks to make room for a station. Running the line to a point outside of downtown Houston, where travelers could connect with the developing METRORail system for travel throughout the city, would better serve Houston and make better use of the systems already being put into place.</p>  | Purpose and Need |
| 1/7/2015   | Christa Burk     | <p>The proposed high speed railway between Dallas and Houston will not benefit the property owners who would be forced to give right-of-way to it. The railway will actually cause harm to these property owners. Why? To transport people from one metropolis to another? There are already transportation alternatives in place that do not require the taking of privately owned property. The proposed railway will take commuters from Houston to Dallas and vice versa. These people will not be contributing to our local economy along the route; however, the railway itself will diminish it. If commuters are opting to take the high speed rail instead of driving, they are not stopping along the way at convenience stores for lunch or snacks; thereby, reducing sales and sales taxes collected at these locations. This may increase Dallas and Houston's economy, but most definitely hurts small towns along I-45 or other routes. There has been talk of a proposed depot in the Roans Prairie/Bedias/Shiro area; however, Texas Central Railway does not allude to it on their website. If a depot stop is included, who will be charged with providing amenities such as a sewer system? These communities currently do not have a sewer. Do these communities actually want to be inundated with commuters every day? And, again, will the Counties and/or State have to fund new roads to accommodate the influx of people in these areas? A depot would require massive changes to these areas... parking, rental cars, hotels. This would require a total transformation from the current state of the area. A fenced in, above grade right-of-way will decrease property value. What impact will that have on our property taxes? Will our County be forced to increase the tax rate in order to maintain it's current income? Or will our county have to make do with less? Of course, property owners will still be paying taxes on the property that will no longer provide any benefit to the owner whatsoever. A fenced in, above grade railway cannot be used to graze cattle or produce hay. What good does it do for us to maintain full ownership without the benefits of surface rights? If there were truly a need for more transportation between these two cities at the price of a plane ticket, wouldn't United or American Airlines be adding flights instead of decreasing them? Wouldn't there be a demand for existing buses and trains?</p>   | Purpose and Need |
| 1/9/2015   | Clara Timmerman  | <p>It has been a difficult time for the Timmerman family to contemplate the changing landscape that may occur from the building of this high speed rail. We are proud Texans. Our family has worked and lived on this land for decades. We want Texas to prosper, succeed, and provide a future for our children and grandchildren, we truly do. But not at the expense of any individual family...ours or otherwise. The building of this rail is motivated by something that is unclear. The true need for the rail, the justification of the cost, the impact on the environment and all of the other issues associated with it are a concern and not very clear.</p>  | Purpose and Need |
| 1/7/2015   | David Bell       | <p>There is no strategic need now unmet, or in the future.</p>  | Purpose and Need |
| 12/1/2014  | David McCall     | <p>There is no public need for this project. You won't get enough riders to pay for this monster, since thousands (millions?) of people don't need to make this trip every ninety minutes.</p> <p>Population growth drives this need? Water will limit population growth like it or not, probably sooner than later.</p> <p>Say no to greed, especially since Unknowns (Japan and China?) are said to be the major players here.</p>  | Purpose and Need |



| Date     | Contact Name     | Request/Comment  | Comment Topic    |
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| 1/7/2015 | David Tullos     | <p>A High Speed Railroad Between Houston and Dallas is Not a Reasonable or Prudent Transportation Alternative</p> <p>Linking Dallas and Houston by a new "high speed" railroad is not necessary or appropriate. A new railroad link is not a reasonable or prudent alternative to the other alternatives that are available for continuing to provide world class transportation opportunities in Texas. Passenger railroads long ago went the way of the dinosaurs in Texas and most of the United States. The only significant passenger railroad remaining in the country is AMTRAK, and it survives only because of massive government subsidies and government interference with the operation of privately owned railroad tracks.</p> <p>The only people that the proposed high speed rail is intended to benefit are well-heeled business travelers traveling between Houston and Dallas, and the government-subsidized promoters of the railroad. As advertised, the cost to ride the railroad will be "competitive" with airline travel. The people who currently fly between Houston and Dallas would have "another alternative." For the rest of us, there is nothing to be gained.</p> <p>People who currently drive between Dallas and Houston instead of flying do so for a number of reasons. For many the reason is undoubtedly cost. The cost of flying between Dallas and Houston is substantially higher than the cost of driving. For those for whom the cost drives the decision, the railroad offers no advantage.</p> <p>Another reason many people drive between the two cities instead of flying is the need for convenient, affordable ground transportation when they arrive. Unlike more densely populated cities, such as New York or Washington D.C., Houston and Dallas do not have well developed local ground transportation that is comparable to private automobile in either cost or convenience. The FRA touts the bus and light rail services in Dallas and Houston, but people who actually live in or visit those cities frequently know that those services are quite limited and not convenient except to a few locations. The extreme summer climates in both cities limit the distances that people can realistically walk from the limited stops and stations.</p> <p>Many more people drive between the cities because the distance between their homes and businesses and the nearest airport eliminates any time savings to be achieved by flying. People traveling between downtown Houston and downtown Dallas can make good time traveling by air. But a person in Conroe travelling to a location in south Dallas may make better time driving. A new railroad would offer no advantage over air travel for such people. Whether a person has to travel to an airport or travel to a train station, the total travel-time must be considered when choosing a means of travel.</p> <p>Notably, Texas Central Railway propaganda purports to unfavorably compare airline travel time to high speed rail travel time by adding a "minimum 60 minute gate time" to a supposed 65 minute travel time. Leaving aside that the "travel time" by air is substantially less than 65 minutes, there is absolutely no basis for assuming that there will not be a comparable "gate time" if one travels by rail rather than by air. The recommended "gate time" for airline travel is a direct result of the increase in security measures that have been instituted at airports over the years, particularly post 9/11. Are we to suppose that terrorists who relish mass murder on our airlines would have no designs upon a high speed train supposedly carrying 400 people every 30 minutes? Should we suppose that the FRA, TSA, or DHS will not impose comparable security measures at the train stations as they do at Hobby or Love fields? In fact, blowing up a passenger train would be a more devastating terrorist act in that you stop an entire transportation route in addition to destroying a train.</p> <p>The reality is that airplanes can travel between Houston and Dallas much faster than a 205 MPH train, and the time involved at each end of the trip will be comparable whether one must travel to an airport or train station, park at an airport or train station, and go through security screening at an airport or train station.</p> <p>Texas Central Railway also offers as a criticism of air travel that it is "subject to bad weather." The point was made at the scoping meeting in Grimes County on December 4 that bad weather, even far from Texas, can delay air travel in Texas. While bad weather can surely affect air travel, operations on the type of short-haul commuter flights that run back and forth from Dallas to Houston provide very reliable service. According to Flight Stats, Inc., during the period from October 1 to November 30, 2014, Southwest Airlines alone operated over 1200 flights each way between Houston and Dallas, with an on-time percentage of 75-80% and less than 3% cancellations.</p> | Purpose and Need |
| 1/7/2015 | Dian Austin      | <p>All statements on the TCR website are PR statements without hard, valid, reliable data to back up these claims of no harm to the surrounding communities, or significant improvement in the transportation needs of Houstonians, or guaranteed long term profits to investors. What studies there may be studies from other cities and not the specific issues that need to be considered for Houston. They are not objective or focused on the relevant points.</p> <p>More specifically, there is no credible research that would support that the proposed routes would have minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reducing in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the "preferred" routes benefits anyone but a few investors in the project.</p> <p>*(It is important to note here that TCR has not presented any local analysis to demonstrate the impact of their proposed HSR system on Houston or Dallas. Research cited was from foreign cities. Yet, the recommendation for analysis is to do that for each unique project because results do not generalize from one project to another.)</p>  | Purpose and Need |
| 1/5/2015 | Donald R. Wasson | <p>The drive to Dallas is 3.5 to 4 hours, while a flight is an hour. Travelers choose car-travel because of the flexibility offered and air-travel because of speed. According to the Federal Railroad Administration, only 5% of car travelers will change to rail due to the cost of the rail tickets and additional costs of transportation once they reach their destinations. The rail service represents less than 10% of all passenger miles traveled by land. Families will not be using the rail as a form of transportation, based on the expense of the tickets and the cost of renting a car. This project is designed to compete with the airlines, not the automobile traveler. High-Speed Rail is aimed for the business traveler, who is already traveling by air. Many businesses have cut back on air-travel and are using video-conferencing as opposed to travel. Plane travelers are more likely to switch to rail if the prices are comparable or less than the airlines. The Houston to Dallas route is active, but is it enough to make this endeavor profitable. It appears that this privately funded line is meant to showcase the potential of high speed rail for the world to see while taking the "path of least resistance". It is a long-term bait-and-switch program. What would happen to the rail if it is approved, but not completed due to lack of financing? The fantasy of rail travel versus the cost makes this venture unrealistic. High-Speed Rail depends on population density to operate efficiently. This is Texas, not Europe, Japan or the Northeast United States; our areas are substantially less dense. The population of the city and the concentration for business activity near the train station are important determinants in the number of people who choose rail transit. Many residents and businesses are located outside of the downtown district. Houstonians have never been large users of public transportation. The Metro busses are half-full and almost no one uses MetroRail other than to get to the rodeo or a football game at NRG. Both Houston and Dallas have weak and underdeveloped mass transit systems. This means when the Texas Central Railway is completed, passengers would have to use cabs, rent cars or be dependent on immature transit systems to get around the city or to their final destination. Therefore, High-Speed Rail will never be an appealing transportation choice to most travelers. In order for High-Speed Rail to be successful, passengers must have access to local transit, commuter and regional services and a healthy intercity system, so their trips may be completed in an efficient and timely fashion. There is not a single location in the world where true High-Speed Rail transportation has been developed prior to the building of a local public rail service. In Houston or Dallas, a car is necessary to avoid hot walks for long distances that leave the walker drenched in sweat. The cities of Houston and Dallas have been built up around the car and are very car-oriented. Most Texans will not give up their vehicles. Texas has a higher rate of automobile ownership than most countries because the cost of using a personal vehicle is cheaper. Motorists will have no use for High-Speed Rail. I own 6 properties that back up to the BNSF railroads. Just from Shepherd in Houston up to 45 -- just from Shepherd in Houston to 45, there are approximately 15 subdivisions that are being affected by this. Public transportation has never been popular in Houston. I don't know how it is in Dallas. 20 years, I've been to Dallas four times. So chances of me using this thing, slim to none. The residents in Texas -- Houston we're not giving up our vehicles. We'll drive in traffic all day long and still have our cars. Everybody knows that. You watch the City of Houston Metro bus. How many people are on it? Two. They're cheaper for them to get a skateboard to take them down the road than to use the big Metro bus. This train I feel is going to be same way. I've done my research. These things are not profitable. There's only two that are profitable in the entire world. So wherever they're getting their money, how they're going to make money, we all need to worry about that because I don't want to be left with the government bailout of this train. Every other train requires government subsidies.</p>  | Purpose and Need |



| Date      | Contact Name                          | Request/Comment  | Comment Topic    |
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| 1/8/2015  | Doug & Yolanda Campbell               | There is no Purpose or Need for this Railroad in Texas or Grimes County. We, along with all of our neighbors strongly urge The FRA, TRA and TxDot to focus on the No Build Option. TxDot continually complains that it has no money to fix our roads and bridges, Why don't we take the money allocated for this TRAIN wreck and use it instead to fix our crumbling infrastructure. This would be a wise and useful use of the funds that would benefit all of the citizens of Texas, not just a few of the elite ruling class, or a Foreign JAPANESE Train Company. We and our Grimes County Neighbors oppose this, and strongly urge the FRA and TxDOT to reach a "no build decision" on this proposed high speed rail, and recognize that the environmental and financial detriments it would bring to the vast majority of citizens far exceed whatever fanciful benefits are envisioned from the project.  | Purpose and Need |
| 1/9/2015  | Elected Official - Ben Leman          | ...and are concerned that this project may not meet the true threshold for public benefit especially given that there is a comparable method of travel available between Houston and Dallas with respect to both costs, as proposed, and door-to-door travel time, namely air transportation; additionally there is Interstate 45 between the two cities that can be utilized by automobile at a lower cost with comparable door-to-door travel time. Consequently, there are concerns regarding a public need for this project;   | Purpose and Need |
| 1/9/2015  | Frank Comly                           | Houston-Dallas and Texas does not need a high speed railway. The I-45 drive time assumptions are faulty and do not take in to account improvements and use of Alternate Routes. Station locations do not support TCR Ridership estimates 50,000/week on the TCR website and 90,000/week on presentation here.  | Purpose and Need |
| 1/7/2015  | Gillian & Tony Cawte                  | What are the estimated ridership figures (a) per trip (b) per day (c) per week for a Houston – Dallas HSR train?<br>Presentations by TCR projected train ridership based on the train trip costing less than by plane. However, the projected cost per train trip is at least twice as much as cheaper plane tickets and does not include gas costs to drive downtown. Please quantify exactly how this correction will affect the projected ridership figures and the ongoing profitability.<br>( c ) TCR base their ridership projections on future population estimates for the greater city area which extends far further out than anyone would consider any form of transport other than their own car. This ridership projection is a fallacy – communications companies and transit companies base their usage figures on market utilization. Very few people have reason to commute Houston/Dallas as each of these cities are fairly self-sufficient. In fact more people commute Houston/Austin even though Austin is a smaller population. There are formal and accepted tables where one can research these figures. Please quantify exactly how correcting to use these accepted market based figures will affect the projected ridership figures and the ongoing profitability  | Purpose and Need |
| 1/13/2015 | Gillian Cawte                         | What are the estimated ridership figures (a) per trip (b) per day (c) per week for a Houston – Dallas HSR train?<br>INCONSISTENCIES AND FALLACIES IN TCR'S RATIONALE<br>Question (8) (a) If the time to drive to the downtown terminals, and time for security procedures are taken into account, in fact a train trip will take MUCH longer than a plane trip. Please quantify exactly how a projected equal or longer trip time will affect the projected ridership figures and the ongoing profitability.<br>Presentations by TCR projected train ridership based on the train trip costing less than by plane. However, the projected cost per train trip is at least twice as much as cheaper plane tickets and does not include gas costs to drive downtown. Please quantify exactly how this correction will affect the projected ridership figures and the ongoing profitability.<br>( c ) TCR base their ridership projections on future population estimates for the greater city area which extends far further out than anyone would consider any form of transport other than their own car. This ridership projection is a fallacy – communications companies and transit companies base their usage figures on market utilization. Ie; Very few people have reason to commute Houston/Dallas as each of these cities are fairly self-sufficient. In fact more people commute Houston/Austin even though Austin is a smaller population. There are formal and accepted tables where one can research these figures. Please quantify exactly how correcting to use these accepted market based figures will affect the projected ridership figures and the ongoing profitability  | Purpose and Need |
| 1/6/2015  | Gina Johnson                          | TCR suggests that the population in Houston will double by 2035. Is that truly a fact? Where is the U. S. Department of Transportation research on increasing population of Houston? Does the FRA challenge TCR suggestions or does it accept what TCR says for face value?  | Purpose and Need |
| 1/8/2015  | Grimes Citizens Advisory Group (GCAG) | Linking Dallas and Houston by a new "high speed" railroad is not necessary or appropriate. A new railroad link is not a reasonable or prudent alternative to the other alternatives that are available for continuing to provide world class transportation opportunities in Texas. Passenger railroads long ago went the way of the dinosaurs in Texas and most of the US. The only significant passenger railroad remaining in the country is AMTRAK, and it survives only because of massive government subsidies and government interference with the operation of privately owned railroad tracks.<br>The only people that the proposed high speed rail is intended to benefit are well-heeled business travelers traveling between Houston and Dallas, and the government-subsidized promoters of the railroad. As advertised the cost to ride the railroad will be competitive with airline travel. The people who currently fly between Houston and Dallas would have "another alternative." For the rest of us, there is nothing to be gained.<br>People who currently drive between Dallas and Houston instead of flying do so for a number of reasons. For many the reason is undoubtedly cost. The cost of flying between Dallas and Houston is substantially higher than the cost of driving. For those for whom the cost drives the decision, the railroad offers no advantage.<br>Another reason many people drive between the two cities instead of flying is the need for convenient, affordable ground transportation when they arrive. Unlike more densely populated cities, such as New York or Washington, DC, Houston and Dallas do not have well developed local ground transportation that is comparable to private auto in either cost or convenience. The FRA touts the bus and light rail services in Dallas and Houston, but people who actually live in or visit those cities frequently know that those services are quite limited and not convenient except to a few locations. The extreme summer climates in both cities limit the distances that people can realistically walk from the limited stops and stations.<br>Many people drive between the cities because the distance between their homes and businesses and the nearest airport eliminates any time savings to be achieved by flying. People traveling between downtown Houston and downtown Dallas can make good time traveling by air. But a person in Conroe traveling to a location in South Dallas may make better time driving. A new railroad would offer no advantage over air travel for such people. Whether a person has to travel to an airport or travel to a train station, the total travel-time must be considered when choosing a means of travel.<br>Notably, TCR propaganda purports to unfavorably compare airline travel time to high speed rail travel time by adding a "minimum 60 min. gate time" to a supposed 65 minute travel time. Leaving aside that the "travel time" by air is substantially less than 65 minutes, there is absolutely no basis for assuming that there will not be a comparable "gate time" if one travels by rail rather than by air. The recommended "gate time" for airline travel is a direct result of the increase in security measures that have been instituted at airports over the years, particularly post 9/11. Are we to suppose that terrorists who relish mass murder on our airlines would have no designs upon a high-speed train supposedly carrying 400 people every 30 minutes? Should we suppose that the FRA, TSA, or DHS will not impose comparable security measure at the train stations as they do at Hobby or Love fields? In fact, blowing up a passenger train would be a more devastating terrorist act in that you stop an entire transportation route in addition to destroying a train.<br>The reality is that airplanes can travel between Houston and Dallas much faster than a 205 MPH train and the time involved at each end of the trip will be comparable whether one must travel to an airport or train station, part at an airport or train station, and go through security screening at an airport or train station.<br>TCR also offers as a criticism of air travel that it is "subject to bad weather." The point was made at the scoping meeting in Grimes County on Dec 4 that bad weather, even far from Texas, can delay air travel in Texas. While bad weather can surely affect air travel, operations on the type of short-haul commuter flights that run back and forth from Dallas to Houston provide very reliable service. According to Flight Stats, Inc., during the period from October 1 to Nov 30, 2014, Southwest Airlines alone operated over 1200 flights each way between Houston and Dallas, with an on-time percentage of 75-80% and less than 3% cancellations. | Purpose and Need |

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| 12/23/2014 | Howard Robinson | If there was a need for such a venture, other companies would have constructed a direct rail link between Dallas and Houston long before now, indeed, the rail operator Amtrak has seen a decline in passenger numbers over recent years which indicate the public's move away from this type of transport system.<br>The limited figures provided by Texas Central Railways do not accurately define the intended user ship of the line or the time and expense saved in the commute between the two cities. In fact, a study produced by The World Bank shows that the rider ship forecast for high speed rail rarely meets the forecast, resulting in the need for the rail line to be financially supported by taxpayers money in order to make it viable.<br>The figures provided by Texas Central Railway assume that passengers will use the service on a daily basis to commute between Dallas and Houston, whereas in reality the vast majority of travelers are only likely to use the line once a week at the most. This greatly reduces the number of passengers that are anticipated to use the service, thus making it even less feasible.   | Purpose and Need |
| 12/26/2014 | J.R. Roberts    | The statement by FRA that the I45 corridor will be slowed to 40 mph due to congestion in the next few years is disingenuous at best. This argument assumes that there are no improvements or widening to I-45 when we know that contracts have already be let by the state for these very improvements.  | Purpose and Need |
| 12/4/2014  | James Moore     | I'm a property owner in Grimes County. I've only been here a few years, and I lived here -- I moved here to come for peace and quiet, and it's a wonderful place. A lot of history that I certainly didn't know existed here exists here. So I think I agree with everybody that's spoken this evening and probably are in line with most of you, so whoever I'm speaking to -- (Speaking in foreign language.) I will just say something about the Japanese folks. You know, their -- the economy's been tight for ten years. They're trying to pull out right now. They've got a lot of political problems going on in the country. They don't operate like we did. First of all, let me preempt by saying I love the Japanese culture. I've lived there, worked there. I love everything about Japan. So having said that, they're very different people than us. They don't operate on any of the same level that we do. Not personally, not socially, not in business, not in commerce, nothing. They just don't think or operate the way we do. We've got a lot to learn from them. A lot of technology and stuff that they have, we have failed to embrace in this country. They took everything from us after World War II and we took very little of what they had to offer us. I think that we are in Texas. We put a man on the moon. There's no reason why we can't come up in the United States and in Texas -- thank you very much -- and come up with another type of system. Shinkansen trains are 50 years old as of October 1st, 1964. Yes, it's an upgraded train in -- but there's other things. There's magnetic levitation and other technologies and we should make those technologies right here and not have to rely on them as wonderful as they are. We should do that ourselves and we should be really looking out to a real future, a real 21st and 22nd century and not go with the 50-year-old technology that they have. Thank you very much. | Purpose and Need |
| 1/9/2015   | Jane Martin     | Also, there has been nothing presented that shows that this service is needed or would be used. I feel this is a very poorly thought out project and I do not think it should go forward in a neighborhood area.<br>Thank you for your attention.  | Purpose and Need |
| 1/9/2015   | Jeff Collins    | I am very much in favor of development of this project as it will provide greater mobility in our area and also provide a safer alternative for traveling to Dallas versus highway or air travel. I reside both in the Cypress Spring Cypress @ 249 area) and Grimes County (12038 County Road 232) areas and fully support either of the two alignments proposed for this high speed rail project. My Grimes County property is near the locaiton where the two alternatives cross in Shiro, TX. The state of Texas is rapidly growing in populaiton and this project is needed. The EIS has addressed all areas of concern to me and I agree with the two alternative alignments presented and recommend further project studies to determine the most preferred alternative to develop constructio.   | Purpose and Need |
| 12/3/2014  | Joe O'Brien     | I can remember standing on the interstate loop that was built a quarter of a mile from my house, and my wife and I would ride up and down on bicycles and say they'll never get a toll road here in Houston. Well, that same road right now is almost as packed as our highways now. I think it's time for Houstonians and Texans to say we're going to have to evolve. If we don't, we'll be in a similar suit. The idea of eminent domain scares everybody, but we are in a situation where we need to take care of the populous. So my question to you if we reduce time between Houston and Dallas is part of the standards that are -- you're talking about, does this negate intermediate station because the stopping for steel-wheel train is prohibited? You just shot yourself in the foot. You don't have to interrupt me.  | Purpose and Need |
| 12/2/2014  | JT Spurr        | The next part that I would say is that, based on your own slides, you paired over a thousand cities in your study to find out that Houston and Dallas was the best place for a high-speed rail, but you're doing all your studies on Houston and Dallas needs a high-speed rail. That sounds like profit to me, not trying to solve a problem. The next piece is is that I live in Waller County. Waller County is not benefiting from the people in Houston that are going to ride the high-speed rail through my front yard.   | Purpose and Need |
| 1/8/2015   | Kelly Lutz      | I, for one, do not see the feasibility of a high speed train between Houston and Dallas, but that is for others to evaluate. I have lived in Houston since I was a child and have often heard of a bullet train between the two cities, and it has never seemed to garnish enough support to make it happen. Texans are not prone to using mass transit, and that has been evident throughout the many failed attempts of building systems that are used temporarily, and fail once the excitement quickly wears off. We do not have the same mind set as people in NYC or Japan. Historically as well, transit hubs are typically built on the outskirts of town. Airports are located away from the center of the cities (to reduce noise and imposition to the public) and this, I would think, would apply to the hub for a train as well. It seems reasonable that the train could easily stop at the NW Metro Transit Station and let commuters take the already available mass transit methods to get to downtown Houston, the Galleria, Greenway, the Texas Medical Center and the Energy Corridor from there. The NW Transit center is really more of a central location than is downtown to begin with. This location would also reduce the numbers of people who would be impacted by the train, and this, to my knowledge is a priority set by the investors of the train.... or so they say.  | Purpose and Need |
| 10/29/2014 | Kenny Mallard   | Texas is a growth State and we are behind the curve on getting people where they need to go and get there safely and without congestion. One great Idea that has been talked about for years is high speed rail. For the last ten years we have just made the roads wider taken up more land by widening the highways and putting tolls on these roads. High Speed rail makes the most sense because it is fast safe and only takes up only about a width of a county road section of 80 feet. When you have more people ride the train and need to expand you only need to add a train car for more people and not widen the road taking up precious land. When this high speed rail gets build and proven look out USA Texas is leading the way once again.  | Purpose and Need |
| 1/9/2015   | Kim Smith       | I do not understand the need for the proposed HSR when people can fly the same distance in a shorter amount of time for the same amount of money. Most of all, this HSR will not benefit Leon County, Texas in any way. It will do nothing but spoil the attraction and feel of this county.   | Purpose and Need |
| 12/2/2014  | Kyle Workman    | Secondly, the numbers that you use I think on the existing roads and the population increases and the congestion, that probably assumes there's no modifications to the existing roads, okay? And we all know that we just passed a big proposition here in the State of Texas to spend more money on roads in particularly I'm sure on those highways; so, I think it's a little misleading to use numbers based on existing road sections.   | Purpose and Need |
| 12/9/2014  | Kyle Workman    | I respectfully request the following information (portions have been previously requested):<br>Why is the EIS concerned about the financial impacts of different routes? Given this is a "private" venture; TCR is responsible for making it work, not the FRA/URS...unless the FRA isn't neutral. Please advise.<br>Please clarify if this project is intended to reduce the congestion on IH45? In several meetings that was a focus (particularly given the slides about population and commute stats) and then towards the conclusion of the string of meetings, FRA clearly stated that that was not a focus of this project. It seems to me that the "need" should be updated and clarified. This is important given the threat of eminent domain to acquire property forcibly.  | Purpose and Need |
| 1/9/2015   | Laurie Hazzard  | The social & environmental issues arising from these proposed routes must be evaluated & given thorough consideration during a planning process that would impose a massive transportation infrastructure in an urban residential area, where most of the residents will receive no direct benefit from the SHR system - intended to service primarily remote business commuters between Dallas & Houston. Robert Eckles stated that the planned fare is 80% of airfare one way. Today's business select rate on SWA is \$232 one-way. Most residents in the affected area would likely opt to drive to and from Dallas, especially when two or more passengers are traveling, rather than pay \$700+ to travel by rail.   | Purpose and Need |

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| 1/13/2015  | Linda Burroughs | <p>A need for security checks thus negating any time saved<br/>           If there was a need other rail companies would have built a line before now.<br/>           Only benefit is to Dallas and Houston, not community's in-between<br/>           Figures provided by the rail company do not accurately define the user ship and time saved<br/>           Travel to and arrival at the terminals will require car hire or taxis to reach destination thus defeating the object of reducing traffic. 9. World Bank Study shows that rider ship forecast rarely meets the forecast resulting in tax payer support<br/>           You will not get Texans out of their vehicles. Cheaper to drive than use the train. Haven't we proved that Texan's ore NOT going to forego their cars? Metro and the In- town bus is working so well.<br/>           As passenger line only, the line will not remove freight trucks from the highway system, thus no reduction of emissions as the trucks are the heavy polluters<br/>           Increase in fuel efficiency of High Speed Trains do not take into account future advances in energy efficient vehicles.</p>  | Purpose and Need |
| 12/31/2014 | Lisa Collins    | <p>Is this project needed- This is a bad idea for Texas- Neither Houston nor Dallas has the density or layout of urban Japan or many of the cities in the Northeastern United States. Those cities work because every train stop is like a small walkable city.<br/>           Mobility- You can drive to Dallas in 3.5 to 4 hours, or fly in an hour. Travelers choose car-travel because of the flexibility it offers and air-travel because of its speed. According to the Federal Railroad Administration, only 5% of car travelers will change to rail due to the cost of the rail tickets and additional costs of transportation once they reach their destination. Plane travelers are more likely to switch to rail if the prices are comparable or less than the airline. In Europe, passenger train service is substantially more integrated into modern life. Even so, the rail service represents less than 10% of all passenger miles traveled by land.<br/><br/>           Lack of ridership- Popularity of rail travel is declining throughout the world; 10% in the last 15 years. The TCR tells us that an estimated 50,000 people make the trip between Houston and Dallas on a weekly a basis. More than half of those people would need to take the train weekly in order to pay for the interest on the construction loan. For the bullet train to work, it has to be driven by the market.<br/>           Of the estimated 50,000 people traveling between Houston and Dallas, TCR fails to mention how many are going beyond Dallas for their final destination. They also do not take into account how many started or ended their trip somewhere in between. These motorists will have no use for HSR.<br/>           Families will not be using the rail as a form of transportation, based on the expense of the tickets and the cost of renting a car; it will be cheaper for them to drive. This project is designed to compete with the airlines, not the automobile traveler. HSR is aimed for the business traveler, who is already traveling by air. Many businesses have cut back on air-travel and are using video-conferencing to save money.</p>  | Purpose and Need |
| 1/8/2015   | Lynda Brackett  | <p>HOW CAN DALLASHOUSTONHSR AND/OR THE FRA TRULY CONDUCT AN EIS WHEN THERE IS SO MUCH UNCERTAIN DATA AND INFORMATION???</p> <p>Previous Study of Viability of High Speed Rail in the United States is not Favorable<br/>           A study, High-Speed Rail in Europe and Asia: Lessons for the United States, was conducted in May 2013 by the Reason Foundation, authored by Baruch Feigenbaum. This study brings out a number of significant criticisms of such a project.</p> <ul style="list-style-type: none"> <li>a. World wide few high-speed rail (HSR) lines are profitable. Many lines require large government subsidies.</li> <li>b. A HSR line would be very expensive to build - as much as \$10 million per mile. Operating costs more than \$50,000 per seat annually.</li> <li>c. Rail ridership is not guaranteed. Rail experts estimate a United States rail line would need ridership of between 6 and 9 million people per year to break even.</li> <li>d. A HSR line creates more pollution than it prevents because building a line is energy-intensive.</li> <li>e. A HSR does not create much new development; it merely directs from one area to another.</li> <li>f. Rates of car ownership are higher in the United States and it is cheaper to operate personal vehicles.</li> </ul> <p>Are these factors being taken into consideration during the EIS? In addition, as suggested above, the only data being provided by an actual participant in this project is from the TCR - an unofficial and speculative. WHY IS TCR WORKING SO HARD TO BRING A HSR TO TEXAS???</p>   | Purpose and Need |
| 12/22/2014 | Marty Hiles     | <p>High Speed Rail Nonpartisan Assessment Paper. By: Texas Concerned Citizens, Economic Development Executive Committee January 2015 Introduction The following is Texas Concerned Citizens (TCC) unbiased assessment of the two High-Speed Rails (HSR) that are planned to traverse the length of Ellis County. One adjacent to the I-45 corridor from Dallas to Houston, the other is planned along the I-35 Corridor from Dallas to Austin.<br/>           By publishing an assessment of the High-Speed Rail concept for Ellis County TCC mission is to advance free markets principles, while promoting individual liberty, property rights and economic development that will benefit the economic growth and health of Ellis County. We hope to influence the debate, the framework and actions of policy makers, media, government agencies and community leaders. t termed that since this HSR is still in review that TCC would not publish a position paper at this time. Here we attempt to write a fair assessment for all readers to understand the true nature of the impact this HSR will have on Ellis County residence, businesses, property owners, school districts, economy, jobs, taxes and more.<br/>           Purpose<br/>           The purpose of this assessment is to evaluate the advantage and disadvantage of two high-Speed Rails traversing Ellis County. Our expert team has been working on a high tech economic development strategy for Ellis County for some time. The purpose was to shift Ellis County growth from becoming just a bedroom community of Dallas County to developing strategies to encourage high technology industries to locate here. Thus expanding our tax base while attracting high wage income earners to become homeowners resulting in making Ellis County a quality community to live and work.<br/>           Assessment<br/>           Operating two High Speed Rails through Ellis County,<br/>           - In terms of propensity to travel, Dallas/Fort worth metropolis, Houston, San Antonio and Austin has one of the world's busiest transportation corridors, a sign that there is a demand for travel between the five cities. It cannot be argued that Texas doesn't have the population for high speed rail. On contrary Texas has the precise conditions that have worked well in other countries.</p> | Purpose and Need |
| 12/18/2014 | Mary Beck       | <p>Lastly, it states that "demand" would be a key factor for determining the route. There is not a high demand in the Garden Oaks/Oak Forest areas for this rail. I believe people who would use the rail are primarily those going on business or weekend trips - those groups easily have transportation to a terminal downtown or along 45/Hardy Toll Road - this route makes more sense - there are wider areas and more existing rails to use. It also is more direct. The tracks near 34th going through these neighborhoods is narrow so the negative impact would be greater. I would be supportive of a light rail on 34th that could get people downtown so they could right the high speed rail and for other reasons. It would be useable to more people. The high speed rail though is simply not right for this area, and likewise, the area is not conducive to the high speed rail.</p>  | Purpose and Need |

| Date       | Contact Name             | Request/Comment   | Comment Topic    |
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| 1/8/2015   | Mel G Johnson            | <p>My key question, and cause for concern, however was not addressed on Monday evening. What I want to know is who exactly the customer base for this route is? In addition, how did they calculate a volume of riders that would require 1 train every 30 minutes (1 heading north to Dallas, with its counterpart heading south 15 minutes later)?</p> <p>I grew up in London, England and depended solely on mass transportation prior to moving to Texas. However, even in a bustling metropolis of 15+ million people, there is no train service (not even the high-speed link between London and Paris) that runs on the frequency proposed here! In addition to traveling around the UK via train I have also utilized both local and high-speed services across Europe and down the eastern seaboard of the US. In each of these established mass transportation hubs one still needs to review a timetable and pick from a limited number of services per day, especially if there are connections to be made. Plus, all major train stations link to either a subway, or light rail over ground service; not to a parking structure in the city center!</p> <p>In addition, the current proposal is for a single line. What is the point of installing a high-speed connection between Dallas and Houston, unless you can then connect to El Paso, to the west; or New Orleans to the east; or possibly Oklahoma City or Tulsa to the North? Those are the immediate options that come to mind, but what about a high-speed Houston-LA or DC or NYC? I fully support America as a country revisiting its attitude to transportation options and committing to re-developing a robust train infrastructure, but this needs to be done on a National scale, not via a stranded line in central Texas.</p>   | Purpose and Need |
| 1/7/2015   | Melinda Hughes           | There is no financial or practical justification for the HSR, the vast majority of the citizens of Texas are opposed to this HSR, and the entire plan and operation are highly suspect.   | Purpose and Need |
| 12/1/2014  | Micahel Collins          | I'm a visitor here. I come here every year to visit my family and one reason is that I get away from all the noise pollution from where I live and it's a very friendly atmosphere here and I want to thank everybody for your hospitality when I do come even though I'm only here once a year. I retired from Alabama Department of Transportation and we did studies before we did things like this and I just out of curiosity would like to know, how many people on I-45 go strictly from Houston to Dallas? And how many people get on between Houston and Dallas and they get off between Houston and Dallas and how many people get on in Houston and go to Kansas City? Why was that not included in your handout? No, you got percentages of people who travel on a highway. Okay. Well, one last thing. Several people have commented about not caring about them, I just want to remind everybody that to them you're in flyover country.  | Purpose and Need |
| 1/8/2015   | Michael Petrini          | <p>The evening of January 5th I attended a public scoping meeting for the Dallas to Houston High Speed Rail Environmental Impact Statement held at Lutheran High North. After returning, I am adamantly opposed to the 34th Street route within Houston, Texas or other nearby densely populated areas. The arguments presented by Texas Central Railways' management are baseless and unconvincing. My community of Oak Forest, where I have made my home for the past ten years, is being needlessly targeted by a redundant infrastructure project in dire need of better foresight and planning. The rail path proposed along 34th Street, if allowed to occur, will ruin an economically vibrant community that is one of the oldest and largest suburbs (5,000 homes in Oak Forest alone) within the City of Houston. Oak Forest and Garden Oaks have substantially contributed to the local tax base over the past sixty-five years and this project's current trajectory will threaten neighborhood security, destabilize the local environment, financially devalue our homes and businesses, and degrade the overall quality of life in my community.</p> <p>There is no compelling general public interest served by the Dallas to Houston high speed rail project. While publicized as a private project, high speed rail entails enormous public implications. There are many cost-effective alternatives to commute both quickly and safely from Dallas to Houston. While high speed rail may be a unique travel experience, it is neither a required travel experience nor a necessary infrastructure project for the common good when evaluated against competing or upcoming transportation models. Projects like this one warranting eminent domain seizure or otherwise seeking to flagrantly distort the original intent of a freight railroad right-of-way into oversized, monstrous structures as proposed Monday evening are to be held to the highest public scrutiny. Texas Central Railways fails to demonstrate on all fronts that this project is a pressing public need, except for their firm's profitability of course. It is inconceivable that a rational citizen would think this project is 'a must' when such an implementation would extract harm on heavily dense urban communities when effective travel alternatives exist.</p> | Purpose and Need |
| 1/9/2015   | Mitch Blakely            | The Texas Central Railway website provided unsupported reasoning for choosing the third preferred route. No ... data analysis was available. Rather, what was presented were self fulfilling. I oppose the HSR as proopsed. But, HSR concept may work if it connects to the Light Rail.   | Purpose and Need |
| 10/20/2014 | N Diana Davis            | Neither Dallas nor Houston are suitable for visitors who lack private transportation. This project is premature, ill-advised, and only sought after by those entities who stand to profit from it.  | Purpose and Need |
| 1/7/2015   | Nancy Tune               | <p>TCR rail passenger estimates are too high. TCR's projections include 9.9 million rail passengers annually. The total current airline traffic between Dallas/Fort Worth and Houston is about 1.5 million passengers per year, which is no where close to satisfying TCR's projections even if they displaced every single airline passenger.</p> <p>According to TxDOT traffic maps, there are about 18 million vehicles annually that drive between the two cities. If TCR is relying on displacing vehicles, then about 8.4 million vehicle passengers would have to choose to ride the train over driving.</p> <p>Driving a vehicle from Houston to Dallas take about 3.4 to 4 hours, which is very close to the same as travel time from Houston to Dallas for rail includes a 30- to 45-minute drive from one's home to the train station; a 30-minute cushion for traffic, parking, walking and checking in; a 90-minute train ride; and a 30- to 45-minute taxi or rental car ride to final destination. This all adds up to being approximately the same travel time as driving.</p> <p>Driving costs about \$77 per round trip. Rail costs about \$278 per round trip (including parking fees, train tickets both ways comparable to roundtrip airfare, and cab or rental car to final destination (20 miles each way at \$2.20 per mile)). The passengers of 50,000 vehicles already choose to drive each day - of the 4,109 people that fly between the two cities every day - because the \$200 more per trip is not justified when total travel time is close to the same. The outcome will be the same for high-speed rail since it costs the same as taking an airplane.</p>   | Purpose and Need |
| 1/8/2015   | Nathan & Courtney Keiser | <p>There is no Purpose or Need for this Railroad in Texas or Grimes County. We, along with all of our neighbors strongly urge The FRA, TRA and TxDot to focus on the No Build Option.</p> <p>TxDot continually complains that it has no money to fix our roads and bridges, Why don't we take the money allocated for this TRAIN wreck and use it instead to fix our crumbling infrastructure . This would be a wise and useful use of the funds that would benefit all of the citizens of Texas, not just a few of the elite ruling class, or a Foreign JAPANESE Train Company .</p> <p>We and our Grimes County Neighbors oppose this, and strongly urge the FRA and TxDOT to reach a "no build decision" on this proposed high speed rail, and recognize that the environmental and financial detriments it would bring to the vast majority of citizens far exceed whatever fanciful benefits are envisioned from the project.</p>  | Purpose and Need |

| Date       | Contact Name           | Request/Comment  | Comment Topic    |
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| 10/23/2014 | Nathaniel Pendleton    | <p>2) Houston to/from Dallas, downtown to downtown, faster and cheaper than flying. if flying adds 4 hours, and perhaps \$40 to \$60 for premium airport express rail, plus the plane ticket themselves, than downtown to downtown should utterly out compete most economical flights between metro regions, on both time and money.</p> <p>3) longer haul PAER from one airport in one Metro to the other Metro area downtown.<br/>This means DFW only trains can run from the airport to Houston downtown, and a parallel downtown Dallas to Houston Airport, so that frequent flyers on one airline using one airport hub can readily buy these train trips as part of their airplane tickets, and various ways to indemnify disruption of rail service can be explored, such as making these higher cost rail tickets transferable to airlines if the rail line is temporarily disrupted. For airports, long haul PAER service increases local passenger catchment for long haul flights to rare destinations e.g. Cape Town, and the potential to use the time on board specially designed trains to screen bags, and store screened bags securely and elsewhere on the train, away from unscreened rail/airport passengers permitting much faster processing of passengers at the far airport, provided secure train baggage cars and screening can be established such bags securely moved into the airport from the airport rail station (no easy tasks). For law enforcement and epidemic experts the direct rail service from downtown to the far airport makes it much easier to track people when it is required.</p> <p>4) College station needs special event nonstop express for major sporting events and start and end of school. The best way to pay for the main line is shortest rail route bypassing college station with largest passenger base and most business models, but building T off that main line for trains from both Dallas and Houston to nonstop reach College station for special events such as sporting events, parents weekend, or start or end of school. This low cost T corridor permits the larger numbers of people on the Houston / Dallas corridor to build up the best possible corridor, and T off for infrequent non stop to College station service. Most rail trips from College station to the main line would require a much more economical connector, such as US Rail Car commuter rail type solution to use the T tracks to reach the main line for the selected main line trains which are scheduled to stop at the T intersection station. These College Station solutions would provide the fastest payback for all passengers and investors.</p> <p>5) Air Cargo on High Speed Rail (ACHSR)<br/>Europe has Euro Carex as its ACHSR service. For Texas the biggest sea port is Houston, and air cargo sort hubs for all spoke / feeder flight in Texas across the US to Texas for both UPS and FedEx is Alliance Airport north side of Ft Worth. Making through service trains from DFW to Alliance would save considerable time, but requires building a rail line from DFW to alliance from scratch. Building a ballon turn to avoid making the trian engineer walk either the length of the train to avoid driving in reverse and avoid a trains version of a 3 point turn, is essential. Extending the PAER tracks from DFW to Alliance means that a massive amount of air cargo can be moved between the 5 airports, Hobby, Bush, Love, DFW, and Alliance, sharing right of ways most of the way.</p> | Purpose and Need |
| 1/9/2015   | Nora Dedontney         | Are so many people really clamoring for this train? The two examples in the HSR newsletter sound farfetched. Last minute meeting requests or critically ill relatives can be handled easily by teleconferencing and air travel. I don't feel those rare events justify building a new system that will disturb many residential neighborhoods. It seems much more reasonable to me that the train should stay out of the inner loop, preferably closer to the beltway and use the public transit network to bring the passengers to the train.   | Purpose and Need |
| 12/4/2014  | Phillip Bruns          | I'm a resident in Shiro. I've lived out here full-time for the last five years; but I want to say first and foremost, I love a lot of people in Houston. Raised my children in Houston, had my career in Houston. A lot of my best friends live in Houston. I have a beloved sister in Dallas. I love Dallas. I love a lot of people in Dallas. They have a perfectly -- the people that can afford to ride this train since it's going to cost the same amount as an airplane, they have a perfectly good way to travel to see my sister, to see my friends, and that is they can take the 30,000-foot route right up there and they don't bother us a bit.   | Purpose and Need |
| 1/7/2015   | Renae van Zeelst       | Please know that I really am a fan of high-speed rails. I have frequented them in Europe where they are essential in connecting small towns to large cities that cross national boundaries. Dallas and downtown Houston are already connected by Interstate 45. I can't understand why our city feels the need to shoot this bullet through the Texas countryside, slow it down to snake its way through our incredibly lively and cherished neighborhoods and then dump passengers downtown.  | Purpose and Need |
| 1/7/2015   | Renee Shaver           | It is not clear who the audience for this rail system is, as the proposed hub in downtown Houston implies it will be primarily used for downtown business people who need to travel to Dallas. No one that I know will drive to downtown Houston from Katy, Sugarland, the Woodlands or even outlying Houston neighborhoods to catch a train to Dallas. A downtown hub would mean people who live in these areas I mention would have to drive in the opposite direction from Dallas and fight traffic to get downtown and find a parking place.   | Purpose and Need |
| 11/18/2014 | Robert Leilich         | Unquestionably, there are compelling merits to build a HSR system linking Houston – Dallas – Fort Worth. The annual number of passengers flying between Houston airports and Dallas – Fort Worth airports is about one million passengers in each direction, or roughly an average of 2,700 passengers each way, per day – alone, enough to provide a strong support base if a large percentage of traffic is diverted to HSR. Additionally, traffic counts (2006 level) at points on I-45 midway between Houston and Dallas show in excess of 15,000 passenger vehicles per day, in each direction – over 5 million vehicles per year. According to a New York University 2012 report, nearly 50,000 – mostly business – people travel once a week by car between Houston and Dallas.   | Purpose and Need |
| 1/8/2015   | Roger Timmerman Jr.    | I wish to make known my thoughts on the issue of high speed rail development in Texas. I understand this to be part of a system of high speed rail throughout the United States. I can see many areas in which all citizens should be greatly concerned. Texas has a landmass as a state that is larger than most of these countries combined. Texas does not have the high-elevation, mountainous terrain that hinders development of highway systems. The opposite is true, an efficient roadway system is in place, fuel prices in the U.S. are lower than in these other countries as well. These roadway systems, have allowed Texans the greater freedom to travel where they so choose (not in just a linear direction in the case of rail) and, allows them to carry items and freight as they choose. The carrying capacity of the high speed rail is another reason for concern. It is impossible to see how a rail system can support multiple trains traveling at high speed in a safe manner as to reduce the number of people it would need to transport to ease traffic congestion.   | Purpose and Need |
| 1/7/2015   | Rogério Largman        | More specifically, there is no credible research that would support that the proposed routes would have no to minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reduction in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the “preferred” routes benefits anyone but a few investors in the project.  | Purpose and Need |
| 1/9/2015   | Sally and Mark Jozwiak | We are writing to express our concerns to the proposed construction of an elevated high speed rail system by Texas Central Railway specifically through the Oak Forest/Garden Oaks/Independence Heights neighborhoods along the BNSF rail line right-of-way. We appreciate innovative transportation concepts, especially those that improve both the intra-city public transportation as well as inter-city transportation. We can all agree that the population in Texas will increase but high-speed rail isn't the only solution to population growth and the additional traffic congestion that brings. Today, “super commuters” between Dallas/Ft. Worth and Houston account for approximately 6/100ths of a percent of the 15 million people living in these metropolitan areas (Source: Rudin Center for Transportation at NYU). Even with a tripling of population over the next 30 years, the numbers of “super commuters” could increase 10- or 20-fold and still only account for a small percentage of the population. It's the equivalent of building a bridge to nowhere.   | Purpose and Need |

| Date       | Contact Name                       | Request/Comment   | Comment Topic       |
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| 12/2/2014  | Scott Smith                        | I appreciate the opportunity to speak. I'd like to address some brief comments on purpose and need that I would like the draft EIS to take a look at in more depth. One is air transportation. When we look at the congestion forecast, that you mentioned air transportation and you mentioned I-45. So those two areas I am especially interested in. We have an incredible infrastructure in Houston for airports. We know that, if the demand is there, the airlines will fill it. We don't know about the airports. And I'd like to see that addressed. When we look down at the forecast period, what is the demand capacity analysis for those airports. Could they handle, if the airlines chose to serve, the number of seats that would be needed to help alleviate the forecast surface congestion. Look at that. There's billions of dollars, federal dollars, local dollars from people that use the air transportation system that have been invested. So I'd like to see some data on that in relationship to purpose and need. Okay. Number 2, the citizens in the state of Texas have agreed in this last election to invest billions of dollars in surface transportation projects. I-45 certainly must fall in there somewhere. And I think that that should be looked at, that if we're going to raid the rainy day fund and build more roads and fix the ones we have and add capacity, I think that should be addressed in some kind of forecast in the environmental impact statement. Thank you.  | Purpose and Need    |
| 1/7/2015   | Tami Earl                          | It is not clear who the audience for this rail system is, as the proposed hub in downtown Houston implies it will be primarily used for downtown business people who need to travel to Dallas. No one that I know will drive to downtown Houston from Katy, Sugarland, the Woodlands or even outlying Houston neighborhoods to catch a train to Dallas. A downtown hub would mean people who live in these areas I mention would have to drive in the opposite direction from Dallas and fight traffic to get downtown and find a parking place.  | Purpose and Need    |
| 1/9/2015   | Tami Merrick                       | No real reports or surveys taken showing if people would actually ride the rail in Texas. Showing workers commute between cities is not enough. Lower income workers are not going to pay proposed higher fares to ride a train when they can drive cheaper and have a car at the destination.  | Purpose and Need    |
| 1/9/2015   | Tania Rivas                        | This project has not demonstrated that it will provide affordable, high volume ridership to Dallas. There is no benefit to the regular, hardworking citizen in Garden Oaks.   | Purpose and Need    |
| 11/19/2014 | William Carter                     | There are four significant false assumptions in the information made available at the meeting:<br>One; the driving speed between Dallas & Houston will be 40 mph by 2035.<br>Two; the construction time will be four years.<br>Three; the station location will not serve the new population of the Dallas Metroplex.<br>Four; the transportation options are incorrect for 2035.<br>These fallacies will render the system a financial failure. An explanation of my basis for the claim of false assumptions follows.<br>First let us consider the 40 mph assumption. Today interstate traffic moves at between Dallas and Houston at 70 mph and most of the highway is two lanes each way. The current I45 ROW is plenty wide to add a minimum of two additional lanes each way. Additionally, toll roads are being added to the Texas highway system every year. The economics of this type of transportation system is well proven in nearly every state. The probability of such a road between Dallas and Houston is high because the rail option offers no solution for people between the two cities.<br>The fourth issue is the transportation options available in 2035. I plan to travel in my Google – Tesla Hybrid Pick Up Truck (This is Texas) everywhere! In the year 2035 autos will be self-driving. How can we know that will be true? Today we see ads for cars that anticipate the need to slow down. Google today has permission for autopilot cars in California. Highway toll roads (See issue #1) will be “smart roads” by then too. An upgraded George Bush in Dallas will be connected to the upgraded Hardy and Beltway 8 in Houston. The upper income professionals in north Dallas will simply get in their 2035 G-T-H, tell the car they need to go to Reliant Stadium, sit back and relax, because the car will do the rest. The point is, the 2035 G-T-H with its connectivity, will grant a multi point to multi point solution with time flexibility to everyone in Dallas, Houston, and all the Texans in between. If you are a professional in north Dallas in 2035 will you get in your G-T-H, drive to the “Park & Ride”, take DART to the rail station, take the train to Houston, rent a car in Houston or just take your G-T-H to Houston? | Purpose and Need    |
| 1/6/2015   | William Hutchinson Line III (Trey) | I completely support the existing plans for the High-Speed Rail Project as it is currently intended to pass through Garden Oaks and Independence Heights. Congratulations for designing this project for the public's benefit. To that point, the benefit of the masses must be weighed against the inconveniences to a few. This project will considerably reduce the traffic on Texas' congested highways and will enhance the connection between Texas' largest cities.  | Purpose and Need    |
| 1/9/2015   | William Sullivan                   | I work in Dallas and commute back and forth every day. I drive about 50 mile one way along interstate 45 at all hours. Congestion along this route only seems to occur during the hour when the local residence are going to work. If high speed rail is intended to relieve congestion, how is it going to do that if there is no service in the counties adjacent to the metropolitan areas?  | Purpose and Need    |
| 12/22/2014 | Alben Kwiatkowski                  | The Garden Oaks / Oak Forest area is a well established Houston neighborhood and community. These neighborhoods have been a part of Houston for many years. I live on West 34th Street in Garden Oaks section 1. My home was built in 1937, as were many of the homes here. There are also a large number of new homes and new construction in this area as many young families are coming back to this area in which they grew up.<br>My house is in very close proximity to the proposed new rail system. The existing rail track runs along my neighbors backyard fence, who live just across the street from my family. I do not perceive a High Speed Train System to be safe in any means being this close to anyone's home. I, like most of the families here, have two very young children, one five years old and one 7 months.  | Safety and Security |
| 1/7/2015   | Alicia Nuzzie                      | The proposed route through Oak Forest adds exceptional risk to at least two high schools and two neighborhood parks that are heavily used by our children and families. The potential elevated nature of the HSR does little to mitigate the significant increased risk to residents and children using these facilities. Oak Forest has a limited supply of commercial space for retail businesses. The proposed route is immediately next to this very limited space adding significant health and safety risk to patrons of these businesses. Passengers should be screened at least as well as airline traffic. Anything less creates significant risk to the residents health and safety concern.  | Safety and Security |
| 1/6/2015   | Alisa Anderson                     | With the proposed CNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 12/3/2014  | Allison Matney                     | Does your plan truly avoid and minimize the impact to residential properties? What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?<br>I urge you to listen to our reasonable concerns about this project ...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety and financial issues.  | Safety and Security |
| 1/9/2015   | Allyson Faist                      | What studies do have that can prove it is safe to homeowners, both pier and beam or slab, that vibration will not damage the foundation?<br>This train route runs through a high school and the 34th Street Park. Can you guarantee the safety including the noise decibels?  | Safety and Security |
| 1/9/2015   | Amelia Strickling                  | Mr. Eckels discussed how riding the train would be faster because of less security and safety measures being taken at the last meeting in Oak Forest on January 5th. At this risk of sounding as an alarmist, this is greatly concerning because those wishing to inflict harm on innocent people will use the path of least resistance, i.e., an unsecured high speed rail going through densely populated areas.  | Safety and Security |
| 1/9/2015   | Amelia Strickling                  | What studies have been conducted to show the affect having such a rail through residential areas has on property value, damages, and injuries? What if there is a catastrophic event--who will be responsible?<br>What about curious children? How will they be protected?  | Safety and Security |
| 1/5/2015   | Amy Hernandez                      | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an “experiment” that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |



| Date       | Contact Name              | Request/Comment  | Comment Topic       |
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| 1/8/2015   | Andrew & Kimberly Grimmer | My children also play at the American Legion park, which is located on the rail line. They play, fly kites, air powered and water powered rocket toys. The high powered lines are a danger to my kids when they do this. I also fear for Children climbing on these structures. With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.  | Safety and Security |
| 12/12/2014 | Ann Brock                 | Having this train would also put us in harms way, because should the train ever derail, it could be fatal and destructive.   | Safety and Security |
| 1/6/2015   | Anne Vegsund              | <ul style="list-style-type: none"> <li>The High Speed Train will block off major streets leading to 290. As a result, this will affect many neighborhood's safety. We will not have access to fire and paramedic services. We will then be 30 to 45 minutes away from a major hospital. This will greatly affect emergency routes and new fire stations will need to be built.</li> <li>What safety precautions will be made to make sure the train does not derail into a neighborhood or into a business? What safety precaution will be made to prevent a terrorist attack? What kind of precautions will be made to keep children off of the rails or to keep people from crossing the rails?</li> </ul>   | Safety and Security |
| 1/9/2015   | Annet van Schie           | The elevated structure will cost the state additional public cost to protect people to use the elevated structure for different means such as climbing for a thrill or suicide, shelter for homeless, substantial traffic in downtown Houston up to 800 each hour. Most people will be driving their cars to/from the terminal using the I-59, I-45, I-10. They want to park there and/or get a rental car. More security and additional police would be needed to cover all those people and property safety as it is likely to increase criminal activity as well.   | Safety and Security |
| 1/6/2015   | Annette Spychalski        | Further, TCR has not provided adequate evidence of addressing safety concerns. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Safety and Security |
| 1/9/2015   | Arthur Madrid             | Safety - Is it safe for a rail system to be built above a working freight line? Although the high speed rail has a good safety record, what happens if there is an accident on the freight line? Mr. Eckels also discussed the possibility of placing the rail at grade and fencing the tracks through our neighborhood cutting off streets. This would mean that some roads would no longer go through the neighborhood. Emergency vehicles would need to take new, longer routes wasting critical time getting to emergencies. Please require TCR to provide a detailed study of safety issues of running high speed rail built over freight lines or cutting off current emergency routes.  | Safety and Security |
| 12/2/2014  | Ashley Martindale         | The "least destructive" bomb is still destructive. Our land values will depreciate. How will this be addressed? What about train derailments in the proposed area of the electric easements? Isn't this very dangerous?  | Safety and Security |
| 1/6/2015   | Barbara Walker            | I am also concerned about the health and safety issues it would cause.   | Safety and Security |
| 1/9/2015   | Barbars Sims              | I believe the HSR is unsafe for the neighborhood residents and animal / wildlife population.   | Safety and Security |
| 1/8/2015   | Bem McCosh                | I am also concerned for the safety of the children and other residents should the worst happen, and the train derails at 200+ miles per hour. I have seen no evidence that the safe operation within the proximity to densely populated areas as the one proposed has been studied and proven.   | Safety and Security |
| 12/4/2014  | Beverly Igo               | I oppose the Bullet Train for safety reasons. I live down a dead end road on the first road past it. Right now it is difficult if for any reason I can not pass. If we had a heart attack or emergency or fire, we are stranded. Will you be held accountable for my house and my life when I can not get down the road. if so, I need it in writing. I do not have another way out. That is if it comes Richards. If it comes through other route near powerlines. My child attends school in Anderson. That means I understand we can not go though all dirt roads closed means. I will have to drive 45 miles to get my child to school. The road will be conjected during the Hurricane Trevine. Where an emergency route from Houston. This will no longer be possible if bullet train excess. How will Houston get our for emergency route. I will tell them to call you.  | Safety and Security |
| 10/28/2014 | Blair Fannin              | The complexity of such a project, especially following the Utility Alternative route, raises many questions with regards to safety. For example, a 20-inch crude oil pipeline was recently installed in Madison and Grimes counties along the proposed Utility Alternative route. This raises immediate safety concerns with regards to vibrations from a high-speed rail system and environmental impact on existing Eagle Ford Shale infrastructure.<br>Further, grade separations would interrupt continuous traffic flows on Farm-to-Market and county roadways where rural citizens live and school children are taken by bus.<br>In summary, the information supplied for this project lacks critical details for public knowledge and restricts Texans from making a thorough, detailed response to environmental impact.   | Safety and Security |
| 12/2/2014  | Bob Arndt                 | I am greatly concerned about the safety of having a train running throu the town of Ila [lola] in excess of 200 mph.   | Safety and Security |
| 12/4/2014  | Bob McDaniel              | TSA delays will be at every station. I can assure you. I am a former ground security coordinator at the Houston airport. It's not going to get any better, folks. My 25 years in the transportation industry have shook my opinion. I worked for Greyhound. I worked for Continental, and I worked for United. I can assure you, I am familiar with Texas transportation. Are we just trying to impress foreign countries and ourselves? Texas can do most anything; but this looks like a huge waste of time, money, and resources.   | Safety and Security |
| 1/9/2015   | Brad Eickenhorst          | TCR touts the safety of HSR stating there has been no loss of life in the 50 years of operation in Japan.<br>Derailment of HSR and freight rail is infrequent but does exist. The BNSF and UPRR routes transport flammable and toxic chemicals through populated residential areas. The addition of HSR inside the freight corridor brings additional risks to both rail operators and the population living along these two freight corridors<br>TCR states it will construct a completely isolated system with fences and grade separation to ensure safety.<br>Fencing off the HSR corridor will prevent wildlife movement, and impact the use of rural property. This safety measure is unacceptable and leaves only the option of multiple or complete grade separation. A permanent infrastructure such as this should be considered solely along the existing interstate and mass transit corridors where similar infrastructure is already in place. | Safety and Security |
| 1/9/2015   | Bruce Sanderson           | ... safety of our children. Would you want this in your neighborhood? Would you want to be forced to see and hear this every 15 minutes? Would you want this looming over the parks and green spaces where your children play? I doubt it.   | Safety and Security |
| 1/9/2015   | Carma L Sullivan          | What about safety?   | Safety and Security |
| 1/8/2015   | Carol and Scott Isbell    | Because we live in a rural area, our emergency service including fire, ambulance and law enforcement will be compromised. Does anyone have any security concerns? How easy will it be for terrorist to bring a bomb on the train? And what about the drug smugglers?   | Safety and Security |
| 1/12/2015  | Carol Hazel               | What are you doing about safety - on just one mile between Ella and North Shepherd the track passes 4 churches, 3 schools, 2 parks, recreation areas, and dozens of private homes.   | Safety and Security |
| 1/8/2015   | Carol Madrid              | Is it safe for a rail system to be built above a working freight line? Although the high speed rail has a good safety record, what happens if there is an accident on the freight line? Mr. Eckels also discussed the possibility of placing the rail at grade and fencing the tracks through our neighborhood cutting off streets. This would mean that some roads would no longer go through the neighborhood. Emergency vehicles would need to take new, longer routes wasting critical time getting to emergencies. Please require TCR to provide a detailed study of safety issues of running high speed rail built over freight lines or cutting off current emergency routes.   | Safety and Security |
| 12/1/2014  | Carol Strain Burk         | Is this by it being enclosed in the dedicated rail, will we still -- will you still have to go through TSA before you can get on the train? And how is it protected in the -- for security? Is it fenced off?  | Safety and Security |
| 12/4/2014  | Catherine Walsh           | Security and safety station in middle is near Huntsville - prisoners who try to escape!  | Safety and Security |
| 1/9/2015   | Catherine Winkler         | We all know that things happen especially in this time of terrorism. You cannot tell me or anyone else that you are sure there will not ever be an accident from this train.   | Safety and Security |
| 1/8/2015   | Cathy Stephen             | Parent concerns for safety are high, and there are no answers yet.   | Safety and Security |
| 1/9/2015   | Celia Salinas             | I do not support or believe the high speed rail project from Houston to Dallas be build among neighborhood, because we do not know what further consequences it can have such as accidents, trash or debris that can affect our home and people. The structure can be high ground above the houses but what warranty does it have that the structure is strong enough to with hail a hurricane or inclement weather. The high speed rail should be build somewhere else where their are no houses or businesses that can be affected.  | Safety and Security |

| Date       | Contact Name               | Request/Comment  | Comment Topic       |
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|            | Chad Prior                 | If there is a power loss, how will the people on the HSR safely depart train and have access to public road?<br>If tornado causes damage to HSR or fencing or fire or flooding, how will the operator know this and determine if safe to continue operation?   | Safety and Security |
| 1/13/2015  | Cheryl Hall                | I oppose the high speed rail thru the neighborhood. (Independence Heights). We have small age children that have to walk to and from school on that same route. I feel for their safety as well as for the community. I understand the need for change but I can also see change started in an area that would benefit from this project more than an already refired neighborhood.  | Safety and Security |
| 1/8/2015   | Cheryl McCosh              | I am also concerned for the safety of the children and other residents should the worst happen, and the train derails at 200+ miles per hour. I have seen no evidence that the safe operation within the proximity to densely populated areas as the one proposed has been studied and proven.   | Safety and Security |
| 10/23/2014 | Chris Miller               | Will this HSR be subjected to TSA or TSA type screening?<br>What are your projected safety guideline to prevent and screen for a possible terror attack?   | Safety and Security |
| 1/6/2015   | Christina Windham          | From a safety perspective, when an accident does occur, it will means high causality and loss of human life. Few of the area hospitals and trauma centers could accommodate the needs required by the victims.   | Safety and Security |
| 1/9/2015   | Christine Adams            | No sabotage planning. In addition to the lack of consideration on the part of the promoters and supporters of the possibility of an unintentional train accident in these densely populated residential neighborhoods, there has been a lack of consideration of the consequences of an act of sabotage or terrorism. Far-fetched fear? Would anyone have thought a pilot would purposefully crash his plane into a building? I'm not referring just to 9/11 and the twin towers. I am also referring to the deranged man who crashed his plane into the IRS building in Austin, TX a few years ago. As tragic as an accident or act of sabotage would be any place, it would be less catastrophic in a more industrial, less populated area instead of within the city of Houston, in densely populated residential neighborhoods. Imagine some catastrophic act of sabotage just as the train rolls through one of the densely populated neighborhoods at 10:30 PM when most people are home. What about the impact on the rest of Houston should such an act occur within such a central part of Houston.   | Safety and Security |
| 12/1/2014  | Christine Workman          | What security measurements?  | Safety and Security |
| 12/3/2014  | Christy Lambricht          | safety issues  | Safety and Security |
| 1/6/2015   | Cindy Falschlehner         | * With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas. My children play in the park in our neighborhood on a regular basis – it is one of the primary attractions of this neighborhood.   | Safety and Security |
| 12/1/2014  | Craig Copeland             | The BNSF option runs through rural areas. Many of these areas are farms raising livestock. There is a great risk to the train and its passengers of striking cattle. Due to the route being so off the main pathway and road systems, emergency services would be greatly hindered attempting to respond so far off main roadways.   | Safety and Security |
| 12/11/2014 | Craig Copeland             | The BNSF cuts my ranch in half as well. It actually runs through up my driveway and through my shop, It would divide my ranch in half. As a game ranch, passengers might be a little put off by hunters firing rifles across the tracks. Seems they planned poorly when cutting through this "unpopulated and unused" rural area.<br>Seems to me running trains through ranches at 205 mph means a lot of cattle are like to be hit. I'm not so worried about the cattle, but I'm guessing a train/cow collision at 205 mph would be harmful to the train and passengers. In the event of an emergency, emergency services would be difficult to get to an accident scene at any reasonable response time.<br>Having been a police officer, paramedic and ER nurse for all of my professional life, your response times will be measured in times greater than 30 minutes and in some situations could be more than an hour. In the country, many roads are not accessible after heavy rains or when winds blow trees down across the roads/ It is people like me that have to take a tractor and a chainsaw to clear the roads. City crews won't be down my street but a few times a year.<br>Building more along the I-45 corridor, you would certainly have more reasonable response times as visibility is greater, more citizens can pinpoint concerns and incidents. Emergency services have great access instead of having to travel county dirt roads to locate incidents.<br>These rural areas are also often hunted throughout the year for various animals. traveling through one property does not mean a bordering land owner wont be firing a weapon in a direction that ultimately could effect a train or passengers.  | Safety and Security |
| 1/6/015    | Daniel Cheng               | I'm currently a resident in Oak Forest / Garden Oaks / Heights neighborhood in Houston TX. There have been a lot of discussions among residents here regarding the potential TCR route through the middle of our neighborhoodThis proposed route is through a densely populated area, with several schools, businesses and many houses along the route. Safety is a huge concern here, the potential impact if something happens is astronomical.  | Safety and Security |
| 10/16/2014 | Danny C. Estes             | ... would an above ground system be safer and have less effect on grazing and crossings and such. Only purchase right-of-way above ground. footprints of bridge structure would have much less effect on everyone. Only 400ft. sea level differential (guessing).  | Safety and Security |
| 12/2/2014  | Danny Twardowski           | How will the trains/rails impact safety in and around our schools?   | Safety and Security |
| 1/6/2015   | David and Linda Cato       | ... possible terrorist issues along the train tracks, to name a few. But let us take one of these a little further, possible, (and probable), fires along the tracks.<br>The area where Saddle Creek Forest is located, suffered a devastating wildfire a few years back. With the "steel wheel" trains, sparks fly and ground fires are started. We have seen smoldering brush near the railroad tracks as we have traveled along the Hardy Toll road. We have also seen the same along the tracks in Oak Ridge North, a community east of I-45 in Spring, TX. Since the access around this new railway would be limited, fires could start and grow quite large before they are even noticed.  | Safety and Security |
| 1/7/2015   | David Bell                 | ... increased risk of accidents causing injury or death.   | Safety and Security |
| 12/4/2014  | David Lilly, Grimes County | Thank you for hearing me. As you had mentioned, I am the emergency manager for Grimes County, Texas; and one of my concerns as an emergency manager is the safety of the citizens of Grimes County but also anybody that's coming through the county. And one issue that I do not see addressed in any of the planning or any of the information that's on this high speed rail is the issue of security of the rail. And I'm very concerned about this because I found some statistics online that talk about terrorist attacks on high speed rails. Public transportation has been a target of terrorists. We know that from 9/11 and the goal of the terrorist group or terrorist organization or even a lone wolf is to take out as many people for as little cost as possible. So they're going for the high value targets.<br>A high speed rail with 400 passengers is a high value target, and my concern is that there needs to be some kind of planning included in this on how to address the potential threat, particularly to the rail line. It's not so much for the passengers. I'm also concerned about that, too, because what I found in the data that I found online, there's -- there's very little emphasis on screening passengers that get on these trains because the perception is that the terrorists are not likely to put anything on the train as much as they're likely to attack the rail itself; but there's still a potential risk. And the perception also is that the more screening you do -- you know, a lot of us fly. We know that it takes time to go through the screening process; but the perception is with the high speed rails that the less security for the passengers, the faster they can get on the train, the faster they can get off. So that should not be ignored, but the main concern I have is what is being done to address the rail themselves. One thing I will point out, the federal agencies that you are coordinating with, DHS was not on there. Department of Homeland Security needs to be included on that.<br><br>As County Emergency Manager, I am concerned about several issues related to this project. Primarily what is being planned for securing the rail line and passengers. Will screening be performed at boarding?<br>What is being planned to address security of the rail lines, particularly potential terrorist threats? | Safety and Security |
| 12/2/2014  | David Quinn                | As the gentleman said, you're not going to be able to get an ambulance, you're not going to be able to get a fire truck across that railroad fast enough. So you're going to have to have a fire station over here and a fire station over here.   | Safety and Security |

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| 12/1/2014  | David Robinson                 | I have one concern that hasn't been addressed in that the communities around here, a lot of people in this crowd are hunters and there's a lot of hunting that goes on in this area. Some people supplement their incomes with leasing for hunting and things like that. If we're talking about 100-foot, 80- to -- 100-foot right-of-way, but -- and you're talking about fences to stop game from crossing it or getting in front of the train but I haven't seen a fence yet that would stop a bullet. Is there going to be restriction for hunting in the proximity of the rail? Because if there is, it could be a farther impact than just the hundred foot going through your properties.  | Safety and Security |
| 1/7/2015   | David Tullos                   | The recommended "gate time" for airline travel is a direct result of the increase in security measures that have been instituted at airports over the years, particularly post 9/11. Are we to suppose that terrorists who relish mass murder on our airlines would have no designs upon a high speed train supposedly carrying 400 people every 30 minutes? Should we suppose that the FRA, TSA, or DHS will not impose comparable security measures at the train stations as they do at Hobby or Love fields? In fact, blowing up a passenger train would be a more devastating terrorist act in that you stop an entire transportation route in addition to destroying a train.  | Safety and Security |
| 1/7/2015   | Dennis Paul Reed               | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/8/2015   | Dennis Robinson                | These include: negative economic impact, environmental, safety and security concerns, ...   | Safety and Security |
| 1/8/2015   | Diane Kemnitz                  | More importantly, with the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks. TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 12/1/2014  | Dianne Epps                    | What happens when we have to have EMS or the sheriff's office come out? Are they going to have to go twelve miles out of the way to get to us?  | Safety and Security |
| 1/5/2015   | Donald R. Wasson               | Texas Central Railway claims few accidents with High-Speed Rail. The concern is the safety of an elevated transit above or next to a freight line. Many recent accidents have involved freight trains. The derailling of a freight train will likely damage the track and supports of the bullet train. Nowhere in research has a High-Speed Rail been located next to or above a freight train track. Residential areas and train passengers would be endangered.  | Safety and Security |
| 1/7/2015   | Donna Henson                   | It came to light at the meeting that it is expected that ownership of this private enterprise will eventually go to investors or someone else. How do we know any of these owners will be accountable for the safety of citizens? The company spokesman also admitted they do not know how it operates. There is no assurance of safety if the owners do not know how it operates. Also more studies should be done on the electrical high wires that they propose stringing out above the rail line. Besides being unsightly, they may be a health hazard.   | Safety and Security |
| 11/10/2014 | Dorothy Parungao               | What about cutting off country roads to where even emergency services can not get to where they need to go in an emergency? We do have fires out in Grimes County and blocking direct access to the fire can be catastrophic in some some events. We recently had a fire out on the utility easement, and the Forestry department deployed dozers and fire trucks to the area to put the fire out. With the utility easement being blocked, the emergency services would have a hard time getting to where they need to be in order to do their jobs.   | Safety and Security |
| 12/3/2014  | Douglas Miller                 | It will disrupt fire, law enforcement, emergency response...  | Safety and Security |
| 1/9/2015   | Dr. and Mrs. Michael Shoemaker | Terrorism. With our neighborhood being so close the rail depot and the city of Houston being a major economic hub for oil and gas; we are very concerned about terrorist attacks on our city and its citizens. Will there be screening for passengers that is as intense as it is for airlines? This has not been publically addressed.   | Safety and Security |
| 1/6/2015   | Dustin Kerr                    | Will this new high speed rail being built over existing utility rail cause any Derailment of the trains below that could cause loss of life or property? And will the weight of all this just be to much for such an residential area!? Please don't miss understand me I'm for rail and new transporting but I do strongly believe this could be built in a better part of this vast city with less impact on our quality of life.   | Safety and Security |
| 1/9/2015   | Elected Official - Ben Leman   | WHEREAS, given that high speed rail is at higher risk than freight rail or standard passenger rail for terrorist attacks and the preferred method of these attacks is to derail the train, the Commissioners Court of Grimes County, Texas has concerns about the safety of passengers on the train and of Grimes County citizens in close proximity to the rail. namely concerns regarding how the Texas Central High Speed Railway, LLC will secure the rural railroad tracks. The Commissioners Court of Grimes County, Texas is also concerned about the dependency on local resources to provide security for the train and its infrastructure. The Commissioners Court of Grimes County, Texas is concerned that the Texas Central High Speed Railway, LLC has indicated that this train will not have security screening at the terminal, which increases the likelihood of terrorist attacks, thereby further threatening the health and safety of the passengers and citizens of Grimes County in close proximity to the rail. | Safety and Security |
| 12/4/2014  | Elizabeth Robinson             | increase in emergency response time due to road/rail crossings  | Safety and Security |
| 12/3/2014  | Elizabeth Wanner, MD           | What is the likelihood that a station would be likely to introduce strangers or riff raff into our small town   | Safety and Security |
| 1/6/2015   | Ellen R. Cohen                 | ...safety, and others.<br>As Houston and Texas continue to grow and our population continues to increase dramatically, traffic, pollution, and other challenges also continue to advance. I support high-speed rail as an important mass transit option that will help to reduce some of these challenges. However, I oppose the currently proposed routes for this project due to their close proximity to deed-restricted residential neighborhoods.  | Safety and Security |
| 1/6/2015   | Emily Bugaj                    | Within the 2 mile stretch of track adjacent to my residence, there are approximately (4) four schools, (2 elementary schools and 2 high schools), one large congregation Church, (3) small congregation Churches, along with (2) children's playgrounds and a Retirement Living Center. I believe it unsafe for the participants that go to these Churches and schools and centers, to be directly adjacent to the High-Speed Rail Project.   | Safety and Security |
| 12/4/2014  | Eric Yeargain                  | The flier bullet points say it's fast and comfortable. That sounds true. Then they say it's safe and all they do is focus on Japan's safety record while they conspicuously omit the fact that devastating fatal accidents have occurred worldwide from China to France and just last year in Spain, killing 78 people and injuring dozens.   | Safety and Security |
| 12/25/2014 | Eugene and Delmy Karagodin     | Danger of accidents and even terrorist attacks is always present in such high-profile operations, and placing it in the middle of residential area will expose its residents to such events, thus greatly increasing the scale of their consequences.   | Safety and Security |
| 1/9/2015   | Eva Anderson                   | ...any safety considerations with such a monstrosity.   | Safety and Security |
| 1/8/2015   | Gary Gray                      | With the proposed CNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 12/4/2014  | Gayle Grubbs                   | I've been a property owner in Grimes County for 53 years. I've served this church for about ten years now. I also have safety concerns. Many years ago now I was riding a passenger train through northern Mexico going about 50 miles an hour and we hit a cow on the tracks. Wham! Almost knocked us out of our seats. Then there was the clickety-clack, clickety-clack, bumpty-bump as we ran over the poor cow's bones as we went on our way. We're lucky we didn't derail.  | Safety and Security |
| 11/19/2014 | George Chen                    | In rural settings where we do have forest fires etc, firefighters are able to cut through private land to aid in fire fighting. With land that is "locked" how are emergency services able to respond to critical emergencies.  | Safety and Security |
| 1/9/2015   | George Craig                   | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |

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| 1/7/2015   | Gillian & Tony Cawte                  | At-grade HSR blocks off too many roads. Blocking rural roads will deny property owners safety egress from homes during wildfires. 2012 demonstrated plainly that we have to be able to drive in at least 2, if not 3 directions to escape wildfires.<br>Emergency services could take 3-4 times the current delay to find a route to homeowners if some rural roads are blocked.<br>Some ranches could end up with no access at all to parts of their acreage – what if a worker with access to their work site only by all-terrain vehicle has an accident? What if a sick animal needs transporting from blocked acreage and TCR has only provided small culvert access??<br>There are many locations throughout the Counties that people will no longer be able to ride their horses for fear of being thrown off every 15 minutes. Not ride your horse? This is TEXAS for heaven's sake!!<br>No-one from TCR has yet answered this question satisfactorily – does the friction between the metal rail and the train cause sparks, which in turn could cause a wildfire?<br>TCR has said that electricity to power the train is neither on overhead wires nor on a rail – but this is not answering the wildfire question nor the how IS power supplied question.  | Safety and Security |
| 1/7/2015   | Gillian & Tony Cawte                  | Questions about HSR Security<br>TCR are using HSR total trip time without pre-boarding security procedures to compare to the time for a plane trip which includes security procedures. Does this mean that HSR does NOT intend to include security screening for train passengers?<br>What is the rationale behind TCR's decision that terrorists would not be expected to target HSR?<br>Would TCR please outline the security measures they plan to incorporate into their HSR system as it travels through the very vulnerable areas of rural Texas, and through the populated stretches of track?   | Safety and Security |
| 1/13/2015  | Gillian Cawte                         | At-grade HSR blocks off too many roads. Blocking rural roads will deny property owners safety egress from homes during wildfires. 2012 demonstrated plainly that we have to be able to drive in at least 2, if not 3 directions to escape wildfires.<br>Emergency services could take 3-4 times the current delay to find a route to homeowners if some rural roads are blocked.<br>Some ranches could end up with no access at all to parts of their acreage – what if a worker with access to their work site only by all-terrain vehicle has an accident? What if a sick animal needs transporting from blocked acreage and TCR has only provided small culvert access??<br>There are many locations throughout the Counties that people will no longer be able to ride their horses for fear of being thrown off every 15 minutes. Not ride your horse? This is TEXAS for heaven's sake!!<br>No-one from TCR has yet answered this question satisfactorily – does the friction between the metal rail and the train cause sparks, which in turn could cause a wildfire?<br>TCR has said that electricity to power the train is neither on overhead wires nor on a rail – but this is not answering the wildfire question nor the how IS power supplied question.  | Safety and Security |
| 12/1/2014  | Gina Greenslate                       | safety  | Safety and Security |
| 12/3/2014  | Gina Greenslate                       | No one's talked security, safeguarding these tracks. I know the airports, they have the Department of Homeland Security and TSA. We pay fees for those. I haven't heard one mention of security. It just doesn't seem to jive with what you website says. It says you have a desire to avoid densely-populated areas. Going through the middle of Houston isn't going to allow you to do that. Thank you.   | Safety and Security |
| 1/6/2015   | Gina Johnson                          | TCR suggested if HSR is routed at grade, track relocation of freight rail would be required. That means, moving freight rail cars closer to neighboring property lines. What will happen if there is a derailment of tank cars carrying fuel? What is the potential impact radius (PIR) to nearby residents? If elevated, how would a derailment affect support towers and overhead electrical lines? It could be catastrophic to our community. Has this been studied by outside experts and when will this data be made available to public?<br>TCR hasn't provided any specifics on security and if TSA/Homeland Security will be involved to ensure the integrity and of security of the tracks? What provisions have been made train/station/track security?<br>We need to know this fact before the project route is determined.  | Safety and Security |
| 12/2/2014  | Glen Trahan                           | I'd also like to state that the terrorism that was pointed out, very likely. I just got done with working down in one of the highest risks in the US, on the Houston Ship Channel, as the training officer for the Port of Houston Fire Department. 16 years of being down there and seeing and working with the Greater Houston LEPC and all these other governmental organizations where they're doing risk analysis and assessments. Trains are very close to that issue as can be seen in Europe, Spain for instance; as can be seen in Asia, China for instance. The possibility of crashes without terrorism can be seen in France, China, Spain, England, all places that they can have their trains, because we don't want them.  | Safety and Security |
| 1/9/2015   | Greg Lukin                            | Please require Texas Central Railway to provide the community with a clear picture of their overall proposal so that we can analyze the impacts and truly participate in the route planning in order to achieve the goals of the project (other than making as much money as possible for TCR and its Japanese bankers and investors) while protecting the environment, limiting the impacts on all stakeholders, and ensuring the safety of all impacted landowners and abutting residences, schools and businesses.   | Safety and Security |
| 1/8/2015   | Grimes Citizens Advisory Group (GCAG) | The recommended "gate time" for airline travel is a direct result of the increase in security measures that have been instituted at airports over the years, particularly post 9/11. Are we to suppose that terrorists who relish mass murder on our airlines would have no designs upon a high-speed train supposedly carrying 400 people every 30 minutes? Should we suppose that the FRA, TSA, or DHS will not impose comparable security measure at the train stations as they do at Hobby or Love fields? In fact, blowing up a passenger train would be a more devastating terrorist act in that you stop an entire transportation route in addition to destroying a train.   | Safety and Security |
| 12/1/2014  | Heather Easterling                    | As the wife of a local fireman, who helps the local communities, as well as the surrounding communities, what steps will you be taking to actively make sure all access roads, especially for remote areas, will be taken into account for emergency responders access to all residents and possible wild fires? Will you be working with local departments to ensure all areas will still be open for quick response to any location, be it for police, emt's, fire rescue and life flighting. Also, what type of response would we be facing from the railroad if the rail has to be shut down due to an emergency situation. What will determine the intermediate station location being discussed as either Bryan or Hunstville? Will RVP (Research Valley Partnership) be a factor in getting the location in Bryan?   | Safety and Security |
| 12/23/2014 | Howard Robinson                       | Unfortunately in this day and age another consideration that must be taken into account is the ever present threat from international or domestic terrorism both to the train itself and the miles of unsupervised track that will run through the State. Very little can be done to secure the track, but security measures, similar to that employed by airlines, need to be enforced to ensure the safety of passengers traveling on these trains. This will not only add extra time to the boarding of the trains, but will also be of considerable expense which will undoubtedly be reflected in the price of the tickets.<br>In the event of a life threatening emergency, E.M.S. personal and other rescue services would also be hampered in accessing the scene resulting in greatly increased response times which in certain circumstances could have devastating effects.<br>It has been seen in recent years, that it is essential for fire departments to have complete access to land in order to fight wild fires that are threatening lives and properties. With the rail track being fully fenced, this ability to have unlimited access to land in the case of a wild fire will be severely restricted. Another important factor is that escape routs for residents will also be curtailed by the rail track which could well result in loss of life. | Safety and Security |
| 1/6/2015   | Imogene Giesinger                     | When the route leaves the BNSF about 2 miles south of Dobbin in western Montgomery County, veers to the east then rejoins the BNSF about 2 miles + north of Dobbin it causes a devastating economic impact on this area. It also prevents access by emergency vehicles.   | Safety and Security |
| 12/26/2014 | J.R. Roberts                          | Infrastructure in our county will be destroyed as fire and EMS services will either have to make long detours or will be cut off entirely from areas of the county.   | Safety and Security |
| 12/1/2014  | Jack Kelley                           | It would place a burden on our law enforcement system.  | Safety and Security |
| 10/22/2014 | Jackie King                           | Closed rail road is of concern - can the line be used for military personnel movement? What if your rail lines are commandeered by governments? Will a car on the line potentially be used to transport prisoners?  | Safety and Security |

| Date       | Contact Name          | Request/Comment   | Comment Topic       |
|------------|-----------------------|---|---------------------|
| 10/28/2014 | James C Lanier III    | 2. It is naive to suggest there won't be the same security procedures or other wait times for the Texas Central High-Speed Railway because if there is one thing we know about our world today, it is that terrorist groups focus on locations where an event that impacts the lives of many people is their target area. Our daily lives are continually being impacted by new procedures that are intended to protect us from these type terrorist events and there is no indication these trends will diminish in the future. Most of the lost time at airports is due to arriving early enough to ensure seating on the scheduled flight and security procedures.   | Safety and Security |
| 1/5/2015   | Janet L. Davis        | We're concerned about reduced emergency access too.   | Safety and Security |
| 1/8/2015   | Janette Dennis        | Listed below are the following reasons for objection: ...Safety.  | Safety and Security |
| 1/9/2015   | Jaunda Payne          | Third, do you have any historical data showing safety standards of this model high speed train? Judge Eckels mentioned there has been no "loss of life" that he is aware of. But has there been damage to property or persons related to the train? Has there been collateral damage to people and property as a result of living near the high speed trains? Are there any environmental impacts on the air quality, soil quality, etc?<br><input type="checkbox"/> The trains' path will skirt around at least seven schools in our area. How will safety of children be addressed? How will this affect students ability to concentrate -if the noise and vibrations are heard from inside old buildings? There was mention of a fence that could be used in safety of the train.  | Safety and Security |
| 1/9/2015   | Jeffrey C Fye         | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system.<br>Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 12/17/2014 | Jennifer Garcia       | That does not even address the safety concerns that this would raise for the children.  | Safety and Security |
| 1/5/2015   | Jennifer Hayes        | While I am aware there have been few accidents with high speed rail, I am still concerned about the safety an elevated rail will cause. There are many accidents that involve freight trains. I am not aware of any high speed rails built above existing freight line routes, and have not seen any evidence of a study conducted of the dangers involved. This is not an "experiment" that should take place in a residential neighborhood.   | Safety and Security |
| 1/8/2015   | Jennifer Smith        | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 12/4/2014  | Joan Teer             | Grimes County firefighters are here to protect the lives and the property and the citizens of Grimes County. Grimes County Firefighters Association does not support the high speed rail. Emergency response would greatly impact it for not only the fire but for EMS law enforcement. The question here is, how can you justify doing this by endangering the citizens of Grimes County? Thank you.   | Safety and Security |
| 12/3/2014  | Joe Franco            | Secondary Amtrak has had it tracks vandalized may times, causing derailments and deaths. What do you plan to do to avoid this? Derailment @ 200 MPH would be a MAJOR disaster.<br>Vote for No-Build   | Safety and Security |
| 1/9/2015   | Joellen Snow          | security issues would be at high level.   | Safety and Security |
| 1/8/2015   | John and Cindy Bartos | safety  | Safety and Security |
| 12/2/2014  | John Hale             | We own property on the west side of Hwy 39 in Madison County south of north Zulch. For safety reasons we hope that you will select the option going down the power line for the following reasons: 1. train travelling at high speed/would not be near any other train travelling on track. 2. Burlington northern derails relatively often. 3. tran would not be travelling near another public highway. 4. Oilfield traffic (trucks) travelling on highway 39 for the next several years due to oil exploration. 5. Trains, cars, trucks, etc. that don't travel close to one another rarely have collisions of any kind.   | Safety and Security |
| 12/4/2014  | John Richard Bond     | One of the arguments put forth in support of HSR was that the time travel between Houston and Dallas would actually be less than air travel time because of the security precautions necessary at airports. I believe this argument is based on unrealistic assumptions. If this system is built and significant security is not in place, we would be inviting terrorist attacks, whether they be foreign or domestic. For that matter, the high speed rail would be much more susceptible to terrorist attacks than airlines. Imagine 240 miles of mostly open easily accessed track and structure. Imagine one well-placed explosive timed to take out one small section of track, as a 200 mile per hour missile, stuffed with 400 innocent souls, approached. The results would be more devastating than any airline tragedy since 9/11. | Safety and Security |
| 1/9/2015   | Jonathan Lyssy        | Safety – Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevated high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/9/2015   | Julie Villaescusa     | Another question: One of the benefits of taking the high speed rail touted by TCR is that there would be no TSA security. Would concealed hand gun permit holders be allowed to take loaded weapons on the train? What about long guns? Would guns be permitted in the passenger area of the train?   | Safety and Security |
| 1/9/2015   | K Gahm                | At several of the community meetings, Mr. Eckels has described a plan to build the TCR structure over the existing BNSF rail lines. One issue that concerns me with this plan is safety. Mr. Eckels has explained that there is an excellent safety record with the Japanese trains that are planned to be used. However, if there were a derailment of the freight trains below the high speed rail line, I have concerns that damage to the elevated structure could occur and potentially result in a derailment of the high speed train, endangering citizens within hundreds of yards of the route. Keep in mind that these citizens include students at the seven schools along the route.  | Safety and Security |
| 1/9/2015   | Katherine Stinson     | ...Concerns for our neighborhoods include: safety of residents, students, and parishioners;   | Safety and Security |
| 1/9/2015   | Katherine Wyrick      | Safety of the train including its close proximity to schools which could tempt children to attempt risky behaviors on, along, or under the track.   | Safety and Security |
| 1/8/2015   | Kathy                 | I strongly oppose the currently proposed routes for the High Speed Rail for the following reasons:<br>Safety of the train including its close proximity to schools which could tempt children to attempt risky behaviors on, along, or under the track.   | Safety and Security |
| 12/29/2014 | Keli Call             | A linear transport system corridor is likely to have a significant impact on: Emergency services response time,...  | Safety and Security |
| 1/8/2015   | Kelly Gaines          | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/8/2015   | Kelly Gaines          | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 12/1/2014  | Ken Cope              | Who's paying for a first responder response team? Who's paying for security elements for those?   | Safety and Security |
| 1/9/2015   | Kristi M. Grizzle     | 5. Are high speed trains going through neighborhoods safe? If not, what speed would the train slow down to? No data has been made available on this topic.  | Safety and Security |

| Date       | Contact Name           | Request/Comment   | Comment Topic       |
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| 1/9/2015   | Kristin Blaies         | I oppose the high speed train running through the Garden Oaks area. As a teacher, it is apparent that the disruption to learning and the safety of students is a major concern. No one can guarantee safety or the sound of the train. And when the accident happens, because it will at some point...that is 3000 children's lives at stake.   | Safety and Security |
| 1/6/2015   | Kurt Watzek            | There is also the concern of the traffic and emergency routes that will be disrupted due the the construction of the line and the locations of the on grade crossings. Today, Hegar Road, Magnolia Road, and FM 2920 are a few of the most traveled roads in east Waller County. Having them blocked or rerouted in any way will adversely affect the emergency services in the area.   | Safety and Security |
| 12/16/2014 | Lady Smith             | Please take into account the health and safety of my community. Not only are our homes in close proximity to these rail lines, but our children attend schools very near these tracks. In one case there is a church, St. Rose of Lima, that also has a highly regarded school that is less than 20' from these tracks. Also not far from these tracks is a YMCA, and a Lutheran school. All of these establishments serve a multitude of small children. High speed rail so close to small children is a recipe for disaster. Please, I urge you, we urge you, to abandon the route along the BSNF tracks.   | Safety and Security |
| 1/13/2015  | Larry Jacobs           | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/7/2015   | Laura Havel            | * With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 1/8/2015   | Lauren Anderson        | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/6/2015   | Laurie Clothier        | The proposed route will affect a public and private high school, a YMCA, several parks, and Oak Dad's Club, and private elementary school and church, all of which our children are every single day. It could effect our ability to get to our children if needed. So, obviously when the first tragic accident happens, whether it is during construction or after the rail is completed, the percentage that a child will be hurt- is extremely high.  | Safety and Security |
| 1/9/2015   | Laurie Hazzard         | With the proposed bNSF route traveling a corridor that has several churcesh, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas, or what the affects of vibration of a train going 200 mph every 15 minutes would be on the foundations of homes adjacent to the tracks. Surely a geological study is in order to determine this.  | Safety and Security |
| 1/9/2015   | Linda Bay              | ...security issues would be at high level.  | Safety and Security |
| 1/13/2015  | Linda Burroughs        | Sabotage of the train and line by domestic or foreign terrorists<br>A need for security checks thus negating any time saved   | Safety and Security |
| 1/9/2015   | Linda W. Echterhoff    | The safety concerns potentially created by the TCR HSR Project either through relocation of the existing Union Pacific infrastructure and/or the TCR HSR Project infrastructure itself; Such concerns include, but are not limited to train derailments either during construction and/or long-term operation, the potential for hydrocarbon and chemical leaks and safety of the construction and long-term operations workers It would seem that, if either the Winter Street or Girard Street alternative is given further consideration, that a below grade option should be evaluated. This approach has been successfully used in Houston to minimize noise, visual and other impacts on a portion of Interstate 10 located inside the Loop 610 and a portion of US 59 through the Montrose/Museum district.  | Safety and Security |
| 12/31/2014 | Lisa Collins           | Safety- While TCR claims there have been few accidents with HSR; I am concerned about its safety elevated above or next to a freight line. There have been many recent accidents involving freight trains. Should the freight train come off the tracks, it will more than likely damage the track and supports of the HSR. I cannot find that this has been attempted anywhere in the world. We cannot let this experiment go through residential areas.   | Safety and Security |
| 1/8/2015   | Liz Tharp              | Is this going to bring around unsafe, homeless people? Derailing concerns?  | Safety and Security |
| 1/6/2015   | Logan Palmenberg       | and put my children and family at risk should a derailment occur.   | Safety and Security |
| 12/2/2014  | Londa Sessions         | A high-speed rail would impact all stakeholders at the school I teach at (Evelyn Turlington Elementary). It does not seem safe to have a train traveling 205 mile per hour across the street from an elementary school. Getting to school might become difficult too, as a result of the rail lines, if it blocks off access to roads in the area.<br>So, PLEASE find another alternate route to run the high-speed rail from Houston to Dallas. Thanks!  | Safety and Security |
| 11/9/2014  | Lynda Brackett         | Under the proposed project, there will portions in which there are no over- or under-passes. Has anyone calculated the potential loss of human life as a result of delayed first responders because they had to travel less direct routes to reach individuals involved in car crashes, home-related accidents or other medical related incidents, or fires?  | Safety and Security |
| 1/8/2015   | Lynda Brackett         | similarly, the impact on human life due to delayed response by emergency workers; who absorbs the cots of responding to an emergency directly associated with the HSR; the viability of adequate emergency resources (i.e., people, equipment, services) associated with the HSR given the rural route proposed. Many areas are served by volunteer services or have limited resources.   | Safety and Security |
| 1/8/2015   | Lynette Adams          | The response time for these areas for emergency medical will be effected, I don't want to have an emergency and have to wait 20 mins longer because the response team has to drive 10 miles or more around this train.  | Safety and Security |
| 1/9/2015   | Marie Kallus           | I would expect that emergency services such as fire, ambulance, and police will be negatively affected by TCR's rail project. At one meeting it was mentioned that the rail will be elevated at crossings. At another meeting it was stated that the rail will not be elevated at crossings. In any case, traffic congestion into Oak Forest as well as within Oak Forest proper will increase and services will be hindered.... possibly leading to loss of not just property but life.<br>Although the Japanese bullet train has a sterling operational record, I think it would be impractical not to consider that at some point the bullet train will derail into the highly populated Oak Forest residential neighborhood that it will cut through. Depending on the speed and size of the train, the damage would be catastrophic. But when asked, TCR keeps pointing to the safety record that has been in place for 50 years. And it does not seem that they will even broach the possibility of failure as TCR has no plan of action. And if the unthinkable would occur, the response to it will also be hampered by the roads/streets blocked by the derailed train as noted above. | Safety and Security |
| 1/9/2015   | Mariette Garcia        | I fear that such a project will ...damage the enviornment and create a safety hazard.   | Safety and Security |
| 1/8/2015   | Marisa Thomas          | TCR has not been able to adequately explain how this rail would not severely <b>impact safety</b> , noise and vibration be once it hits these active areas.   | Safety and Security |
| 12/23/2014 | Marsha and Dave Watson | possibly endangering lives with loss of funds for law enforcement, for outweigh any cons. There is already a car or bus if you have time & airlines like Southwest if you're in a hurry. Something else to consider seriously is that all of the schools in the Leon ISD are located in an area that will be far too close to this train for their safety 7 wellbeing. All that we are asking is that you be sure to completely look at & study all facts & figures concerning both the positive & negative effects & impact that this train can have on the citizens of Texas.   | Safety and Security |
| 12/15.2014 | Marty                  | Then there are the Emergency services, police, fire, and ambulance timely accessibility.  | Safety and Security |
| 1/13/2015  | Mary Anne Piacentini   | Safety – A 205-mile an hour high-speed train roaring through rural counties such as Waller, where much of KPC's preserves are located, and even through western Harris County, where the Warren Ranch is located seems to be extremely dangerous. Even with fences and barriers, wildlife is likely to cross the tracks at inopportune times –putting both the wildlife and the passengers at risk, and where the tracks are not elevated, the rail corridor will be a permanent barrier/hazard to the movement of terrestrial wildlife.  | Safety and Security |



| Date       | Contact Name           | Request/Comment   | Comment Topic       |
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| 1/9/2015   | Mary Wisnoski          | Has consideration been given to ... safety issues   | Safety and Security |
| 1/9/2015   | Matt Roesler           | danger to people in urban areas   | Safety and Security |
| 12/5/2014  | Melanie Bartis         | Because of this, my primary concerns are twofold: safety and property value loss.   | Safety and Security |
| 1/13/2015  | Melanie M Long         | Safety - There is concern for the high speed rail being built over an existing freight rail line and no studies have been completed as to the potential problems this could create. This has never been done and a residential neighborhood is definitely not ideal for this to first be tried.   | Safety and Security |
| 1/9/2015   | Melissa Hamous         | No information has been provided about the speed at which the high speed trains would run in the neighborhood. How fast would the trains run once they were south and/or east the Sam Houston Parkway (AKA the Beltway, AKA Sam Houston Tollway)?<br>The president of Texas Central Railway has repeatedly stated that the high speed rail technology is extremely safe, reliable, and does not have issues such as derailments. In this proposed project, however, that technology is being married with older, less reliable technology, namely the existing freight rail system. How does Texas Central Railway propose to ensure the safety of the each and every component of the new system, and subsequently, of the high speed rail passengers and staff, the freight line staff, and the people and property near the line in the event of a failure of either system? How does Texas Central Railway propose to protect the structural integrity of an elevated track structure above a freight line in the event of a freight train derailment?  | Safety and Security |
| 11/18/2014 | Melissa Marie Tate     | If you don't live here you probably would not understand. To some these little small towns are just a pit stop on the map but to me it is home. I choose to raise my kids and live in a small town that's why I moved here. I also as a professional choose to get up everyday and drive an hour to work so that I can work all day and drive an hour home and live this life style I so enjoy. Could make way more money elsewhere but it's my choice to put God and family first. The opinion of people who choose to live here and support small town life should weigh heavily on the decision of something like this disrupting their lifestyle and their homes. I agree with the gentleman who has a ranch that will be split in two. Why should we work a lifetime to build the life we want to have it disrupted by something we do not want. The proposed Leon county route will run right next to our school..a 200 + mph railway next to a school in a country town or any town for that matter is just not safe.  | Safety and Security |
| 1/9/2015   | Michael A. Bucek       | More importantly, with the Age of Terror that we now must accommodate, a rail line that is placed in obscure locations could become more subject to terroristic plots. Existing Highway 39 and adjoining rail lines already have more governmental/police supervision (than our properties) that is needed to curb terroristic activities. From a practical standpoint, should the new rail project result in a breakdown or should it become subject to terroristic attack the closer such rail line is to public highways and existing rails, the quicker emergency personnel can reach injured or stranded passengers on a disabled high speed train. I would suggest an Interstate 45 route would be preferable.  | Safety and Security |
| 1/8/2015   | Michael Petrini        | Safety for families and business patrons is high on our community priority list and must be fully addressed by the FRA and TxDOT. How many high speed rail projects has Texas Central Railways developed and operated in Texas? None. How many in the United States? None. Potential candidate Engineering-Procurement-Construction entities expressing interest have not even been named! The TCR website only states that 'TCR anticipates that privately funded development entities will assume responsibility for the project's construction and the selection of an operator to manage the operation of the railway.' In summary, after several years of 'planning', no engineering or construction companies for this \$10 billion project have been identified to allay public safety concerns other than a cursory 'trust us'. The TCR management team has only named the company that will provide the intellectual property and operating systems. 'Trust us'? No, thank you. Fifty feet below this planned route would be parks, high schools, businesses, homes, churches, bike paths, and pedestrians who do not want some horrific accident to quite literally befall them from the sky. The area under the rail line would also attract criminal elements and transients as they already have under the North Loop 610 overpasses when parts of Memorial Park were demolished for the 610/I-10 corridor. Further encroachment of this activity would detract from the security and stability of our community and invite blight and decay. High speed trains are brand new and untested projects for the United States. Due to their novelty, they also could become a high-value terrorist target in the heart of an international city like Houston for a spectacular attack. Who will we have to guard mile after mile of high speed rail 24 hours a day from a detonation device? Periodic fences and a few security cameras are ineffective deterrents at best. Cutting through several miles of established urban communities by making North Houston a guinea pig for this project is unconscionable and will erode our community's security. If it were to unfortunately proceed, it should be located far away from densely populated neighborhoods. | Safety and Security |
| 1/6/2015   | Michele Nicol          | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 11/7/2014  | Mike and Janeth Nevill | HSR will not benefit anyone other than a few in DFW and Houston. It certainly will not benefit Grimes County; it will only have a negative impact. HSR will disrupt fire, law enforcement and ER response, school buses, farm and ranch operations, add to noise and air pollution, will displace and disrupt wildlife, damage environmentally sensitive eco systems, destroy historical landmarks and cemeteries, and a whole list of other negatives.   | Safety and Security |
| 1/9/2015   | Mitch Blakely          | The proposed route through Oakd Forest adds exceptional risk to at least two high schools and two neighborhood parks that are heavily used by our children and families. The potential elevated nature of the HSR does little to mitigate the significant increased risk to residents an children using these facilities.<br>Passengers should be screened at least as well as airline traffic. Anything less creates significant risk to the residents health and safety concern.  | Safety and Security |
| 12/3/2014  | Mr. Swirszcz           | The security of your subdivision is going to be out, and I've been out there sometimes and people do lot of shooting out there -- probably at beer cans and you're giving them a big movable beer can. I don't want bullets fired, and I object. I say it is a no build because even they say they're saving something and stuff like that.   | Safety and Security |
| 12/4/2014  | Nancy Bond             | Several public safety issues will be generated. A particular concern is startling the horses that our homeowners enjoy riding on our community riding trails.   | Safety and Security |
| 12/4/2014  | Nancy Perry            | I'd like to know if the train itself, will it be bulletproof? We have an awful lot of country folk around here.   | Safety and Security |
| 10/22/2014 | NEED NAME              | (Note: very hard to read, more like a bunch of scribble on paper) 9036413392. Liz Smith. Texas Central Railway. Federal Railway Authority. How many per day. Security Rre people and goods - no need for sounding horn  | Safety and Security |
| 1/7/2015   | Nelson Sos             | I am concerned about a fast train going through a populated area. An accident could generate a major loss of life, due to the amount of people living so close to the railroad tracks. For instance, about 30 new townhouses are being built on Oak Forest Drive and these are within a few feet away from the tracks. More new construction is happening in Oak Forest and Garden Oaks, so its safe to assume similar projects will continue, bringing in new residents.<br>If a local resident needs emergency care (and there are a lot of elderly living in Oak Forest and Garden Oaks), how will this construction affect his effective commute to seek urgent care?   | Safety and Security |
|            | No Name                | What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise along would certainly put them in danger. Why would you choose to put yourselves responsible for such as a potential tragedy?   | Safety and Security |
|            | No Name                | safety, and financial issues.   | Safety and Security |
| 1/9/2015   | Nora Dedontney         | If the train is on the ground, what barriers will be put in place to prevent people from walking on it? Will these barriers prevent cars from driving over the tracks?  | Safety and Security |
| 10/27/2014 | Nora Rabe              | 2) When there is the inevitable accident, how do first responders get to them?  | Safety and Security |
| 12/13/2014 | nqlhs                  | It is ridiculous to even think about using this route due to the residential neighborhood. It is way too dangerous for local residents to have a 200mph train passing through. Especially when the neighborhoods close to Washington Ave are so full of life. The proposed route should avoid any densely populated neighborhood to minimize risks.   | Safety and Security |
| 1/9/2015   | Pam Brock              | I teach in Richards which is near Shiro and we don't want people from the station getting off in our area for security reasons.   | Safety and Security |

| Date      | Contact Name                                | Request/Comment   | Comment Topic       |
|-----------|---|---|---------------------|
| 1/7/2015  | Pat Montgomery                              | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/7/2015  | Paul Reed                                   | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 12/2/2014 | Paula , Member of the Leon ISD School Board | Being a rural county – we have an EMS that uses our county roads to reach people in distress. We have a large number of residents that are retired and have health problems. This will increase time getting to them and then getting them to medical facilities and possibility a contributing factor in deaths.   | Safety and Security |
| 1/8/2015  | Pene Carter                                 | I am concerned for those nearer the proposed route than we are. It would be running right next to schools, churches, parks and businesses. If there were a derailment or wreck near a school, it could be devastating. I know what has been said about the safety of the HSRs but I have also read where HSRs are not as safe as this project would like us to believe. There have been wrecks and people killed.   | Safety and Security |
| 1/9/2015  | Penny Leas                                  | Derailments and safety. We have not been told how fast the train would go through our neighborhood, but there would be at least one sharp turn, so it would have to slow significantly or risk derailment there. Train security. We are being told the train would not fall under Homeland Security and the TSA, so people would want to use the train because they could avoid long security lines at the airport. That seems optimistic. Optimistic that there would be no security incidents because this is a train instead of a plane. If the train is built and is successful, the train would be carrying a lot of people everyday and would be a target for terrorist activity just like a plane. It seems that the investors are saying that because this is not a government-owned system, the TSA would not be involved. It seems likely that either the train would start out with very little security until there was an incident and then the TSA would become involved and security would be the same as for flying, or it would start out that way from the beginning. Either way – there would need to be some security system or people may not feel safe (or be safe) riding the train.   | Safety and Security |
| 12/4/2014 | Phillip Bruns                               | When you talk about a need, the proposition that you're going to go to a train station in Houston faster than you're going to go to an airport or that when you get to the train station, that TSA is not going to make you take your shoes off or strip your pocket knife and send you back to the truck to leave your pocket knife is preposterous. It's not going to be any quicker for people from Houston to Dallas that can afford to fly to get there and those are the people, if any, that will use this system.   | Safety and Security |
| 12/2/2014 | Phyllis Robinson                            | in case of hazardous waste spill or toxic vapor, are you considering the protocol necessary to control a stop within a notification system network of greater than 10 miles in the event that it does take that 8.5 miles to stop? They're running every 15 minutes, you're expecting 10,000 people to travel on these lines and we have all of a sudden a bunch of people up in the air or on the ground wherever that might be and it's the running along the rail system that exists and we do happen to have a railcar that has a toxic HAZMAT situation or foreign gas -- well, I can go on; but Number 3 is, are you aware that a chlorine or toxic vapor spill requires a minimum distance of 1 mile downwind of evacuation? And that in itself would eliminate either rail -- proposed rail that you have right now. If you wanted to avoid 100 percent any of this toxic impact and detriment to life, then you couldn't use either one of these rail. Either the rail or the electrical because they're so close together. If you used one or the other, a rail spill would -- it would cause a problem and the biggest problem about it is that you need to remember not only that these are so close together but that the route would not only affect the people in the spill that are in the community that live in the -- on the property which we have to deal with anyway with our already overextended emergency responders in Leon County. But also to affect the people that are in the train. So you need to wonder if you could stop it in their -- and every subsequent train. How would you guarantee the safety and evacuation of the passengers without exhausting Leon County? And how can you assure that we're going to be able to handle that kind of situation? The other thing I wanted to know is if you blow through a cloud of combustible LPG, which is held daily by rail and throughout the United States, will you run the risks of igniting it, which could be another instance such as we had in West, Texas, which was rather detrimental to the community as well as devastating to many emergency responders as they lost their lives. And the other thing I wanted to ask, are you aware that these vapor clouds can travel miles before finding an ignition source? And one of the things that they -- that we know just from OSHA and HAZMAT studies, we know that they usually travel upward and away and clearly this would be toward the car. The electric car that's elevated. And one of the things that we know is electric motors generate sparks continuously and we also know that so do the rail lines that they're attached to. That's friction. And in event of some type of catastrophic event that our responders had to respond to, would you be risking our lives and other humans traveling on those trains because you couldn't stop it fast enough? | Safety and Security |
| 1/9/2015  | Raajen Patel                                | If built below the road, or somehow level with the current tracks, this line would cut off driving access to major interstates (the 610 loop in particular), especially during peak hours. This will delay not only commuters, but emergency vehicles. There is a hospital at 610 and Ella that will be effectively inaccessible by residents of these neighborhoods. How exactly will traffic be affected on roads divided by this line near 34th St.? If the track is built below the road, How will heavy rains and flashflooding be dealt with?<br>Passing trains cause vibrations, eventually damaging slab foundations of houses. What are the potential impacts of homes in the area, both in safety and value?  | Safety and Security |
| 1/9/2015  | Randy Odinet                                | Specific engineering analysis should be provided to address potential catastrophic derailment due to freight rail impacting the high speed rail structure. This derailment would be within feet of existing residential structures and as such redundant protection should be provided.<br>Specific engineering analysis should be provided to address potential catastrophic derailment due to vandalism or terrorist attack. A derailment due to an attack would be within feet of existing residential structures and as such redundant protection should be provided.<br>FRA should provide validation of safety data for the proposed rail system, including impacts to adjacent properties. Impact could be decreased property value, derailments, and any other damages to adjacent or nearby properties or structures.<br>* With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active  | Safety and Security |
| 12/4/2014 | Ray Wood                                    | Security will not be any different from airports.   | Safety and Security |
| 1/8/2015  | Regina Bennett                              | These are the points that will affect my property and the value of my property.<br>...This will hinder the rapid response to an emergency on the downtown side of Winter Street. There is a great deal of police traffic on Houston Street that will be affected by these train blocks.   | Safety and Security |
| 1/8/2015  | Reid Covington                              | A linear transport system corridor is likely to have a significant impact on:<br>Emergency service response time<br>Some concerns that should must [be] addressed and studied:<br>Ambient noise levels, level of vibration, and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas   | Safety and Security |
| 1/7/2015  | Renae van Zeelst                            | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will:<br>Increase death and collision statistics for the existing freight rails since they would have to contend with the massive footings and foundations running the whole length of the rail system<br>Cut off emergency and bus routes for these highly populated areas<br>Provide an even faster and efficient DRUG-running route to Dallas and beyond - and will have little to no security precautions like airports  | Safety and Security |
| 1/7/2015  | Renae van Zeelst                            | increase death and collision statistics for the existing freight rails since they would have to contend with the massive footings and foundations running the whole length of the rail system<br>provide an even faster and efficient DRUG-running route to Dallas and beyond - and will have little to no security precautions like airports   | Safety and Security |

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| 1/7/2015   | Renee Shaver             | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.  | Safety and Security |
| 12/8/2014  | Reverend Gayle G. Grubbs | Safety: Many years ago now, I rode a passenger train through the Copper Canyon of northern Mexico. We were traveling about 50 mph when the train hit a cow on the tracks. That experience has stayed with me--the jolt of the initial impact that almost threw us out of our seats, the shudder as it passed through the entire train, the bumpy clickity clack of the iron wheels crushing the bones of the unfortunate cow as we passed over its remains. We were lucky not to have derailed. The train on which I rode was pulled by a conventional diesel freight engine weighing in excess of 120 tons. Imagine what would happen to the silver bullet travelling at 200 mph! We do not live in Japan, nor do many of our ranchers raise Kobe beef in tightly confined spaces where they are frequently rubbed down with sake. Keeping our valuable livestock, deer, and feral hogs off the rails will require unsightly fencing with constant monitoring and maintenance to prevent catastrophic derailment. Think of all the lawsuits that will result!   | Safety and Security |
| 12/2/2014  | Rhonda Jordan            | Waller County citizens east of the proposed rail will suffer due to extended response time of emergency personnel. I don't know if any of y'all thought about that.  | Safety and Security |
| 12/2/2014  | Rhonda Jordan            | And you must factor in -- y'all mentioned that you are going to have added time with the airports going through the TSA. Well, unless you have no plans to have security on your railroad, we're going to still factor in that exact same amount of time. You also have not mentioned anything about terrorism on high-speed rail.   | Safety and Security |
| 1/8/2015   | Richard Hatcher          | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.  | Safety and Security |
| 1/8/2015   | Richard Irwin            | ...delaying emergency response (Fire, Ambulance, Law Enforcement).   | Safety and Security |
| 1/8/2015   | Robbie Morrison          | noise issues during long years of construction and afterward, foundation damages to existing homes, schools, parks, businesses, safety concerns, etc. Mr. Eckels stated at the meeting that TCR HAS NOT DONE studies on any these issues. Really...  | Safety and Security |
| 12/29/2014 | Robert Els               | ...not to mention fire and ambulance.  | Safety and Security |
| 1/8/2015   | Roger Timmerman          | Security should be the same for a high speed train in the U.S. as plane travel as we now live in insecure times. A reduction in security for high speed rail compared to air travel would be ill responsible and extremely dangerous. High speed rail in Texas poses a costly threat to both the environment and to security of our state and our nation. The carrying capacity of the high speed rail is another reason for concern. It is impossible to see how a rail system can support multiple trains traveling at high speed in a safe manner as to reduce the number of people it would need to transport to ease traffic congestion. 5. In this age of terrorism, safety is another huge concern. The land mass needed to lay a sufficient foundation for high speed rail would require hundreds of miles and give terrorists a high speed means of delivering possible death and destruction over these distances. At this time, we do not even have the means to safely secure our borders, which should be addressed before a system of high speed rail is put in place. If this is not done, terrorists could easily enter this country, access the high speed rail and deliver whatever harm they are intent upon. There are multiple other reasons as to why high speed rail is wrong for Texas and the United States.  | Safety and Security |
| 1/7/2015   | Rogério Largman          | In Great Britain, "an effort to privatize the operation of the nation's rail infrastructure led to a decline in the system's *safety that contributed to a deadly train accident in 2000."<br>*(There is woefully inadequate planning for worst case scenarios. Instead we were told at the meeting with Judge Eckels that high speed rail has a great safety record. We are just suppose to believe him? The high speed rail in China derailed in 2011 killing 40. Would one derailment in a densely populated Houston neighborhood be unacceptable? Why are we residents expected to take that risk?)<br>I am resident in the targeted neighborhood of West End. The rail line lays 40 feet behind my residence and I am absolutely positive there is no room for additional rails but to an elevated platform. I am vehemently opposed to this project because it would destroy the neighborhood. Again, only a dishonest person would dare suggest that placing a high speed rail in this residential neighborhood would not ruin us financially by rendering our property worthless. For most of us, our house is our most valuable financial asset. This project, if the preferred routes through neighborhoods are approved, will devastate our financial security and quality of life, and a single derailment would be catastrophic. There can be no guarantee that there will never be an accident along the route through the neighborhood. We residents would take that risk -- not the owners of the train  | Safety and Security |
| 12/2/2014  | Ron Willkens             | I don't live in Saddle Creek and I don't live on Hegar Road, so I don't have that axe to grind. But the Trans-Texas corridor was trying -- they tried to shove that down our throat two, three different times they revised it. And y'all need to know that we're not going to tolerate this. One of the questions I have, and the same thing the Texas Trans-Texas corridor, the first responders, your firemen, your ambulance services, are they -- are you going to build every road that's in existence right now a grade crossing over this railroad? Well, the first responders will tell you, especially your EMS, seconds count. Okay? If they have to go across this proposed railroad and there's not a grade crossing, then they have to go three, four miles down the road to get across the damn railroad and then come back three or four miles --to the customer on the other side, that person that's having a heart attack or whatever's happening. They're going to die. Same thing with the fire department. Your house is going to burn down. So you can't stand there and tell me that every grade crossing -- every road is going to have a grade crossing. You're going to tell me that it's probably going to be intermittent, which means they may have to go three miles down the road and three miles back up just to get to your house and try to save it from burning down. Waller County doesn't need this. The last time I drove up I-45, most of the way, you've got a quarter mile on either side of the existing freeway that you can use. If y'all have to have high-speed rail, run it up 45. Don't run it through Waller County. | Safety and Security |
| 1/9/2015   | Ryan Grayless            | What about the thousands of school children who would be less than ¼ mile daily from this proposed track? Are their interests being considered? The noise alone would impact learning daily, and a rail accident, which inevitably will occur, would certainly put them in danger. Why would you choose to put yourselves responsible for such a potential tragedy?  | Safety and Security |
| 1/9/2015   | Sally and Mark Jozwiak   | This particular stretch of elevated railway, according to FRA's definitions, would fall within Categories 1, 2, and 3 that should be considered in assessing the potential effects of HST operations such as noise, vibration, transient electrical currents, and safety just to name a few.   | Safety and Security |
| 1/7/2015   | Sasha M. Pejerrey        | Your rail will endanger children - how could you possibly live with that on your conscience? You will be introducing construction workers and contractors, not all of whom are the kind of people who should be around children. As well as a lot of time under construction causing traffic and serious noise problems to children trying to learn!   | Safety and Security |
| 1/7/2015   | Sasha M. Pejerrey        | Additionally, it is not safe to have a train going 90+ mph around small children!  | Safety and Security |
| 1/7/2015   | Seth Rudolph             | Will the high speed rail structure be built to withstand a 100 year hurricane to ensure the protection of the surrounding community? If not, why not?<br>With all the faulting in the Houston area, how will the railroad maintain sound structures to ensure the community is safe especially in highly populated areas such as the Garden Oaks area?   | Safety and Security |
| 12/1/2014  | Shane Easterling         | I am a volunteer fireman. I've lived in Leon County my whole life. In and out of Leon County, I moved back. You say that you're going to have these options for here and there. What about our emergency services? What about our EMS station that's right on the red line right there? You're going to be cutting off people from their emergency services, school. Not only that, I live on that red line right now. I don't own property yet, but that's why I come here to find out what y'all are going to do before I start buying property because I want to live in Leon County. Basically the same thing what the man said a while ago, find somewhere else. How many people are here from Flynn and Robin? How many people live on the east side of the tracks there at Flynn, anybody? How many people live on the west side? Where's the fire department? Right in the middle. Where's that red line going through? You think they're going to let it stop right there just for a fire department? They want that train to go there at 250-- whatever you say. They're not going to want to stop out here in this rural country. We have fire departments around here. That EMS station is right down the road. It's going right beside that EMS station. Are y'all going to have a stop for that EMS station to cross that line so we can get across if someone's in danger or life-threatening? Okay. My last one and I'll sit back down. If we have a fire emergency purpose that we need to shut the train down, what about that? Thank you.   | Safety and Security |

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| 11/10/2014 | Sharon Weiler        | I am totally against it. This is something no one will use other than to say they tried it. Why take a train in 90 minutes when you can fly in 60 minutes. Are you not going to have any checking of people and carry on items. (that is what they are saying is the hold up at airports) If you live in any of the counties this train will go through you will find most of the people have moved here from Houston or Dallas to get away from this. No Benefit to us except for something 205 mph coming by our houses. NOT FOR IT AT ALL!!!!  | Safety and Security |
| 1/9/2015   | Sheila Briones       | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 1/9/2015   | Sherry Black         | I am personally concerned about having elevated tracks, the danger associated with them near freight lines, the absolute unsightliness of trains going by in the air, trains going by every 15 minutes (factoring in going two directions), electrical lines above the elevated rail as well as increased exposure to electricity for those who live on the rail line. I live on the rail line. I will no longer feel safe to be in my backyard, the reason I purchased my home over 17 years ago. I will not feel safe to have my family, friends and children in my yard or home.   | Safety and Security |
| 1/7/2015   | Sherry Jordan        | Safety- Texas Central Railway claims there have been few accidents with high speed rail, and that is seemingly accurate. However, I am concerned about its safety elevated above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevate high speed rail built over an existing freight line for stakeholders to review.   | Safety and Security |
| 1/9/2015   | Sid Cruz             | The home sub divisions along the route already have to deal with motor vehicle noise along Interstate 610 North and if approved, would now have to contend with..._safety issues...   | Safety and Security |
| 12/2/2014  | Sofia Nolte          | Also, like the gentleman stated about TSA, they're going to have to get involved. The government always gets involved. So, I mean, the security issue is going to add another hour getting in and out. And I guess that's it. I want to thank you for your time. And I'd like to welcome these gentlemen to the wild, wild west.  | Safety and Security |
| 1/9/2015   | Stephen Fraga        | This route also comes within feet of my children's school, St. Rose of Lima and other schools and athletic fields. TCR has not been able to address how safe this rail would be once it hits these active areas. They still haven't told us how fast this train will go through our neighborhoods.  | Safety and Security |
| 1/8/2015   | Steve Scharzbach     | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 1/8/2015   | Stuart Fieldhouse    | Within a 3 mile stretch of 34th St between Yale and TC Jester alone there are 3 schools and several parks that are directly adjacent to the proposed route. How a high speed rail line can be viewed as an appropriate and safe service to run alongside areas where young children are both trying to learn and play is incomprehensible.  | Safety and Security |
| 1/8/2015   | Susan E Love-Saranie | We have been repeatedly told that this rail will be safe; however, we have not been given much evidence other than Japan hasn't had any accidents in a number of years. We have seen many times in this country that what we have been told will never happen often does happen. The frequency of this rail will increase the likelihood of an accident. Additionally, I have concerns about the rail being just a few feet from schools, parks, and churches. I have not heard how our children will be kept safe. Again, the rail should not be going through such well-established residential neighborhoods.  | Safety and Security |
| 1/9/2015   | Suzanne E. Clevenger | Safety. Texas Central Railway claims there have been few accidents with high speed rail, but there are also not a significant amount of high speed rail systems and none currently in the United States. However, I am also concerned about the safety of elevated tracks generally in a highly populated area such as the Houston city limits and also if the rail will be located above or next to a working freight line. There have been many recent accidents involving freight trains. There are no examples of a high speed rail being built over an existing freight line, and no safety study to incorporate the dangers from the freight line and their impact on the safety and functionality of the elevated high speed rail system. This is definitely not an "experiment" that should be undertaken in a residential area. Please require Texas Central Railway to provide a study accessing the safety of an elevated high speed rail built over an existing freight line for stakeholders to review, along with a comparative study of a high speed rail built on the ground collocated in an existing freight line's right-of-way. | Safety and Security |
| 1/8/2015   | Sylvester Turner     | Furthermore, the safety of families in these dense urban areas would be compromised...  | Safety and Security |
| 1/7/2015   | Tami Earl            | With the proposed BNSF route traveling a corridor that has several churches, schools, parks and athletic fields literally a few feet away from the tracks, TCR has not been able to adequately explain how safe this rail would be once it hits these active areas.   | Safety and Security |
| 10/29/2014 | Tami Merrick         | Current freight lines already impede emergency vehicle passage and rush hour traffic from entering downtown Houston. This added rail corridor would increase this issue.  | Safety and Security |
| 1/9/2015   | Tami Merrick         | They have no real safety manuals at this time and just indicate it is safe in Japan. United States has it's own measures of safety to be considered. TCR states it will have no security? How will citizens be safe riding this train without any security?   | Safety and Security |
| 1/9/2015   | Terry Jeanes         | Noise, vibration, and the safety of HSR in a corridor of heavy traffic freight carrying all types of products is a concern is for the overall safety and the ability for these parks and recreational / sports facilities to be used by schools and youth programs in the area. Certainly contradicts the need and drive for Play 60 to assist with the health and well being of our younger generations.   | Safety and Security |
| 12/2/2014  | Terry Johnson        | Safety's a big thing for us in this neighborhood. You've got a train going over, you've got horses running around. People won't be able to ride their horses or do any of that anymore.   | Safety and Security |
| 10/27/2014 | Terry Lancaster      | Ground level operation will be precarious due to a lot of this being cattle and wild hog and deer country. What will happen when you hit a full-grown bull (2000 lbs or 13 eNet) at 200 mph? Elevation is the only sure way to avoid this.  | Safety and Security |
| 1/8/2015   | Tinabeth Keaslin     | A linear transport system corridor is likely to have a significant impact on:<br>Emergency service response time<br>Some concerns that should must [be] addressed and studied:<br>Ambient noise levels, level of vibration, and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas   | Safety and Security |
| 1/7/2015   | Tom Civitello        | Do you realize how many schools are along side the proposed elevated high speed rail ! I have heard over and over it's a safe system but it will only taken one derailment at a school to have a major incident with the loss of children, is it worth the risk ?<br>Another thing, if it's truly a high speed rail between Houston and Dallas then why is it going to Bryan college station, why not straight down I-H 45.<br>And why is a private group going to get right of eminent domain? I and my neighbors smell a rat!<br>I have lived in Oak forest a very long time and I do not want this in our neighborhood!  | Safety and Security |
| 1/9/2015   | Tom Gleason          | The burden of providing emergency services over the length of the line will likely fall on the local EMS, where in the projections is the reimbursement for this cost included? Will TCR pay for facilities on the other side of the track where lack of crossovers will double travel time to parts of the county they service? Will TCR pay for any special equipment that might need to be acquired by EMS which is specific to potential hazards related to this project? What entity will be responsible for security along the line and who will pay for it? Given the likely negative economic impact this will have on the counties it travels through, the additional financial burden of providing for these at the local level will not be feasible.   | Safety and Security |
| 11/15/2014 | Tom Moore            | Security is an utmost concern to me as to the screening process. At all entry points to riding this train.  | Safety and Security |
| 12/4/2014  | Tracy F Olds         | Will there be cameras on the rail line - that could violate a property owners privacy?  | Safety and Security |
| 1/8/2015   | Trina Caudill        | A high speed train running on grade with the road disrupts local traffic in a large city with a lot of already angry drivers. This is a major safety issue if police, fire and ambulance are delayed from their calls.  | Safety and Security |
| 1/8/2015   | Vanessa Smith        | I am strongly opposed to this project entering dense, residential communities. My children's school and my home are within ¼ mile from the proposed rail line. I don't want to leave my neighborhood each day and fear the worst for the safety of my children while they are at school and my neighbors. There are enough "bad things" that can happen every day that I cannot prevent. This is a risk to my family and the neighborhood that I hope I can prevent.  | Safety and Security |

| Date      | Contact Name                   | Request/Comment   | Comment Topic       |
|-----------|--------------------------------|---|---------------------|
| 12/1/2014 | Vern Six                       | One of the things I want to make sure that gets addressed is the number of workers. Up there on the board it says they're going to have -- that over a 4-year period they're going to employ at least 10,000 new employees on 12 different build sites. Well, that's a four-year process; and if you just do the numbers at 10,000, that's going to impact the population in Leon County in just workers -- we're talking man camps of at least 8 percent. If you talk to -- you know, we're a population of 16,700 in this county and 1100 square miles. We have ten deputies and four investigators. I don't think there's a deputy that I've spoken to yet that doesn't agree it's going to impact their ability to keep all of our property under control. Remember when they had people coming from the other counties just to steal from the pipeline constructions in this county. So there's a lot of things to impact there, but I've read some other estimates. I've spoken to Michael Johanson -- I'm sorry, Michael Johnsen at the U.S. Department of Transportation. I've spoken to him at length, actually, about the -- how he estimates there will be as many as 17,000 workers; and so if that's the case, it's going impact our population by as much as 19 percent. So I mean that's something that's environmentally important to us, as well. I'm a newcomer. I only own six little acres 7 miles from your proposed routes; but I've already been hit by several, you know, criminals come to steal what little bit I do have and you're going to bring that many people here, I just think that's a big part of the environment. I absolutely want to encourage everyone, please come to the draft meeting. That's our next big bite at the apple to make sure these guys haven't missed what we told tonight. | Safety and Security |
| 1/9/2015  | Vicki Vaughn                   | How can it be safe to run a high speed train past schools, churches, and playgrounds that are situated so close to the tracks?  | Safety and Security |
| 1/9/2015  | Virginia Haley                 | The proposed route on 34th Street would literally be at my front door. This would impact my well-being, my property value and quite possibly my safety. Please consider a freeway or industrial corridor instead.   | Safety and Security |
| 12/5/2014 | Wesley Bonner                  | Concerns if using the utility option: 3. Loss of fire protection from Todd Mission to numerous subdivisions in our area due to 302 closure.<br>4. Increased medical response times, see above   | Safety and Security |
| 1/9/2015  | William Denning                | During the Houston Super Neighborhood #22 meeting on December 18, 2014, a school principal questioned the safety of the Texas Central Railway high speed rail line running one block from Booker T. Washington High School. She suggested that teen age students would be tempted to climb up on the elevated tracks on dares or for fun.<br>Bob Eckels, the president of the TCR, responded by stating that that elevated rail line would be surrounded by both fences and elevated enclosures that would physically prevent access to the rail line.<br>The Central Northwest Super Neighborhood Council (CNSNC) town hall meeting was held on January 5, 2015 at Lutheran North High School. Lutheran North's baseball and football fields are immediately next to the existing BNSF rail line, which he TCR plans to utilize.<br>A Houston based rancher who raises cattle next out in the country next to the proposed high speed rail line, asked about the impact on Texas wildlife, saying that the rail line would disrupt seasonal migrations.  | Safety and Security |
|           | William P Jones                | My prime concern is the safety factor.  | Safety and Security |
| 1/9/2015  | William Sullivan               | Public safety is another concern that I see with the High Speed Rail. As proposed the Rail would be running at ground level with fences to limit access to the rails. While fences do deter most people, animals and other things from crossing, they do not completely prevent access to a determined person, equipment or automobiles. If the fences are electrified, what is going to prevent children from getting electrocuted?  | Safety and Security |
| 1/6/2015  | William Tufo                   | What are the safety protocols? At 20 to 40 feet above the ground what is to stop someone from climbing up the columns and getting on the track (when elevated)? What is to stop wild animals from crossing the tracks (when the track is on the ground)?  | Safety and Security |
| 1/6/2015  | William Tufo                   | What are the safety protocols? At 20 to 40 feet above the ground what is to stop someone from climbing up the columns and getting on the track (when elevated)? What is to stop wild animals from crossing the tracks (when the track is on the ground)? A 200 mph train hitting a deer doesn't sound like a safe situation, let alone a person!!   | Safety and Security |
| 1/9/2015  | Dr. and Mrs. Michael Shoemaker | There is a known fault line in the 900 block of West 31st. We own a second home in the Shepard Forest neighborhood and scientists conducted a geophysical electromagnetic survey on a pre-existing fault line. What are the environmental impacts the weight, subsequent vibrations, and force will have on the residential homes and businesses within the trains path?  | Soils and Geology   |
| 1/9/2015  | Jaunda Payne                   | Second, how will the vibration from the train affect homeowners/business owners located near the HSR train? Geologically speaking Houston is simply alluvial sediment from the Rockies -- a mud pit. This creates concerns on many levels. If most homeowners suffer foundation damage from our intense droughts, the potential of vibrational damage from the HSR train could be catastrophic. Has this type of train system been implemented in similar soil conditions as in the City of Houston? If it has can you supply this data for review? Are there any environmental impacts on the air quality, soil quality, etc?  | Soils and Geology   |
| 1/9/2015  | Jaunda Payne                   | Are there any environmental impacts on the air quality, soil quality, etc?  | Soils and Geology   |
| 1/6/2015  | Montie Grimes                  | Is there a plan to conduct a complete geological study of the entire route, as a number of fault lines may be crossed? How will situations like Balcones Fault / Lake Waco, or the North Texas Super Collider be avoided?<br>Lake Waco was to be expanded in the early 1960s. The Baylor Geology Dept warned the Corp of Engineers that the new dam site could be damaged by the fault. The Corp did not listen and, two-thirds through the project, the fault shifted and the project took much longer to complete at an unanticipated increase in cost.   | Soils and Geology   |
| 1/9/2015  | ACF                            | The train would cross streets at street level, impeding traffic by residents--and congestion is getting worse every week due to the ongoing construction frenzy.  | Traffic             |
| 1/9/2015  | Amelia Strickling              | Traffic will be impacted throughout the construction of this gargantuan structure that will loom ominously over the heads of my neighbors. I live closest to the intersection of 43rd Street and Mangum. This is a highly trafficked area and provides the easiest route to grocery stores, schools, and restaurants located in the other sections of Oak Forest.   | Traffic             |
| 1/8/2015  | Amy Peck - CNL                 | Since the train being proposed to pass at least every 30 minutes, I am also concerned about how my district's residents will be able to cross the tracks to get to the freeways and about the potential traffic problems it will create if people are constantly waiting to cross the tracks. One of the reasons why people move to District A is because of its convenient location to many of the major freeways in Houston. If the train deters access to the freeways, I am concerned that there will be incalculable ramifications to District A. While I understand that traffic solutions in Houston will include high speed rail, the plan must be enacted in the best way possible to the benefit of the City and to my district, which could be impacted the most by the current proposal. I ask that the EIS addresses these concerns and that the Federal Railroad Administration works with the constituents in the area to find the best solution.  | Traffic             |
| 1/8/2015  | Andrew & Kimberly Grimmer      | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD. Not to mention the major traffic issues in Houston is from the suburbs to Downton not from Dallas to Downtown. If the Route was in I45 or Hardy there could be a stop in the Woodlands which would alleviate one of the major traffic issues in Houston.   | Traffic             |
| 1/9/2015  | Anne Meschwitz                 | ...added traffic to our area...   | Traffic             |
| 1/9/2015  | Annet van Schie                | At the meeting held December 6, 2014 in Tomball, it was stated that one objective to decongest the I-45. Bring up to 800 people each hour into the Downtown area of Houston will further congest the already congested area. Not connecting the airports of IAH where the majority of the people traveling that congest the I-45 will not allow the largest population using the I-45 to use alternative transportation such as passenger rail.   | Traffic             |
| 12/1/2014 | Barbara Miles                  | The toll road system from Hutto-Seguin is vastly underutilized - it hasn't alleviated the congestion on I-35 and the tolls charged (sic) are nominal.   | Traffic             |
| 1/9/2015  | Bill Denning                   | Construction of the TCR paralyzes traffic in Northwest Houston for seven years<br>Residential traffic in the near northwest side of Houston side along I-610 between I-45 on the east and U.S. 290 on the west has been paralyzed for the past three years due to an ill-advised freeway construction project.<br>Now that the highway project is nearing completion, the Texas Central Railway has proposed a new four year project to build its high speed rail line. Are we to suffer seven consecutive years of waiting for four or five cycles at every traffic light, and having thousands of commuter vehicles diverted through residential streets past mothers walking children in strollers every day?  | Traffic             |

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| 10/28/2014 | Blair Fannin               | Further, grade separations would interrupt continuous traffic flows on Farm-to-Market and county roadways where rural citizens live and school children are taken by bus.  | Traffic       |
| 1/9/2015   | Brenda Hilton              | The marketing information provided to the public does not adequately address public concerns. The material shows nice sleek train but does not address my concerns as a land owner such as impacts to my property values, noise pollution, light pollution, <u>construction impacts (storm water, mud, etc.)</u> , <b>impacts to surrounding roadways etc.</b> The proposed rail structure is a massive above ground steel and concrete eyesore.   | Traffic       |
| 1/5/2015   | C Melgar                   | The increase in traffic to these city areas from suburbia is definitely not ideal nor wanted (as folks will have to come to town to catch the train).  | Traffic       |
| 1/7/2015   | Chasity West Cooper        | This would negatively impact the environment, and cause further traffic congestion in my neighborhood. I am also concerned about the negative impact this will have on the many parks, schools and athletic fields this route will have.   | Traffic       |
| 12/31/2014 | Chris Arnold               | Traffic: A high speed rail would add to the already congested traffic along, TC Jester, Ella and Sheppard.   | Traffic       |
| 1/8/2015   | Christine Adams            | We were also told by Robert Eckels in the Jan. 5, 2015 public meeting (attended by about 400 residents) that the high speed rail along one of the current proposed routes would ease traffic on I-45 even though the train would travel away from I-45 and head to College Station. It is hard to see how this is true. There would be more traffic along I-45 if there were a downtown train station as people would need to travel to downtown to catch the train, increasing traffic on the highways. Few Houstonians would see a time savings in driving to a downtown train terminal. The airports would remain more convenient and less stressful. The traffic congestion along I-45 would be better addressed with light rail service between the Woodlands and Kingwood and downtown and medical center - not with a high speed rail system, especially with either of the proposed routes. It is not surprising that the Woodlands actively lobbied to have rail service between the Woodlands and downtown. It is surprising they were turned down.  | Traffic       |
| 1/9/2015   | Christine Adams            | Traffic Congestion to work and home. If the BSNF route is chosen it would destroy my financial security and my quality of life because it would run through my neighborhood a block from my house. If the other route between I-10 and Washington ST is selected, it will be an undue hardship on my commute between work and home. I, as do members of my family, have to cross or go under I-10 and Washington ST every day to go to and from work. Traffic congestion has already skyrocketed with the explosion of condos and multiple family housing units that have been built in that area of town. It would add a great deal of additional time and expense to my work commute as well as add another, significant, physical obstacle along my work day route. It would increase air pollution from the even more congested traffic. In closing, thank you for accepting my comments. If you ever came to these neighborhoods and saw them for yourself, you would see what a tragedy it would be to allow either of these routes to be approved. I urge you to abandon consideration of either of these two currently "preferred" routes.   | Traffic       |
| 12/1/2014  | Cozetta Taylor             | So far in Leon County, I have between either five or seven, I've forgotten which, pipelines under my property. Right across the road from me -- now, these weren't here when I bought in the 1980 -- well, I moved up here in 1980, but we had bought it in '64. There are five pipelines right across the road from us now. We have a new car that is expelling all kinds of things in the air. We have the traffic from all the pipe -- from all the wells they've driven or drilled and all of the trucks that are in there with that going up and down. I live on 1512.  | Traffic       |
| 1/6/2015   | David and Linda Cato       | Many homes would not be able to be enjoyed due to ...traffic issues.   | Traffic       |
| 1/7/2015   | David Bell                 | This route also will impede traffic flow in areas increasingly becoming more challenged. Stop the madness NOW!   | Traffic       |
| 1/7/2015   | Deborah Pfeiffer-Traum     | In addition, the serious, long-term traffic congestion resulting from such a huge construction project cutting through our available major north-south arteries is a worry.  | Traffic       |
| 1/7/2015   | Don Willson                | Do not sent the HSR thru Oak Forest and Garden Oaks. West 34th and West 43rd are the main east/west access in this north-side neighborhood. Traffic on both streets has increased tremendously in the past few months - where are these people coming from? The plans indicate that 85 to 100 feet will be required for the elevated part of the route. West 34th is not that wide, how is this to be accomplished without jeopardizing many businesses, homes and the two high schools on West 34th.<br>Railroad tracks used to follow I-10 out to Katy, TX, but those tracks were removed. Why? The Hardy Toll Road is a straight shot north and is surrounded by industrial entities. Build it on top of the toll road. The additional noise would not be as noticeable. Land is already procured and many industrial items are along that route. Circulate an on-line petition for electronic signatures to protest this ploy to enrich a few men with only their bottom line in their sights. I like the idea of the HSR - just not in my neighborhood!!!   | Traffic       |
| 12/3/2014  | Donald Wasson              | You know, you haven't discussed how much traffic is going to be relieved between Houston and Dallas. You talked about people going up and down 45. How many are going halfway? How many are going beyond Houston or Dallas? They're not going to use this train. So the 50,000 that you're telling are traveling down I-45 every week, they're still going to be traveling. You've probably got very few that are actually traveling directly for Houston to Dallas.   | Traffic       |
| 1/7/2015   | Dustin Kerr                | The BNSF route has many crossings. The HSR, if (i) running at a minimum of every thirty (30) minutes (just one way), and (ii) not stopping at each cross-street, will significantly impact the flow of traffic. Indeed, motor vehicle traffic, emergency traffic, foot traffic, bicycle traffic, pedestrian traffic, and even the movement of animals will be directly and negatively affected by the HSR.   | Traffic       |
| 1/9/2015   | Emma Kerr                  | The BNSF route has many crossings. The HSR, if (i) running at a minimum of every thirty (30) minutes (just one way), and (ii) not stopping at each cross-street, will significantly impact the flow of traffic. Indeed, motor vehicle traffic, emergency traffic, foot traffic, bicycle traffic, pedestrian traffic, and even the movement of animals will be directly and negatively affected by the HSR.   | Traffic       |
| 12/26/2014 | Eugene and Delmy Karagodin | Traffic congestion will most probably increase due to less space availability.   | Traffic       |
| 1/8/2015   | Frances Rose               | The building of this railway with the congestion ...   | Traffic       |
| 12/3/2014  | Gina Greenslate            | Honestly, we can understand the need to reduce vehicular traffic, but that's not going to happen in Houston or Dallas. People will still have to get into a car to move to their final destination.  | Traffic       |
| 1/6/2015   | Gina Johnson               | TCR suggests that it will improve traffic on Interstate 45 between Dallas and Houston, however it does nothing to relieve traffic congestion within either city. Travelers will still have to hop in a taxi or car to get to their final destination. Until HSR can be successfully linked to other light rail projects, this project isn't in the best interest of the public.  | Traffic       |
| 12/23/2014 | Howard Robinson            | The rail company also state that the number of vehicles using the present highway system will be dramatically reduced, whereas this is just not the case. All the high speed rail line will do to effect traffic usage will be to move the vehicles from one location to another. Instead of the traffic using I45 as of present, which is a road system that can be readily upgraded if necessary at considerably less expense than the rail line, the same amount of vehicles will be condensed into the approach roads to the terminals which, I assume, were not intended for such a purpose. A high percentage of the traffic using I45 at present is commercial, so as the high speed rail is a passenger only system, there will be no reduction in this type of traffic. It is in the D.N.A. of Texans to drive their vehicles as opposed to taking unreliable public transport. They like the freedom of movement as opposed to a restricted and sometimes inconvenient routes taken by public transport and it will take a monumental effort to change this travel perspective. The expense of using the high speed rail as opposed to a private vehicle will also weigh heavily when commuters are considering their travel plans. The cost of a round trip from Houston to Dallas in a vehicle is estimated to be around \$77 whereas the high speed train would cost in the region of \$470 for the same journey, not taking into account parking and car or taxi hire charges at both ends. These costing figures do not take into account the energy efficiencies measures that future technology will make to private vehicles, thus making the cost of driving between the cities even lower. | Traffic       |
| 1/10/2015  | J.E. Thomas                | Describe local traffic impacts at urban and suburban grade crossings during operation. Specifically address increases in wait times in areas where this project would add grade crossings and how additional crossings will contribute to worsening traffic congestion over time. Describe the efforts to coordinate with state and local departments of transportation to alleviate additional congestion at these crossings.   | Traffic       |
| 1/8/2015   | Jack van Zeelst            | ... increase street traffic and freeway traffic in the final destination of downtown Houston as passengers must find a way IN as well as OUT of downtown Houston to get to the business and industrial corridors and residential areas in which they work and reside   | Traffic       |
| 1/9/2015   | Jane Martin                | ...increase traffic congestion (which is already a problem), ...   | Traffic       |



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| 1/9/2015   | Jaunda Payne                 | Will this fence (or the train for that matter) change current roadways and paths to/from or near my home?<br>HSR requires dedicated track in existing corridors for 200mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes and vehicular traffic connectivity.  | Traffic       |
| 1/8/2015   | Jeff Magee                   | Limiting North/South vehicle arteries to the city will increase traffic on walking and bicycle arteries accessing the city parks, practice fields, schools, and restaurants increasing risk of personal injury to pedestrians.<br>I look forward to continually following the progress of this project and would appreciate being added to any e/ mailing list on this topic. Thank you for considering these comments as part of the EIS process.   | Traffic       |
| 12/4/2014  | Jerry Wagnon                 | I have two concerns in particular. First, all existing county roads must be kept open without being unduly relocated. Second, if a station is built in Roans Prairie or Shiro, we must have infrastructure upgrades from TxDOT to carry the traffic surges when trains arrive, especially for such events as SEC's game days at Texas A&M and other events. Already, this highway is heavily used during rush hour and traffic is further impeded by slow-moving trucks using the Twin Oaks Landfill, something else that got dumped on us by -- literally -- by outsiders.  | Traffic       |
| 12/4/2014  | Jerry Wagnon                 | Second, if a station is built in Roans Prairie or Shiro, we must have infrastructure upgrades from TXDOT to carry the traffic surges when trains arrive, especially for such events as SEC Game Days at Texas A&M. Already, this highway is heavily used during rush hour and traffic is further impeded by slow moving trucks using the new Twin Oaks landfill.<br>That said, I see some major benefits from having a station in our area. It would bring new jobs and retail to the central part of the county. The intersection of Highway 30 provides access to Bryan-College Station with its booming biotech, education and conference sectors. I might add that I have ridden the shinkansen in Japan and I see how the Texas Central project makes business sense.<br>I do have one question: Is the proposed Grimes County station a potential connecting point for a future spur to Austin and San Antonio that would revive the Texas T-Bone concept?   | Traffic       |
| 1/8/2015   | John and Barbara Arnett      | This route transects these neighborhoods, creating a barrier to Loop 610, US 290, and I-10 traffic routes which residents use daily. This route is also in very close proximity to numerous schools, churches, and parks. If the ridership estimates TCR uses to justify this project are accurate, the increased traffic in and out of downtown will place an additional burden on all Houstonians traversing the city - and then there is the problem of parking. If trains will depart and arrive every thirty minutes, where will all the cars be parked? If the thought is that taxis or other public transportation will be used, there should be studies on how this will integrate with Metro networks and freeways. Why couldn't trains come into an outlying terminus, and riders go to that location?   | Traffic       |
| 1/9/2015   | John Everett                 | A grade-level train would mire the crossing streets in increased auto traffic, pitching cut-through traffic onto our otherwise local residential traffic.  | Traffic       |
| 1/9/2015   | John Everett and Kathy Huber | A grade-level train would mire the crossing streets in increased auto traffic, pitching cut-through traffic onto our otherwise local residential traffic.  | Traffic       |
| 12/3/2014  | John Pope                    | I make that trip twice a month. I use heavy equipment. So, you know, that I'm not going to use that lane. If I can't take 45 because it's backed up, I take 290 out to Highway 6 out the back way. Everybody has their back roads. If everybody knows where they're going, they have more than route to get there.   | Traffic       |
| 1/9/2015   | Julie Falcon                 | create traffic disturbances...   | Traffic       |
| 1/9/2015   | Katherine Stinson            | ...intolerable traffic congestion in areas already experiencing increases from population growth;  | Traffic       |
| 1/8/2015   | Kathy                        | Right of way access, i.e. possible rerouting/reducing entrances and exits into and out of the neighborhoods thereby causing additional traffic congestion.   | Traffic       |
| 11/25/2014 | Kay Bruce                    | Our area cannot afford any more trauma.the disruptions and traffic congestion caused by hi rise construction on every corner is horrible and will only get worse when these buildings are occupied. These people are in the area and few will likely be going to Dallas.   | Traffic       |
| 12/4/2014  | Ken                          | ...will do little to alleviate traffic congestion within the city. In fact, the project will probably increase traffic congestion in the city as additional people drive to and from a downtown transit terminal. I would prefer to see the easement inside the loop/beltway used for commuter rail, light rail extension, or even a hike and bike. These projects would do more to alleviate congestion and increase quality of life within the city and will benefit many more people on a daily basis.  | Traffic       |
| 12/4/2014  | Ken Vaczi                    | I'm for public transportation alternatives to relieve congestion on our already crowded roadways. With that being said, however, I have the following concerns about the Dallas-to-Houston high speed rail project as proposed:<br>This project will occupy a large portion of Houston's limited available utility easement, but will do little to alleviate traffic congestion within the city. In fact, the project will probably increase traffic congestion in the city as additional people drive to and from a downtown transit terminal.<br>I would prefer to see the easement inside the loop/beltway used for commuter rail, light rail extension, or even a hike and bike. These projects would do more to alleviate congestion and increase quality of life within the city and will benefit many more people on a daily basis.   | Traffic       |
| 1/9/2015   | Kevin J. Fogarty             | Car traffic will not be increased going into downtown and parking will be much easier for those taking the High Speed Rail.  | Traffic       |
| 1/9/2015   | Kristi M. Grizzle            | 2. As the fourth largest city in the United States, Houston has complex transportation issues. This proposal does not clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD. Traffic studies need to be performed to show impacts of dumping thousands of people in downtown Houston daily.  | Traffic       |
| 12/4/2014  | Kyle Workman                 | Another thing that needs to be pointed out is the majority of the -- well, not the majority but a large percentage of the I-45 traffic is truck traffic, which doesn't have anything to do with this rail or any other kind of rail.   | Traffic       |
| 12/19/2014 | Larry Clevenger              | and interruption to road traffic in area.  | Traffic       |
| 1/9/2015   | Laura Aurea Denning          | The proposed Texas Central Railway construction of an elevated high speed rail line will necessitate the closing of all major north-south streets between I-45 and U.S. 290. This includes Airline Drive, North Main Street, Yale Street, North Shepherd Drive, Ella Boulevard, East T.C. Jester, West T.C. Jester, Mangum Road, and Watonga. How do they expect residents of Oak Forest to get to the freeway to go to work? How will residents of Garden Oaks get home in the evening? What will happen to families who live in Timbergrove Manor? Stop the TCR!!!   | Traffic       |
| 1/6/2015   | Laurie Clothier              | We are writing to you to express our concerns with the Texas Central Railway's proposed routes for the high-speed rail which includes my neighborhood, Oak Forest. We are highly opposed to this project entering dense, residential communities. This will have terrible effects on our traffic   | Traffic       |
| 1/8/2015   | Laurie Hazzard               | If the HSR routes a dedicated track at grade level through our neighborhood at 200 mph speeds they would cut off major arteries feeding into already congested traffic arteries to 290, I-10 & 610. This would impede emergency evacuation routes, emergency vehicles, bus routes, bike riders, & vehicular traffic.   | Traffic       |
| 1/9/2015   | Laurie Hazzard               | What will be the impact of construction on these neighborhoods? We are already taxed with road & freeway closures by the 290 expansion & rerouting of arteries to I-10 & 610. What can we expect if this project goes thru either of the proposed preferred routes?<br>If the HSR routes a dedicated track at grade level through our neighborhood at 200 mph speeds they would cut off major arteries feeding into already congested traffic arteries to 290, I-10 & 610. This would impede emergency evacuation routes, emergency vehicles, bus routes, bike riders, & vehicular traffic.  | Traffic       |
| 1/5/2015   | Linda Burroughs              | I'd like to be informed. Would really have liked a disclosure before I built new house in Grimes/Waller county area that is apparently 1 of the proposed routes of this monster. Totally against this no matter where the route. Texans like their cars too much and we already have airlines that fly between Dallas & Houston. Aggie highway, Hwy 6, 249 SH, Grand Parkway 99...how many more avenues do we need for expected traffic 20 years from now? If you think it will alleviate traffic, you are wrong. Look at the other big cities and their traffic woes, lack of parking, cab fights, train rumbings by buildings that no one can enjoy a good night's sleep in, instant slums near where the L or T passes. If you really want to alleviate traffic, how about looking to our local companies and business to do something to help reduce the number of mobile workforce and/or adding car pool vans in areas where there is demand. All this train is about is another company getting rich at the expense of sacrificing our quality of life. | Traffic       |

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| 11/12/2014 | Lucy and Mark Thomas   | Also, the high-speed rail line will indirectly improve automobile travel by relieving congestion. This is an important side benefit.  | Traffic       |
| 1/8/2015   | Lynda Brackett         | Other Factors of Consideration<br>With the TCR being the "middle-man" of this project, should it move forward, what assurances can be provided at this time of the following: funds to maintain operational sustainability into the future; adequate funding to support the completion of construction; increased costs associated with county and state road repair and maintenance due to increased traffic flow to construction, particularly of heavy equipment. I currently live in an area that has seen a tremendous increase in oil field related traffic that is causing the roadways to deteriorate quickly; study of the impact on every day conveniences of direct traffic routes currently in place that may be eliminated through construction of the HSR   | Traffic       |
| 1/9/2015   | Marcia and Thomas Otto | Another important unfavorable impact of TCR-proposed line is regarding access to the neighborhood. Major routes of access to Oak Forest-Garden Oaks (East and West TC Jester, Ella Boulevard etc) cross the existing BNSF line. These roads have heavy traffic during peak hours, when parents are taking their children to school, and residents are driving to and back from work. If a dedicated track along the existing BSNF line is approved, traffic through these routes will be blocked, which will substantially restrict residents' access to their homes and other parts of the neighborhood, as well as increase local traffic.  | Traffic       |
| 1/9/2015   | Marcia and Thomas Otto | Another important unfavorable impact of TCR-proposed line is regarding access to the neighborhood. Major routes of access to Oak Forest-Garden Oaks (East and West TC Jester, Ella Boulevard etc.) cross the existing BNSF line. These roads have heavy traffic during peak hours, when parents are taking their children to school, and residents are driving to and back from work. If a dedicated track along the existing BSNF line is approved, traffic through these routes will be blocked, which will substantially restrict residents' access to their homes and other parts of the neighborhood, as well as increase local traffic.   | Traffic       |
| 1/9/2015   | Marie Kallus           | If TCR is adamant about bringing this rail line into downtown Houston, have they considered the additional traffic that will occur as a result of 50,000 people accessing the train downtown? Where will everyone park? How will traffic be handled? What additional city services will be required?  | Traffic       |
| 1/9/2015   | Melissa Hamous         | Termination in downtown Houston will increase automobile traffic into and out of the downtown area. Our local surface streets are not in good condition as it is, and traffic congestion is already a daily problem all Houstonians deal with. Will this project include improvements to the roads, bridges, storm drainage, signage, and related infrastructure to support this additional automobile traffic? Will there be funding and other resources provided by Central Texas Railway or their successors and assigns to the City of Houston, Harris County, and other owners of impacted infrastructure to maintain and repair this infrastructure so that the taxpayers are not forced to cover those ongoing costs to support the rail?  | Traffic       |
| 1/9/2015   | Michael Dreiss         | Opposition is based on the following points:<br>Regardless of how "quiet" the rail is it would be adding traffic to a residential area every 15-30 minutes from the hours of 5:30-11 several times an hour  | Traffic       |
| 1/8/2015   | Michael Remson         | As anyone who lives inside or near the loop can tell you, there are already significant infrastructural problems regarding traffic that has been caused by the growth of several inner city neighborhoods and the recent trend of people moving back inside the loop rather than living in the suburbs. As I understand it, the proposed rail line will cause several area streets to be blocked and may cause additional traffic headaches if traffic must be stopped on a regular basis for trains to pass for safety reasons. If this is the case, it will significantly impact the traffic patterns in Garden Oaks and the surrounding areas which are already choking with cars and commercial vehicles. One drive down Ella Blvd or Shepherd Blvd at 8:30 on a weekday will show you how severe the problem already is and give you an idea of how much a proposed HSR will aggravate an already exacerbated problem. | Traffic       |
| 1/8/2015   | Nazih Nasir            | We do not want problems in movement from place to place.<br>We are concerned with problems that have not been addressed and the fact that we are just now hearing about this project. Why has it been kept so quiet and so difficult to find out information?   | Traffic       |
| 1/7/2015   | Nelson Sos             | According to TXDOT, between 2001 and 2006, there has been a 446% increase in traffic on Ella and 43rd St (one of many major intersections in Oak Forest and Garden Oaks). If more people are moving to the area, the construction caused by this new fast train would affect residents in ways that are hard to measure, as the existing rail tracks touch almost all streets going towards 610. As a resident, we have survived for many years (and forced delays) the expansion of 290 and this has affected us in ways that cannot be ignored. If a local resident needs emergency care (and there are a lot of elderly living in Oak Forest and Garden Oaks), how will this construction affect his effective commute to seek urgent care? I am against this project going through the Oak Forest and Garden Oaks area (or any other populated area) and ask that you take my concerns into consideration.              | Traffic       |
| 1/9/2015   | Nora DeDontney         | If the train is on the ground, what barriers will be put in place to prevent people from walking on it? Will these barriers prevent cars from driving over the tracks? The proposed route is very close to, and parallels, 610, cutting me off from almost all of inner-loop Houston. Even now during morning rush hour the traffic on North/South streets is held up by the Union Pacific train, can I expect even worse outcomes with a high speed train passing through every 15 minutes during rush hour? Will the traffic on perpendicular streets have to stop when the train goes through? I am particularly concerned with the traffic on Ella. Will smaller perpendicular stress still have through traffic? I am particularly concerned about Alba and Golf.  | Traffic       |
| 1/9/2015   | Nora Dedontney         | The proposed route is very close to, and parallels, 610, cutting me off from almost all of inner-loop Houston. Even now during morning rush hour the traffic on North/South streets is held up by the Union Pacific train, can I expect even worse outcomes with a high speed train passing through every 15 minutes during rush hour? Will the traffic on perpendicular streets have to stop when the train goes through? I am particularly concerned with the traffic on Ella. Will smaller perpendicular stress still have through traffic? I am particularly concerned about Alba and Golf.   | Traffic       |
| 12/13/2014 | nqlhs                  | The traffic is already uncontrollable in this area for those commuting to and from the suburbs. If the hsr line cuts through these lifelines for commuters, it will be disastrous in terms of traffic and cause even more chaos.  | Traffic       |
| 1/8/2015   | Pene Carter            | I am concerned over creating more traffic going into the downtown area to catch a train. The majority of people do not live downtown. Parking is limited and expensive already, so now you want to increase traffic into this already congested area.   | Traffic       |
| 1/6/2015   | Pete Vonder Haar       | Due to increased population density in our neighborhoods, traffic is already a serious issue. Building the HSR would seriously aggravate the situation.   | Traffic       |
| 1/12/2015  | Philip Gaydosik        | In regards to traffic reduction, I fail to see how this really affects anyone but those well north of Houston/Spring/The Woodlands, as the bulk of daily traffic that those along I-45 N deal with are commuters going from home to work. Not a large group traveling to/from Dallas each day. That traffic is generally moving between the two metropolitan areas.   | Traffic       |
| 1/11/2015  | Phillip Gaydosik       | In regards to traffic reduction, I fail to see how this really affects anyone but those well north of Houston/Spring/The Woodlands, as the bulk of daily traffic that those along I-45 N deal with are commuters going from home to work. Not a large group traveling to/from Dallas each day. That traffic is generally moving between the two metropolitan areas.   | Traffic       |
| 1/9/2015   | Raajen Patel           | The main justification for building a high speed rail is to alleviate traffic pressure as the populations of both Houston and Dallas are increasing. Most traffic pressure comes from intra-city driving. A better overall solution, then, would be to build commuter rail within Houston or Dallas. In Houston, lines joining the business hubs I mentioned above would go a long way in reducing traffic pressure. What is the impact on Houston traffic when adding a commuter rail system to Houston compared to the impact when adding a single line from Houston to Dallas?   | Traffic       |
| 1/5/2015   | Rd Kissling            | Finally, the idea of a downtown Houston station makes little sense from a traffic standpoint. The HSR company admits that their largest client base will be the growing suburbs North and West of Houston. None of these people would be willing to fight rush hour traffic to drive into the station in the morning to catch a train that 2 hours later is passing back by their community. It is a poorly thought out plan and it is amazing that they are publishing a schedule that says they could start construction by 2017.   | Traffic       |

| Date       | Contact Name                | Request/Comment   | Comment Topic |
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| 1/5/2015   | RD Kissling and Mary Tipton | What is the justification for wanting to route the rail line into the Houston city core? At our Super Neighborhood #22 meeting on December 18 the best answer was "the Mayor wants it there." Automobile traffic into the city is already ridiculous especially during rush hours. Nobody who lives outside of the city center is going to want to fight traffic to drive downtown to catch a train. The HSR station in the Woodlands coupled with either an HSR station in the city core or light/commuter rail service to the city core would alleviate the terrible traffic problem the northern suburbs have getting into and out of the city every day. Nobody from the Woodlands area is going to fight rush hour traffic to go downtown to get a train.  | Traffic       |
| 11/14/2014 | Rebeca Chavez               | Have the following effects been considered while planning the implementation of the railroad in this county?<br>occupying of large areas for the construction of traffic routes<br>large congestions due to mass transport  | Traffic       |
| 1/8/2015   | Regina Bennett              | These are the points that will affect my property and the value of my property.<br>Traffic coming into downtown: Traffic will increase getting to the station and the traffic coming into Downtown on Interstate 45 and Interstate 10 is already suffering from congestion. People get off of I10 and cut through my neighborhood to get downtown. The outside traffic coming through a narrow residential area will only increase.<br>Train blocks: 2 trains every 30 minutes will stall the traffic in front of my home and around the neighborhood. We already have issues with traffic backing up with the current train. Adding a couple of short trains that will cause a constant stop and go of the traffic will only make these issues worse. There are fire trucks that travel on Houston St towards downtown periodically.   | Traffic       |
| 1/7/2015   | Renae van Zeelst            | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day through our neighborhoods will:<br>Increase street traffic and freeway traffic in the final destination of downtown Houston as passengers must find a way OUT of downtown Houston to get to the business and industrial corridors and residential areas in which they work and reside  | Traffic       |
| 1/7/2015   | Renae van Zeelst            | increase street traffic and freeway traffic in the final destination of downtown Houston as passengers must find a way OUT of downtown Houston to get to the business and industrial corridors and residential areas in which they work and reside  | Traffic       |
| 1/8/2015   | Richard Irwin               | I understand that one of the justifications for the HSR is to reduce future congestion on I-45. Much of this congestion is due to traffic traveling thru each of these metro areas; therefore, the congestion will still be an issue because not all vehicles are stopping in these cities. The real need is to expand the lanes on I-45 in advance of the extreme congestion, which would be a more economically efficient use of all resources involved, (money and private property). The propaganda put forth by Texas Central Railway is trying to make Texans accept a BAD idea.  | Traffic       |
| 1/8/2015   | Robbie Morrison             | In addition, I believe it would affect the arteries in and our of our neighborhoods, which are already stressed to the max with the influx of people and the incredible home building going on in our highly-desireable neighborhoods.  | Traffic       |
| 12/29/2014 | Robert Els                  | Second, it would also impede the movement of people & traffic in this area  | Traffic       |
| 1/8/2015   | Roger Timmerman             | One possible solution is to use pre-existing motor vehicle corridors, even if that means a reduction in speed of the high speed rail system. Perhaps the further developing of motor vehicle roadways would be even more effective to handle future traffic congestion. The enhancing of motor vehicle roadways makes much more sense as it is extremely doubtful that any form of rail travel would ever be able to relieve traffic congestion in the first place. High speed travel is most effective and most safely done via air. A train can never approach the speed of a modern jet, airlines do not require hundreds of miles of rail infrastructure. Aircraft travel is a proven safe system that has proven to be effective. Although it is expensive, proponents of high speed rail have given estimates of a high speed rail ticket being 80% of the cost of a plane ticket. Ratio wise, a plane is more efficient offering higher speed for the cost getting you to a location much faster than the fastest train.<br>Working though the issues of future traffic congestion is certainly something to work though. One factor of many that will aid in that is that there is time to look at the best, cost-effective, means that should be looked at developing. With time and technology, effective means of handling future traffic concerns can be developed. The use of existing traffic corridors to achieve this makes economic sense. The current proponents involved in pushing high speed rail on Texans have so far shown to be secretive, only making their intentions known to the entire population once forced to do so instead of just their chosen supportive locations and groups. They also have seem to have shown airs of elitism, one said individual stating how one could have a scotch & get your boots polished while on the high speed train. I'm sure such things of vice will appeal to working class individuals and families especially in this time of economic down turn. Such things said seem to indicate a very small percentage of the population would use this service, and the pricing of it with a ticket costing hundreds of dollars would ensure it. | Traffic       |
| 1/7/2015   | Sandy Simmons               | and traffic at RR crossings,  | Traffic       |
| 1/6/2015   | Sarah Hannah                | Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.  | Traffic       |
| 12/3/2014  | Scott Smith                 | <b>Guess this might be nice if you live inside Loop 610 and Loop 12 in Dallas, but who else is going to fight downtown traffic and parking to ride a train. And when you arrive at the other end, is downtown really where you want to be? Seems to me, you have the same dilemma as the Greyhound bus riders.</b> Please understand I am not antibusiness. I'm a business owner myself, but I do object to any business that can negatively affect so many people's quality of life and property values especially in this lot 240 miles long.   | Traffic       |
| 1/9/2015   | Seth Wilson                 | The BNSF route has many crossings. The HSR, if (i) running at a minimum of every thirty (30) minutes (just one way), and (ii) not stopping at each cross-street, will significantly impact the flow of traffic. Indeed, motor vehicle traffic, emergency traffic, foot traffic, bicycle traffic, pedestrian traffic, and even the movement of animals will be directly and negatively affected by the HSR.  | Traffic       |
| 12/29/2014 | Sheila Whitford             | Placing the terminal in the CBD would force all these riders to come downtown, exacerbating traffic problems. It would be much more sensible to place the HSR terminal outside of town, in the same way that airports are typically located, so as not to increase congestion.  | Traffic       |
| 1/12/2015  | Su                          | I'm sure there will be noise and added traffic to our area, not to mention bringing a lot of people into our area.  | Traffic       |
| 10/29/2014 | Tami Merrick                | From your web site "Of course any corridor-no matter how narrow-becomes an obstacle if you need to get to the other side." Using existing rail corridors that dissect major arterial streets in rush hour also is an issue not addressed. Although grade separations could be done, who pays for that and aren't we creating a flood condition cutting off passage during a major event which is not uncommon to Houston. Current freight lines already impede emergency vehicle passage and rush hour traffic from entering downtown Houston. This added rail corridor would increase this issue.  | Traffic       |
| 1/8/2015   | Tami Merrick                | Residents expressed that they did not want a high speed rail system that was not carefully integrated with local transportation plans and would only add to increased traffic congestion for local travel.  | Traffic       |
| 1/9/2015   | Tami Merrick                | How it will integrate with both county and local traffic planning to minimize impact to future planning.<br>The impact this infrastructure will have on livability in our city centers and impact to local traffic.   | Traffic       |
| 1/8/2015   | Trina Caudill               | Disruption of Local Traffic: Roads and rail lines should never intersect, primarily for safety reasons. Obviously, they do as we have inherited a faulty system. However, we should not add to the faulty system. A high speed train running on grade with the road disrupts local traffic in a large city with a lot of already angry drivers. This is a major safety issue if police, fire and ambulance are delayed from their calls.  | Traffic       |
| 12/4/2014  | Vanessa Burzynshi           | My husband and I moved to Grimes County in 2006 to get away from the Houston traffic, congestion, pollution, etc. If this train comes through Grimes County, it will ruin the peace and quiet. It will increase traffic to and from any station built near Roans Prairie or Shiro. We live on Hwy 90 and the traffic is bad enough already.   | Traffic       |
| 1/5/2015   | Wayne Forster               | Is this project going to increase congestion in downtown Houston and surrounding freeways? HSR passengers will travel into congested downtown on congested inner city freeways only to get on a train to leave for Dallas.<br>The freeways around downtown are most congested during rush hours when HSR passengers are most likely to schedule their travel from Dallas to Houston and Houston to Dallas. Passengers will have added travel time to Dallas and out of Houston on returning from Dallas, due to auto congestion on rush hour Houston freeways getting to and from the downtown station.   | Traffic       |

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| 1/6/2015   | William Tufo              | What impact is this going to have on the streets around our homes as far as traffic and construction? 18-wheelers blocking the roads so they can get materials to the build sites, this will affect everyone in the area; who knows how long. We all know that  | Traffic        |
| 1/6/2015   | William Tufo              | What impact is this going to have on the streets around our homes as far as traffic and construction? 18-wheelers blocking the roads so they can get materials to the build sites, this will affect everyone in the area; who knows how long. We all know that construction is never on time with its estimates and usually 25% longer than anticipated so what do we do about that congestion and destruction cause during this time period?   | Traffic        |
| 10/31/2014 | Abram VanElswyk, PE       | (i) Houston METRO plans to construct an interim transit center in the triangle bounded by Hempstead Road, Mangum Road, and West 18th Street, the "Hempstead Mini Terminal." This is being done because bus service in the area is expanding, and the existing Northwest Transit Center (at IH-10 and IH-610) lacks capacity. This facility will have direct, 15-minute bus service to the following destinations: Downtown Houston, Galleria (future BRT), Memorial City, Greenspoint, The Heights. As of this moment, METRO's long-term thinking leans toward expansion of Northwest TC. However, if this area is ultimately selected for the Houston station, it would make more sense to retain Hempstead Mini Terminal and relocate it adjacent to the new HSR station site. This would provide high-quality transit connectivity between HSR and a large portion of Houston's employment base.<br>(ii) TxDOT and the Harris County Toll Road Authority (HCTRA) have long-term plans to construct a four-lane toll road, the "Hempstead Tollway," along the north side of Hempstead Road. Preliminary engineering has called for the toll road to be elevated above all cross-streets, similar to the existing Westpark Tollway. If the Utility Alignment is chosen, it would make far more sense for the Hempstead Tollway and HSR to be constructed at grade, parallel to the Union Pacific tracks. Major cross streets would cross the Union Pacific, HSR, and the toll road on a single combined overpass. This would almost certainly prove cheaper than TXC and HCTRA independently building their own parallel elevated structures.<br>(iii) Where TXC's rural alignment splits large land parcels in two, TXC should consider providing low-spec private underpasses. These sorts of designs can be foreign to public- and private-sector engineers accustomed to big-city design standards, but they are common to the most rural districts. For instance, Interstate 10 in West Texas has several underpasses which are literally nothing more than corrugated metal pipes partially backfilled with compacted earth; essentially, a culvert that you can drive a pickup truck through. Likewise, portions of Interstate 25 in Colorado have concrete underpasses that are 12 to 16 feet wide, with a couple of concrete wing walls and an earthen road surface. Creativity may be called for here; should you encounter recalcitrant agencies insisting on 16'6" clearances, 20-foot clear zones, and other such nonsense, simply say they are for livestock, wildlife, or the 100-year storm. | Transportation |
| 1/9/2015   | ACF                       | Wouldn't it be better for Houston to have a light rail system that residents across the area could use to ease congestion, conserve energy, and preserve the some of the most charming neighborhoods in our city? Wouldn't that attract more outside investment, encourage Houston's future growth, and benefit our communities more broadly?   | Transportation |
| 1/7/2015   | Alicia Nuzzie             | I first want to reiterate the comments already submitted in opposition to the high speed rail (HSR). In addition, here are some additional comments. The proposed route into downtown Houston fails to leverage the existing, in progress, and planned light rail in Houston. Failing to utilize this light rail system into the city imposes a significant burden on the city neighborhoods, increased the total cost for the project and adds to the existing parking shortage in downtown.   | Transportation |
| 12/30/2014 | Allen Mika                | This mode of transportation would benefit both cities economically. I support this project.   | Transportation |
| 1/9/2015   | Allison Drobniak          | What studies have been conducted from the standpoint of an overall transportation policy? How is this project economically justified for such a minimal impact to the overall commuting population between these metropolitan areas? (Data presented state 50,000 daily commuters between Dallas / Houston which is <<1% of current population). The proposed project doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the 4 major business hubs in the city.  | Transportation |
| 1/9/2015   | Allison Drobniak          | What studies have been conducted from the standpoint of an overall transportation policy? How is this project economically justified for such a minimal impact to the overall commuting population between these metropolitan areas? (Data presented state 50,000 daily commuters between Dallas / Houston which is <<1% of current population). The proposed project doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the 4 major business hubs in the city.<br>Infrastructure Future: Based on the information presented, there needs to be information released on how this segment of transportation has been integrated into the overall transportation studies for the regions impacted. What provisions are included in the design to allow for future growth / expansion? The concern is that this being a private entity, they have bypassed the normal routes in which government entities address transportation integration of the numerous multi-modal options available in both Dallas and Houston. How this is integral and collaborative vs competitive to the existing infrastructure needs to be addressed.  | Transportation |
| 1/9/2015   | Amelia Strickling         | Thank you again for your time and attention to my questions and concerns. I am a proponent of having high speed rail eventually connecting the triangle of Houston, San Antonio, and Dallas, I just believe that it can be done in a more fiscally responsible manner that does not involve putting a rail line through densely populated areas. I also believe that there should be a cooperation with those transportation entities already in place such as Houston Metro.<br>If you have any further questions or would like to discuss this further, please feel free to contact me.   | Transportation |
| 1/9/2015   | Amelia Strickling         | Why not partner with Houston Metro to create a pathway to downtown Houston that does not involve fast moving trains through populated areas? Currently, Houston Metro is working on making light rail available to passengers traveling to our two airports. It seems to make the most sense that the high speed rail start at DFW and end at IAH. Passengers can then transfer to light rail that will take them into the downtown transit center or continue on to Hobby Airport. This form will allow travelers maximum flexibility when choosing flights or rail to get around the country. It will allow passengers to utilize the infrastructure for car rental, hotels, and restaurants already in place that surround the two airports.   | Transportation |
| 1/5/2015   | Amy Hernandez             | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.   | Transportation |
| 1/8/2015   | Andrew & Kimberly Grimmer | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD. Not to mention the major traffic issues in Houston is from the suburbs to Downton not from Dallas to Downtown. If the Route was in I45 or Hardy there could be a stop in the Woodlands which would alleviate one of the major traffic issues in Houston.   | Transportation |
| 1/9/2015   | Annet van Schie           | At the meeting held December 6, 2014 in Tomball, it was stated that one objective to decongest the I-45. Bring up to 800 people each hour into the Downtown area of Houston will further congest the already congested area. Not connecting the airports of IAH where the majority of the people traveling that congest the I-45 will not allow the largest population using the I-45 to use alternative transportation such as passenger rail.   | Transportation |
| 1/9/2015   | Arthur Madrid             | Lack of Public Transportation at Destination - Riders will need public transportation at the terminal. Houston currently lacks a good public transportation system. Please require that TCR provide detailed studies of the additional transportation infrastructure required to support the travelers in Houston and Dallas.   | Transportation |

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|------------|--------------------------------------|---|----------------|
| 12/22/2014 | BARTON                               | I live in Garden Oaks, Section I which was established in the 1920's when N. Shepherd was still a dirt road. I was quite alarmed to learn that I live a few short blocks from one of the proposed high speed rail routes along the BNSF rail line that cuts through the neighborhood. This route does not seem well thought out for the future transportation needs of Texas. It certainly does not take into account either the short term or long-term needs of a broad section of urban Houston.<br>We also need a system of light rail that connects with the HSR hubs for this whole idea to work. Airports with train hubs & light rail connectors are more sensible in the long run for our future transportation needs. The Paris airport is a perfect example of this type of efficient transportation system. Certainly HSR connecting with airports or downtown with light rail connectors is more prudent and more likely to be successful than blasting through an old Houston neighborhood but still not efficiently connected to any of the major transportation hubs.   | Transportation |
| 1/6/2015   | Bob Beakley                          | Why not spend the money making I-35 and I-45 ten lane freeways? Most of the right-of-way already exists. People would rather drive their cars anyway!   | Transportation |
| 1/9/2015   | Brenda Hilton                        | This project does not connect to other major transportation hubs in Houston. This HSR should connect to IAH which is major global transportation hub which will enable passenger then to tie into airline services, the Metro transportation system, as well as I-45, Hardy Toll Road, Beltway 8, and I-59. Downtown does not have complimentary transportation services such as air travel, rental car agencies, etc. and limited access to major roadways in Houston. Obviously there are other incentives associated with this project other than providing efficient, integrated transportation systems for Texans.   | Transportation |
| 1/8/2015   | Brooke Fernandez                     | What studies have Dallas and Houston completed to examine the impact of HSR on transportation within the cities?  | Transportation |
| 1/8/2015   | Brooke Fernandez                     | What studies have Dallas and Houston completed to examine the impact of HSR on transportation within the cities?<br>Does the current plan for HSR in Dallas and Houston meet the best practices recommended by urban planning research and theory?<br>What major current and long-term city projects such as road and bridge reconstruction will be altered in cost and schedule if the HSR is approved? Is there a projection for how much these may cost the taxpayers?<br>Texas and Texas cities are already behind on dealing with major infrastructure maintenance, repair, and rebuilding of roads, bridges, sewers-a plethora of publicly-maintained structures. These delays result in greater costs to the taxpayers. How might the construction of the HSR support or interfere with the schedule for these types of projects?  | Transportation |
| 11/13/2014 | Bruce C. Tough/Woodlands Township    | The Woodlands Township (Township) is a designated recipient of FTA funds and manages the Woodlands Express, a bus commuter service between South Montgomery County and Downtown Houston. The Woodlands Express provides commuter services for over 2,800 riders per day. Commuter rail services between Houston and Dallas and into Downtown Houston are extremely important to the 200,000 plus people living in South Montgomery County and North Harris County.<br>In our role as major transit provider and an advocate for expanded use of transit within our region, we are providing the following comments in regard to the proposed Dallas to Houston High Speed Rail (HSR) Project as presented by the Federal Railroad Administration (FRA) and Texas Department of Transportation (TxDOT) in public scoping meetings during the month of October 2014. The Township asks that these comments be included and considered in development of the Environmental Impact Study (EIS) for the proposed HSR project.<br>The Township supports the development of HSR that would create a new mode of transportation between the two major Texas metropolitan areas of Houston and Dallas. The fact that the Texas Central Railway (TCR), a private, for profit entity, is funding a government-led environmental study for a proposed (HSR) project can be a significant step forward in development of rapid, efficient, reliable and cost effective passenger rail service for the State of Texas. The use of private funding to construct a project with an estimated cost of \$10 billion would make this the only truly HSR project in the nation that would not be constructed and operated with public money.<br>The TCR initiative is timely because the existing forms of transportation between the two largest metropolitan areas in the state will require major infusions of public money at both the state and federal levels to accommodate future demand growth. The Dallas-Fort Worth population is projected to grow from around 7 million to 12.6 million by 2035. The Houston region is expected to grow from 6.4 million to 12 million in 2035. Travel time on Interstate Highway 45 is presently about four hours between the two population hubs. TxDOT projects that travel time will increase to six hours by 2035. HSR can give travelers a third transportation choice as well as help remove cars from IH-45 and greatly lessen the demand on airports for air travel service between Houston and Dallas, freeing up slots for longer distant flights. The existing and projected population growth along the IH-45 corridor from the Montgomery - Harris County border north to the Huntsville area, will be more than a significant contributor to population growth in the region. In Montgomery County alone, the population is projected to increase from 500,000 to 1.1million by 2040. This fact argues for inclusion of the IH-45 corridor in the EIS evaluation. | Transportation |
| 1/6/2015   | Carl Willis                          | We live in Texas so don't think we will ride a train from Houston to Dallas instead of driving our cars.  | Transportation |
| 1/12/2015  | Carol Caul                           | TCR makes it clear that it is building a standalone project and it is not counting on any sort of intermodality.<br>CTC recognizes there has been significant opposition to other forms of transportation than the paved road, and TCR cannot be asked to wait on other modes. If TCR has the guts to go first, the others can follow.<br>CTC, however, does not want the project terminus (and intervening stops if any) to preclude the possibility of future links to other transportation forms other than the highway or traditional buses. Wherever the Houston terminal is situated and whoever owns it, CTC supports "Complete Streets" and "Livable Centers" concepts with access to the terminal being drivable, bike-able, walk-able, and multi-use. The terminal should have space for stores, walk-able sidewalks, eating/shopping establishments, and entertainment venues surrounding the areas to attract diverse businesses, not just folks wishing to transit between Houston and Dallas.   | Transportation |
| 1/8/2015   | Carol Madrid                         | Lack of Public Transportation at Destination - Riders will need public transportation at the terminal. Houston currently lacks a good public transportation system. Please require that TCR provide detailed studies of the additional transportation infrastructure required to support the travelers in Houston and Dallas.   | Transportation |
| 12/1/2014  | Carol Strain Burk - Elected Official | I'm on the city council with the City of Lancaster, and it's not so much comments as questions to ask about how in consideration for this. The terminus in Dallas, you showed three. Yet, two of them are farther away from where it would be accessible for a true hub of an intermodal to be able to access somebody coming in to go to the airport or somebody coming from the airport to come there, so from that standpoint...   | Transportation |
| 10/21/2014 | Catherine Cuellar                    | I have had the good fortune to travel via high speed rail between Madrid and Seville, Spain and between Londaon, England and Paris, France. This is an ideal opportunity for Texas not to be missed. I bought my home in the Cedars neighborhood of Dallas because of its multimodal transportation options and would be excited to visit Houston more frequently when this service becomes available.  | Transportation |

| Date       | Contact Name                                  | Request/Comment  | Comment Topic  |
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| 12/22/2014 | Christine Adams                               | <p>We also need a system of light rail that connects with the HSR hubs for this whole idea to work. Airports with train hubs &amp; light rail connectors are more sensible in the long run for our future transportation needs. Certainly more sensible than bringing down an old Houston neighborhood. Light rail is sufficiently quiet &amp; adds to a neighborhood and could easily be integrated as a positive into residential neighborhoods. I do plan to be involved in actions that work toward keeping high speed rail out of my neighborhood or any residential neighborhood.</p> <p>Houston needs integrated, comprehensive transportation that addresses the long term needs for Houston, surrounding counties and Texas. That requires light rail, improved bus service, adequate parking and high speed rail connecting our cities. If this happens in a piecemeal fashion instead of a coordinated way, we will be worse off than we are now. What would be a more sensible approach to the comprehensive needs of Houston and the surrounding counties would be light rail between airports, commercial corridors, suburbs, downtown, etc.; buses/ trolleys connecting with light rail with high speed rail hubs at the airports and/or major industrial centers outside Loop 610 similar to how it is done in Europe. In one of the very few public meetings, Robert Eckels of Texas Central Railway dismissed out of hand the suggestion to have a hub for the train at the airport saying the airlines would not allow it. The City of Houston owns these airports and if the City of Houston wants a train hub at their airports, it can have train hubs at its own airports. Airports already have ground transportation and adequate parking up and running. These could be easily integrated into train service. Light rail service could run between the two airports with a light rail hub downtown where transportation to other parts of the city could be available.</p> <p>High speed rail hubs/routes need to remain outside of residential neighborhoods, outside of Loop 610. Indeed, in France, the high speed train stations added after the early 20th century are located outside of cities (e.g., Lyon, Avignon) or have been integrated into the airport (e.g., Charles d'Gaulle Airport at terminal 2). In this way, these hubs are easily integrated into other necessary forms of transportation (e.g., private cars/parking, buses, car rentals, taxis) and are set up to add additional train service to other cities in the most efficient way. Train stations that are located within the urban cores of cities are stations built in the early 19th century. The first station in France was built in 1842 to be exact and any adjacent residential neighborhoods were built after the stations were built - not the other way around.</p> | Transportation |
| 1/6/2015   | Cindy Falschlehner                            | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.   | Transportation |
| 12/11/2014 | Craig Copeland                                | You want a high-speed train to carry the millions from Dallas to Houston. What happens when they get there. This isn't New York where there are so many taxis to get you around. You can't get around the city for a few dollars. That is why people drive in Texas because no city is well managed on foot. Certainly Dallas and Houston are open and miles wide. There is no subway system in either to move these persons around these huge cities.   | Transportation |
| 10/27/2014 | Cyrus Manesh                                  | First of all I congratulate State of Texas for moving towards sustainable transportation. 2. Creating a railway is just the beginning. What makes a HRW successful is engaging with the local public transport. Unfortunately, Texas is suffering poor public transport. Once you get off the train, you need an efficient... Station has to be an exchange hub and to have different choices. BRT etc. (Different Scale). Renting the car right after getting off doesn't offer enough incentive - financial & environmental. I wonder if you are trying to go create a symbiotic relation between HRS and private. How they are going to especially when it is not publicly funded? Few make investment on local public transport in Dallas & Houston will greatly help people to celebrate this.  | Transportation |
|            | Dallas Chamber of Commerce Board of Directors | The Dallas Regional Chamber strongly supports the thorough environmental study, development, construction and operation of a high-speed passenger rail system between Dallas and Houston. Connecting two of the United States' largest and fastest growing regions with privately funded, reliable, safe, high speed rail service and a 90 minute travel time will create an integrated region that can function as a stronger economy. The DRC also believes it is important for the high speed rail to connect with DART's existing transit network to provide maximum connectivity for customers and business travelers. A strong transportation system is fundamental to Texas' quality of life and economic vitality, attracting new businesses and generating new jobs.  | Transportation |
| 12/2/2014  | Danny Twardowski                              | How will the train impact vehicle transportation especially school bus transportation in the area?   | Transportation |
| 1/7/2015   | David Tullos                                  | <p>Another reason many people drive between the two cities instead of flying is the need for convenient, affordable ground transportation when they arrive. Unlike more densely populated cities, such as New York or Washington D.C., Houston and Dallas do not have well developed local ground transportation that is comparable to private automobile in either cost or convenience. The FRA touts the bus and light rail services in Dallas and Houston, but people who actually live in or visit those cities frequently know that those services are quite limited and not convenient except to a few locations. The extreme summer climates in both cities limit the distances that people can realistically walk from the limited stops and stations.</p> <p>Many more people drive between the cities because the distance between their homes and businesses and the nearest airport eliminates any time savings to be achieved by flying. People traveling between downtown Houston and downtown Dallas can make good time traveling by air. But a person in Conroe travelling to a location in south Dallas may make better time driving. A new railroad would offer no advantage over air travel for such people. Whether a person has to travel to an airport or travel to a train station, the total travel-time must be considered when choosing a means of travel.</p>   | Transportation |
| 1/10/2015  | David Winston                                 | While the proposal may serve some needs, I am concerned that more thought has not been given to integrating with other transportation needs and problems. As a Houston resident, having increased numbers of people drive on congested roadways to downtown Houston to catch a train to Dallas raises serious questions for me.  | Transportation |
| 1/5/2015   | Debbie Strang                                 | If the supporters build the line, riders will need good access to buses, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation. Both Houston and Dallas have weak and underdeveloped mass transit systems. This means when the Texas Central Railway is completed, a passenger would have to use cabs, rent a car or be dependent on immature transit systems to get around the city or to their final destination. Therefore, HSR will never be an appealing transportation choice for most travelers.  | Transportation |
| 1/7/2015   | Dennis Paul Reed                              | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.  | Transportation |
| 11/2/2014  | Derren Liu, Ph.D., P.E.                       | <p>As a professional engineer registered in the state of Texas and a 7-year old citizen of the U.S. who was born in Asia, I've witnessed and experienced both the traffic jams around the world and the efficiency of high-speed rail.</p> <p>As we all know, a single high-speed rail will only improve the transportation issues but a systematic approach may solve the issues. I hope a network of public transportation (bus-high-speed rail-bus) could be planned along the route and stations so that the true benefit of transportation efficiency could be materialized.</p> <p>I hope TX DOT and FRA could take the initiative and plan a bus-high-speed rail-bus system and/or help TCR (Texas Central Railway) expand TCR's sole goal of high speed rail.</p> <p>A network of efficient transportation system will not only benefit future Texans but also increase our competitiveness with other states/countries.</p>   | Transportation |
| 1/9/2015   | Dexter Handy                                  | The HSR should and must complement the "Complete Streets" and "Livable Centers" concepts as directed in the Mayor's Complete Streets Executive Order. This means, areas around the route within the Houston City limits should be drivable, bike-able, walk-able, and livable. I recommend that areas around the planned route be modified to reflect a City Centre Concept, with stores, walk-able sidewalks, eating/shopping establishments, and entertainment venues surrounding the areas to attract diverse businesses, not just folks wishing to transit between Houston and Dallas. ... should/must coordinate with Metro, Houston Planning Department, and other developers to be a wholly integrated part of our livable walk-able bike-able drivable transportation infrastructure.  | Transportation |
| 10/20/2014 | Diana Davis                                   | Neither Dallas nor Houston are suitable for visitors who lack private transportation. Train passengers, thus, will be required to hire private cars in each city upon arrival. This project will only decrease a minimal amount of congestion between Dallas and Houston until either city is actually prepared to invest in extensive public transportation rail projects. The project is premature and unrealistic for the State of Texas given the travel preferences of its people.  | Transportation |



| Date       | Contact Name  | Request/Comment   | Comment Topic  |
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| 1/7/2015   | Doug Villaescusa  | I am AGAINST the bullet train. We already have two transportation infrastructures that move traffic between Houston and Dallas. Both of these systems are more than enough to meet our future needs and do not require the destruction of historic communities that have been in existence since the 1800's   | Transportation |
| 1/9/2015   | Doug Villaescusa  | We already have two well established transportation infrastructures that move traffic between Houston and Dallas. Both of these systems are more than enough to meet our future needs and do not require the destruction of historic communities that have been in existence since the 1800's. Proponents are trying to imply that without the HSR, we will soon no longer be able to travel between Dallas and Houston without nightmarish travel congestion. This is an outrageous fear-mongering tactic and we must not fall victim to it.   | Transportation |
| 10/28/2014 | Drew B. Corson  | I am a representative of the student body of Sam Houston State University. It is within the interest of over 20,000 students to create a high speed rail connecting the cities of Dallas and Houston. We support the progressive efforts for public transportation in the state of Texas.   | Transportation |
| 1/8/2015   | Elected Official - Jerry Peruchini, City of Houston Mayor Pro-Tem | As the City of Houston's Mayor Pro-Tem and Council Member representing District H, I write to express concerns with the currently proposed routes for Texas Central Railway's proposed high-speed rail line connecting Houston and Dallas. While I am a proponent of innovative transportation concepts like the high-speed rail line and envision a very successful Houston – Dallas connection, it is imperative that my constituents are able to have their concerns addressed before any further action is taken.<br>Over the last few months, Houstonians have become informed on the proposed high-speed rail line through a series of presentations to our City Council and to our communities by the private Texas Central High-Speed Railway. While I commend Judge Robert Eckels and their entire team for their efforts to inform our citizens and to hear community concerns, I would like to see comprehensive plans that address major issues raised by District H residents, some of which are:<br>Potential for decreased property values and burdensome right-of-way acquisitions.<br>Blighted neighborhood aesthetics caused by the elevated rails running continuously each day.<br>Noise pollution and vibrations caused by the proximity of the proposed routes to our neighborhoods.<br><b><u>Lack of interconnectivity to existing public transit options, lack of consideration of existing neighborhood transportation plans.</u></b><br>As this proposed project moves forward, I would like to encourage Texas Central High-Speed Railway to address the concerns recapped above and to take advantage of existing major transportation corridors like I-610 and I-45 to connect Houston and Dallas. As our cities continue to grow, this increased interconnectivity has the potential to positively impact our entire state; let us ensure that our communities remain at the table throughout the process.<br>Should you have any questions, please do not hesitate to contact me directly. | Transportation |
| 12/4/2014  | Eric Yeargain   | In fairness, there is a need to improve infrastructure in Texas and the U.S. We've plummeted to Number 13 worldwide because we have an insolvent federal transportation budget that can't fix what's already broken. We're like 3.6 trillion dollars to fix failing highways, collapsing bridges, roads, and ports, many of which have been deemed and officially classified as unsafe. Meanwhile, Obama has committed billions of dollars for high speed rail development as part of his stimulus package when there's no money to fix or improve what's already deficient. What we're told is that this is privately funded. You mean like Minute Maid Park and Reliant Stadium? What we're not told is that billions more will be required to make necessary infrastructure modifications to accommodate this monstrosity, which falls on the taxpayers. It's a bad deal for Texas and we need to get our own house in order before getting intoxicated by the novelty of a bullet train. This train is predestined.   | Transportation |
| 10/27/2014 | Fred Davis  | Getting to Dallas or Houston solves very little for the ordinary traveller that has no business mission to accomplish in the downtown area of either. What about transportation once you get there?   | Transportation |
| 12/4/2014  | Gary Moore  | 1. Consider feeder rail and bus systems to be built.<br>2. Consider substitution options when the system goes down.<br>3. Consider additional stations.<br>4. Consider park/ride locations  | Transportation |
| 1/9/2015   | Geoff Russell   | OMG. What a great idea this is. To be able to get on the train in downtown Houston and wind up in downtown Dallas in a short amount of time. What a luxury. But, public transportation needs to meet both ends or rent car agencies or something. Please make this work.  | Transportation |
| 1/9/2015   | George Craig  | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this.<br>Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.  | Transportation |
| 1/6/2015   | Gina Johnson  | The population of the city and the concentration for business activity near the train station are important determinants in the amount of people who will ride rail transit. This proposed project doesn't clearly demonstrate how it integrates or overlays with other light rail transportation networks.<br>HSR trains depend on population density to operate efficiently. The population of the city and the concentration for business activity near the train station are important determinants in the amount of people who will ride rail transit. Many residents and businesses are located outside of the downtown district. Both Houston and Dallas have weak and underdeveloped mass transit systems. This means when the Texas Central Railway is completed, a passenger would have to use cabs, rent a car or be dependent on immature transit systems to get around the city or to their final destination. Therefore, HSR will never be an appealing transportation choice to most travelers.<br>High-speed rail is unlikely to reduce congestion on highways or at airports. Travelers would have to switch modes; travelers choose car-travel because of the flexibility it offers and air-travel because of its speeds. Even if car drivers switch to rail, induced demand on highways will lead to new trips on these roads reducing congestion very little. Even if 40% of travelers by car switched to trains, which is four times higher than is likely to happen in the U.S., highway travel would only decrease by 7%.61 Plane travelers are slightly more likely to switch to rail than automobile travelers. And while a forecasted 20–30% decrease in passengers is significant, less-congested skies would cause more people to fly, recreating the problem.  | Transportation |
| 1/9/2015   | Greg Lukin  | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and Houston arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. The FRA and TxDOT should require TCR to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.   | Transportation |
| 1/9/2015   | ibrother7   | *Why is this not proposed to travel along major highway corridors? *In Houston why is this being proposed without a more involved local transportation system? *In Houston why are we using up the easements that would be necessary for a local transportation system?   | Transportation |

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| 11/14/2014 | Jack Drake           | TAG-Transportation Advocacy Group- Houston Region supports Lone Star Railways proposal to connect Houston and Dallas by high-speed rail. TAG's mission is to obtain adequate funding for our region's transportation infrastructure or secure the authority to fund needed improvements locally.<br>We support and advocate for mobility improvements- Roadways, Light Rail, Bus Rapid Transit, Commute Rail, and High- Speed Rail-which will reduce congestion in the Houston Metropolitan Area.<br>We have confidence in Central Japan Rail, US-Japan High- Speed Rail Corporation, and Lone Star Railway as capable entities to provide outstanding service to our state. The Houston-Dallas Train would reduce congestion along the I-45 Corridor and throughout the two Metropolitan Areas given the number of individuals commuting between our state's two largest cities.<br>Reducing congestion improves mobility, results in cleaner air, reduces fuel consumption, adds to the attractiveness of our state as a place to do business, and improves the quality of life, including the safety of rail over automobile.<br>We welcome this TCR project as a benefit to our citizens, our cities, and our state. | Transportation |
| 10/28/2014 | James C Lanier III   | I am opposed to permitting the building of a high speed railway between Houston and Dallas and therefore I am providing the following public statement about the proposed project:<br>1. Texans do not currently efficiently utilize the existing metropolitan mass transportati on systems in Houston, Austin, Dallas or San Antonio. Generally speaking, when I observe the ridership in these cities, there are far less than half seats filled. I do not believe the terminal locations for the Houston or Dallas rail system are located where business people would want to travel to for a commute to the other city because there is insufficient parking space and the terminals are located outside the residential areas. Those who do use the railsystems are doing so for daily work downtown and for attending sporting events and would not be a representative population for commuting between these two cities. To achieve a 90 minute trip projection, there must be an assumption that there will be no intermediate stops between Houston and Dallas.   | Transportation |
| 1/8/2015   | Jan Garver           | One person who commented at the meeting I went to stated that, in Europe (where he was from), the successful high speed rail projects were integrated with the local public transportation efforts. Has this even been looked at by this project, or are they trying to do this in a vacuum?   | Transportation |
| 1/5/2015   | Janet L. Davis       | Is this project as proposed even practical for the short and long term? Don't we need to concentrate first on better transportation in and around Houston - including connecting Houston to fast-growing The Woodlands, airports, and other places? (Wouldn't that better help traffic congestion?) Must we have bullet trains? Or could we instead work on expanding/revamping existing rail systems that would stop in more places? Or, if a bullet train system is ultimately proven to be necessary and practical, what about building it along existing corridors (as much as possible), primarily in areas that have already been industrialized? (We know, it would likely be less expensive and more convenient for TCR to build in rural counties.)   | Transportation |
| 1/7/2015   | Jason Tan            | I hope that this will continue the expansion of rail service, I would in particular like to see the expansion of metro rail to the northwest part of Houston   | Transportation |
| 1/9/2015   | Jason Tan            | I hope that this will continue the expansion of rail service, I would in particular like to see the expansion of metro rail to the northwest part of Houston.  | Transportation |
| 10/22/2014 | Jeff Ragsdale        | Make darn sure you guys and METRO are in-step along with the City and County on how this will tie into public-run transport for the next hundred years. Yes, Robert, think that far ahead.   | Transportation |
| 1/9/2015   | Jeffrey C Fye        | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.  | Transportation |
| 1/5/2015   | Jennifer Hayes       | As a working professional who commutes via a personal vehicle (not because I don't want to take public transit, but simply because it is very unsafe) into downtown every day of the week, I see the congestion that already exists on our highways and into downtown. Houston does not have the infrastructure to accommodate additional travelers, putting a further strain on the cities resources. Perhaps a commuter rail or improvements within our own cities mass transit system need to take place before we consider a rail connected Houston to Dallas.   | Transportation |
| 1/8/2015   | Jennifer Smith       | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.   | Transportation |
| 1/9/2015   | Jim Boswell          | In addition, neither Houston nor Dallas have public transportation that would support an HSR terminal. Travel to and from Dallas/Houston for non-business purposes has been and will, in my opinion continue to be via private vehicle; how else would one get around when arriving 'in city'. Plus the cost of driving ones personal vehicle is, and will continue to be, half the cost of an airline fare, or HSR fare, as indicated in the propaganda.<br>In conclusion I am totally opposed to any Texas High Speed Rail at this time.   | Transportation |
| 1/9/2015   | Jim Boswell          | The HSR won't be available for anyone along I-45 corridor. The HSR will only be available for those living/working in downtown Houston and Dallas.   | Transportation |
| 12/3/2014  | Joey Frederick       | 5. The absolute key to this project will be the tie into public transit in Dallas and Houston. My thoughts would be for the 2 cities to tie into their international airports and the highspeed rail to tie into the airports as well.   | Transportation |
| 11/1/2014  | Jonathan Coopersmith | Excellent concept in theory, but what happens at the destinations in terms of local transportation?  | Transportation |
| 1/9/2015   | Jonathan Lyssy       | Lack of Public Transportation in Destination – If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.   | Transportation |
| 1/8/2015   | Julia Nolte          | I am opposed to the high-speed rail between Houston & Dallas; some of my concerns are as follows:<br>Although both Houston and Dallas will be growing in size, mass transit WITHIN those cities is a bigger problem than transit BETWEEN them; people can already travel easily by air or bus (Megabus as well as I imagine, Greyhound). Existing rail lines should be left as possible routes for inner city solutions.<br>We purchased our property near a rail line because we enjoy seeing and hearing the trains go by, but the HSR proposal is too rushed and a bad idea.  | Transportation |
| 1/8/2015   | Kelly Gaines         | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.  | Transportation |
| 1/7/2015   | Kita and B.A. Haynie | I wish to express my objection to your high speed rail through Texas and especially through LEON COUNTY. I live in Marquez and visit my sister in theCenterville Nursing Home at least 2 times a week, and sometimes more. I go to the grocery store there and the County Offices, and also have a sister in law and brother in law living there. I strongly object to anything interfering With my going to Centerville. Please register mine and my husband, B.A.'s objections, and I know my sister would certainly object if anything interfered with her not being able to see her relatives. Thank you.  | Transportation |
| 12/9/2014  | Kyle Workman         | Please add bus travel to the evaluation of transportation modes between the cities.<br><a href="http://www.dallasnews.com/business/headlines/20120229-greyhound-starts-express-busservice-to-houston.ece">http://www.dallasnews.com/business/headlines/20120229-greyhound-starts-express-busservice-to-houston.ece</a> . <a href="http://www.vonlane.com/index/experience">http://www.vonlane.com/index/experience</a> - Vonlane will begin bus service between Dallas/Houston next year per their office today, utilizing existing infrastructure.  | Transportation |

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| 1/13/2015  | Larry Jacobs         | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.   | Transportation |
| 1/7/2015   | Laura Havel          | As the fourth largest city in the United States, Houston has complex transportation issue proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.   | Transportation |
| 1/7/2015   | Laura Havel          | As the fourth largest city in the United States, Houston has complex transportation issue proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.   | Transportation |
| 1/8/2015   | Lauren Anderson      | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.   | Transportation |
| 1/8/2015   | Laurie Hazzard       | The social & environmental issues arising from these proposed routes must be evaluated & given thorough consideration during a planning process that would impose a massive transportation infrastructure in an urban residential area, where most of the residents will receive no direct benefit from the HSR system - intended to service primarily remote business commuters between Dallas & Houston. Robert Eckles stated that the planned fare is 80% of airfare one way.  | Transportation |
| 1/3/2015   | Leanne Floyd         | A linear transport system corridor is likely to have a significant impact on: ... existing infrastructure that will not be able to handle increased use, broad and significant impacts on route pass throughs. Some concerns that should be addressed and studied: ambient noise levels, level of vibration and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas. It is vitally important to study the pollution impact, assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability. Impact on the heritage significance of property registered or nominated for provisional registration to future generations, impact on ag use land and the loss of income from the loss of property. Diminished property values will be one of the most tangible methods for assessing cumulative adverse impacts, all affected property in the rail corridor should be included in the economic and environmental study.  | Transportation |
| 11/5/2014  | Lindsey              | There is definitely need for more public input on this project, despite being privately funded. I am very interested in getting HSR in Texas, however I think we need to be strategic in how we go about doing it. Yes, connecting Houston and Dallas is important but ensuring that other infrastructures will be supported is also important as many others have said. Dallas has the rail infrastructure to travel within limits without needing the car, however Houston does not and that does defeat the purpose somewhat. I know Houston has hopes to expand their light rail into the suburbs and perhaps the funding and timeline would work well with the HSR project. The public should be informed of more details on this project including any intermediate stops, more finite pricing (\$300 is double in price of a plane ticket between the cities and I believe rail should be an affordable travel alternative), impact on suburban and rural areas, and economic challenges we may cross with this.   | Transportation |
| 12/31/2014 | Lisa Collins         | In Houston or Dallas, you would need a car to get around. It is too hot to walk for most months out of the year without showing up at your destination drenched in sweat. Everything is too spread out and sidewalks are inadequate. The buses are too infrequent and do not follow any kind of rigorous or dependable schedule. It only takes 3.5 to 4 hours to drive the distance, most would be better off taking their own vehicle.<br>Lack of Public Transportation- If the supporters build the line, riders will need good access to buses, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation. The Metro busses are half-full, and I have never heard of anyone using the MetroRail other than to get to a football game at NRG.<br>Neither Houston nor Dallas are suitable for visitors who lack private transportation, This project will only decrease a minimal amount of congestion between Houston and Dallas until either city is actually prepared to invest in extensive public transportation rail projects. The project is premature and unrealistic for the State of Texas given the travel preferences of its people. | Transportation |
| 11/12/2014 | Lucy and Mark Thomas | We applaud your plans to emphasize integration of the high-speed rail line with other modes of public transportation. The best possible integration with existing Amtrak service, long-distance bus service, local light-rail systems, and local bus service would benefit all modes of transit, including high-speed rail. In addition, integration with airports would also be mutually beneficial. We think that the high-speed rail stations should be located in the center of the city, but perhaps there could be a direct transit link to airport, for example.   | Transportation |
| 1/9/2015   | Magdalena Gonzalez   | It seems to make more sense for this project to be a part of a more comprehensive transportation approach that would integrate or overlay with other METRO transportation systems and options already in place (or soon to be so) throughout the city.  | Transportation |
| 12/22/2014 | Marty Hiles          | Transportation<br>Fact: How will this impact Ellis County traffic situation?<br>Impact: a. Increase in traffic due to traversing Ellis County roads to reach the only train station in Dallas, thus resulting in increasing traffic congestion and all the problems that associate with said actions.<br>b. It will increase traffic in Dallas and the metroplex for riders to reach the only train station. Thus causing even worst traffic conditions. The two Dallas High-Speed Rails have to link with the local Hi-Speed Rail going from Fort Worth to Dallas according to the representatives at the North Central Texas COG presentation held in Arlington.<br>b. Therefore, traffic may be reduced on the freeways and toll-ways between Dallas and Houston, and Dallas and Austin, but will cause greater traffic congestion in those cities for passengers to access the High-Speed Rail station.   | Transportation |
| 12/22/2014 | Marty Hiles          | Ensure that the transit needs of the community as a whole have been addressed, including a passenger station, adequate over passes and accommodation to farmers large equipment and that the proposals put before the county commissioners and city council's can be funded if need be and that there is adequate ridership within our region.  | Transportation |
| 1/9/2015   | Mary Lynn Porter     | The HSR should not be approved until there is a detailed study showing that it will actually function as intended. Due to the lack of parking in downtown Houston (to board the train) and due to the fact that businesses are not all located downtown, but, rather, are spread out in centers many miles apart, it is possible that that the HSR will not be self supporting.   | Transportation |
| 10/11/2014 | Maurice Ball         | At those stations, there should be light rail connections, bus, cab, and parking and bike parking and pedestrian accessibility. You want each station to be a major intermodal hub for all forms of transportation. Downtown Houston needs a major intermodal hub for all forms of transportation. The key is connectivity between high speed rail and other forms of transportation, including amtrak. Nobody wants to be dropped off in the middle of nowhere.  | Transportation |
| 1/7/2015   | Megan Stark          | There is also no adequate plan to connect to existing and planned public transportation infrastructure or to position the line for future routes connecting to other cities such as Austin or San Antonio.  | Transportation |
| 1/5/2015   | Michael Jobe         | Develop the light rail to connect to the high speed rail terminal.  | Transportation |
| 1/6/2015   | Michele Nicol        | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.  | Transportation |

| Date       | Contact Name   | Request/Comment  | Comment Topic  |
|------------|----------------|--|----------------|
| 11/13/2014 | Miles McKinney | <p>The Woodlands Township (Township) is a designated recipient of FTA funds and manages the Woodlands Express, a bus commuter service between South Montgomery County and Downtown Houston. The Woodlands Express provides commuter services for over 2,800 riders per day. Commuter rail services between Houston and Dallas and into Downtown Houston are extremely important to the 200,000 plus people living in South Montgomery County and North Harris County.</p> <p>In our role as major transit provider and an advocate for expanded use of transit within our region, we are providing the following comments in regard to the proposed Dallas to Houston High Speed Rail (HSR) Project as presented by the Federal Railroad Administration (FRA) and Texas Department of Transportation (TxDOT) in public scoping meetings during the month of October 2014. The Township asks that these comments be included and considered in development of the Environmental Impact Study (EIS) for the proposed HSR project.</p> <p>The Township supports the development of HSR that would create a new mode of transportation between the two major Texas metropolitan areas of Houston and Dallas. The fact that the Texas Central Railway (TCR), a private, for profit entity, is funding a government-led environmental study for a proposed (HSR) project can be a significant step forward in development of rapid, efficient, reliable and cost effective passenger rail service for the State of Texas. The use of private funding to construct a project with an estimated cost of \$10 billion would make this the only truly HSR project in the nation that would not be constructed and operated with public money.</p> <p>The TCR initiative is timely because the existing forms of transportation between the two largest metropolitan areas in the state will require major infusions of public money at both the state and federal levels to accommodate future demand growth. The Dallas-Fort Worth population is projected to grow from around 7 million to 12.6 million by 2035. The Houston region is expected to grow from 6.4 million to 12 million in 2035. Travel time on Interstate Highway 45 is presently about four hours between the two population hubs. TxDOT projects that travel time will increase to six hours by 2035. HSR can give travelers a third transportation choice as well as help remove cars from IH-45 and greatly lessen the demand on airports for air travel service between Houston and Dallas, freeing up slots for longer distant flights. The existing and projected population growth along the IH-45 corridor from the Montgomery - Harris County border north to the Huntsville area, will be more than a significant contributor to population growth in the region. In Montgomery County alone, the population is projected to increase from 500,000 to 1.1million by 2040. This fact argues for inclusion of the IH-45 corridor in the EIS evaluation.</p> | Transportation |
| 1/9/2015   | Mitch Blakely  | <p>I first want to reiterate the comment, already submitted in opposition to the highspeed rail (HSR). In addition, here are some additional comments.1. The proposed route into downtown Houston fails to leverage the existing, in progress, and planned light rail in Houston. Failing to utilize this light rail sytem into the city imposes a significant burden on the city neighborhoods, increased the total cost for the project and adds to the existing parking shortage in downtown.</p>   | Transportation |
| 10/29/2014 | NEED NAME      | <p>2) Have you tried to tie-in with the local light rail systems on both ends? Wouldn't that save you from dealing so much with the urban problems?</p>  | Transportation |
| 11/3/2014  | NEED NAME      | <p>Excellent concept in theory, but what happens at the destinations in terms of local transportation?<br/>As someone living in Bryan-College Station, I strongly urge the green line option of a stop in our city.</p>  | Transportation |
| 1/9/2015   | Nora DeDontney | <p>Why do the routes begin and end in downtown Houston/Dallas? The line could end somewhere outside the city, and use public transit to link to downtown, to the Galleria, and so forth. If it ends downtown a massive Parking structure will be needed in downtown. What are the plans for such a structure? How expensive will it be to park there?</p>  | Transportation |
| 1/7/2015   | Pat Montgomery | <p>Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.</p>   | Transportation |
| 1/7/2015   | Paul Reed      | <p>Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.</p>   | Transportation |
| 11/18/2014 | Paula Lenz     | <p>The North Houston Association focuses on regional challenges, endeavoring to bring about a higher quality of life for residents and businesses and to enhance economic development. Mobility, air and water quality, and development are but a few areas for which the Association identifies, advocates, and supports projects and initiatives.</p> <p>In addressing the need for improved mobility regionally, the Association creates a Strategic Mobility Plan (SMP) periodically. Inside the 2013 SMP, a map is provided depicting the Association's priority projects. Also included in the SMP is discussion addressing multiple strategies to implement, such as Alternative Commuting solutions and Regional Traffic Flow Improvements. The Association understands that mobility contributes to economic prosperity, growth and an improved quality of life. As such, the Association's SMP delineated High-Speed Rail from Houston to Dallas as a Key Project (No. 20 on the map). The North Houston Association supports the High-Speed Rail project for both Mobility and Economic Development, as specified by the following comments:</p> <p>High-speed rail will reduce congestion on already strained infrastructure, reducing carbon emissions.</p> <p>The project will provide an alternative to additional taxpayer-funded construction along I-45 or other routes under consideration.</p> <p>By 2035 traffic congestion in Dallas and Houston is expected to double. The railway will connect Dallas and Houston in under 90 minutes and be grade separated, thereby ensuring that there are no intersections with roadways or rail tracks. Cars, trucks, 18-wheelers and motorcycles crowd I-45 between Houston and Dallas, with travel times often approaching and sometimes exceeding 5 hours depending on road and weather conditions. The result is a more pleasant and productive experience for business and leisure travelers alike. For those who continue to drive, more passengers on the train mean fewer people on the highway.</p> <p>High-speed rail provides to people a safe, clean and convenient alternative to driving or flying. Passengers will be able to travel between Dallas and Houston in about 90 minutes, which will help ease traffic and congestion on I-45.</p>  | Transportation |
| 12/1/2014  | Penny Story    | <p>I agree there is no benefit really for Ellis County. It's a pass-through, but I have a question. Let's say that I drive to Dallas and get on this high-speed rail and I go to Houston. Well, Houston is divided into multiple town areas. It's not any centralized area, so I'm going to be let off somewhere, probably not anywhere near where I want to ultimately go in Houston. So that means that I've paid for a ticket to get me quickly to somewhere I don't want to be, and then what I get to do is, if there are four hundred people on this train as proposed here, two hundred, let's say, are going to get off. And now we have two hundred people that are in a state of congestion because now we all need to interact or connect with another form of transportation. We need to hire a taxi, find a metro bus or something to get where we want to go. So we talked about the airplane being a time in the terminal. Well, we're going to have time getting onto another form of transportation and the expense, so I'm really not seeing how this helps congestion. It just seems to be a really good idea to get from one town to the other and pass right through this area, and we benefit not at all. Thanks.</p>  | Transportation |

| Date       | Contact Name                | Request/Comment  | Comment Topic  |
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| 1/6/2015   | Phlip Salerno               | <p>HSR requires dedicated track in existing corridors for 200 mph travel speeds. Routing HSR on grade along these preferred routes would cut off major arterial streets feeding into freeway systems both in and out of our Central Business District (CBD). This would severely impede emergency routes, bus routes, and vehicular traffic connectivity.</p> <p>This proposal does not demonstrate how it integrates or overlays with the Houston METRO or Dallas DART transportation networks and ongoing Houston freeway expansions to access the CBD. The proposal indicates that it will construct parking structures in downtown Houston to provide parking for riders and yet there is currently no available land for such structure nor is there any evidence that riders would be willing to park their vehicles in such a structure in the area due to the high crime rate in that area.</p> <p>In addition, for this project to worthwhile there needs to be rental car facilities available at both ends, as riders will need to be able to travel to their final destination upon arrival. The cities of Houston and Dallas are not like a trip between Washington, DC and New York City where the downtown areas around the train stations are thriving and busy areas with connecting transportation so connecting public and private transportation needs to be available for this project to be viable.</p> <p>The lack of connectivity to the major airports in both cities also is failure of this project business plan. Again, this type connectivity is a major feature of intercity rail. A perfect example is the Amtrak trains that connect Washington, DC, Baltimore, Baltimore-Washington International Airport, Newark, and New York City.</p>  | Transportation |
| 1/5/2015   | RD Kissling and Mary Tipton | ExxonMobil is completing a 10,000 person campus just north of the Woodlands which will include personnel and management from all of the Upstream Companies as well as Marketing. ExxonMobil's Corporate HQ is in Dallas. Have discussions been held with ExxonMobil regarding utilization of HSR for commuting between Woodlands and Dallas?   | Transportation |
| 1/9/2015   | Rebecca Reyna               | <p>The Greater Northside Management District (GNMD) would like to thank you for this opportunity to comment on the proposed High Speed Rail (HSR) planned by the Texas Central Railroad (TCR) / Federal Railroad Administration (FRA). We have an inherent interest in the route since one of the alternatives is within the boundaries of GNMD.</p> <p>We support the economic development impact this project could have on the Greater Northside area, especially the possibility of connecting the HSR to the existing North Light Rail Transit System. GNMD believes this connection would be beneficial and consistent with the goal of a true Intermodal Transportation System. Please note that we have no direct objection to HSR in relation to this section that is within the GNMD boundaries.</p> <p>As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks, ongoing Houston freeway expansions and other transportation projects that are proposed in the area.</p> <p>GNMD does not feel it is our position to take a particular stand on a preferred route, but we strongly support a direct connection of the existing METRO North Line to the Central Business District, the Medical Center and other points in Houston. We wish to work with TCR to further pursue a route that is non-impactful and beneficial to all of our neighbors.</p>  | Transportation |
| 1/9/2015   | Renee Duncan                | (2) Will the existing BNSF train remain?   | Transportation |
| 1/8/2015   | Richard Hatcher             | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD.   | Transportation |
| 1/8/2015   | Robbie Morrison             | Houston already has complex transportation issues, mainly with its freeways, metro lines, etc. I can't believe a high speed railway would not interfere and make our transportation problems even worse than they are now. It has been an ongoing problem for the city to keep up with the needs of the affected neighborhoods and their ongoing revitalization. This area is booming and already putting a strain on city services, existing freeways, etc. A major project like this would only make matters worse and help no one but remote riders and TCR.  | Transportation |
| 1/8/2015   | Robert and Catherine Hurt   | Our mass transit system is poor here, and riders of this train would have no way to get around after they arrive at the downtown station. A very small portion of Houston's residents use the buses and trains that exist. Would they use them after arriving at the rail station downtown should the high speed rail be built? It is very doubtful. The station should be built outside of downtown and connected to downtown, the airports and several strategic locations for its accessibility. Without this needed infrastructure the high speed rail would be useless. Beyond this, no passenger rail has successfully made a profit other than in the northeastern United States which has a well established mass transit in place already. All the rest are heavily subsidized by the taxpayer. The high speed rail scheduled to be built in California is already three times over the original budgeted cost- Houstonians and Texans need no more tax burdens for the very few that would use the train.  | Transportation |
| 11/18/2014 | Robert Leilich              | <p>In the Houston – Dallas – Fort Worth corridor, the merits of HSR may be further improved by including commuter rail services in addition to HSR traffic. Houston is the largest metropolitan area in all of North America that does not have any form of heavy rail or commuter rail mass transit and now has a unique opportunity to piggyback on private capital investment to do so.</p> <p>Since the cost of building HSR in a dense urban environment is much greater than the cost of building in a more rural environment, additional commuter traffic can help justify and amortize the higher cost of construction in a more urban corridor. Commuter traffic may be several times that of HSR, significantly reducing highway congestion. In the I-45 corridor, potential commuter stops could include downtown Houston (possibly more than one location), IAH, Exxon Mobil campus, The Woodlands, and Conroe (with a future option of Willis).</p> <p>Neither Houston, Harris County, Montgomery County, or local communities in these counties have made direct efforts to study including commuter rail with HSR, perhaps passing up a very short opportunity to do so at a fraction of the cost of building a standalone system. If positive action is not taken to forge a public / private partnership with Texas Central, the opportunity to route the HSR line in a major commuter corridor could be forever lost. The two routes selected for environmental assessment currently exclude the I-45 corridor and neither route considers potential commuter rail.</p> <p>South of The Woodlands, the 2006 Houston Urban Traffic Map showed over 200,000 vehicles per day on I-45, each way. The largest portion, by far, is commuter traffic. Additionally, The Woodlands Township Board reports that its Park and Ride bus service to and from Houston handled 734,000 riders in 2013 and is projected to increase to 826,000 riders by 2018.</p> <p>There is little that can be done to reduce congestion in the I-45 corridor. If combined with High Speed Rail, commuter rail in this corridor is more than likely the lowest cost long term solution. Routing HSR in the I-45 corridor instead of one of two non-commuter corridors could offer a long term public benefit and cost saving alternative. There is little or no time left for action. The potential benefits to both public and private interests beg for a resolution that serves the needs of both. A private company building HSR cannot have its financial or operational interests compromised by politics or other priorities in a public / private partnership. Done right, a public / private partnership can enhance each other's interests. There are many successful public / private commuter rail partnerships in the US involving freight railroads. There is no reason to believe a similar relationship couldn't be developed with Texas Central.</p> <p>The merits of adding commuter rail to proposed HSR needs to be worked out, before expensive environmental assessments are completed, engineering design starts, and property acquisition begins. A shared operation may make strong economic sense in terms of both capital and operating costs.</p> | Transportation |
| 1/7/2015   | Rogerio Largman             | More specifically, there is no credible research that would support that the proposed routes would have no to minimal detrimental impact on either the quality of life or property values of home owners and businesses impacted by these routes. There is no research to support there would be sufficient ridership to ensure long term financial stability for such a train service. There is no research that such a train service would actually reduce the traffic congestion that needs reduction in Houston and surrounding counties. There is no research on what the integrated, comprehensive transportation needs are for Houston projected out over the long term and why placing a HSR on one of the "preferred" routes benefits anyone but a few investors in the project.  | Transportation |
| 12/3/2014  | Roy P Lackey                | I support this project as being a safe and cost effective alternative means of transportation for this area.   | Transportation |
| 12/2/2014  | Russell McNeice             | And to run a high-speed rail into Houston, what are you going to connect to? Houston Metro doesn't work now. You can't get anywhere on that thing. It's ridiculous. I suggest that you look at the corridor going down the existing railroad and stay out of people's neighborhoods, stay out of their backyards. You're either going to go over the top of my house or adjacent to it. You'll displace my home and my business and what -- and I've been in right-of-way and value engineering work for 30 years. I know what will happen. They'll condemn property, take it for nothing. And value engineering is only a value for the person building it. Thank you.  | Transportation |
| 1/9/2015   | Sally and Mark Jozwiak      | TCR's current "preferred and most profitable (to the investors) route terminates in downtown Houston. The company has not provided any information on why this is the preferred location nor have their leaders addressed how they are working with the city of Houston leadership, TXDOT and METRO to determine the effect on not only the additional traffic as HSR patrons would use already congested highways within the urban core to get to the station but how HSR patrons get to their final destination when Houston's public transportation system is already severely deficient.   | Transportation |

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| 1/9/2015   | Sally and Mark Jozwiak | Compel TCR to work with the established transportation entities to develop a transit-relation solution that addresses the transportation needs including mega-buses, light rail, airline regulation, and other more carbon-friendly options.   | Transportation |
| 1/9/2015   | Sandra O'Guynn         | 2. The Proposed line does not connect to any major points of interest: the 2 airports, major cities, etc.<br>3. Houston has other major transportation infrastructures in place that would make a better option for such a proposal. It may be more costly for those funding the proposed project, however, it is more logical than reducing the property values of 1000's of Houstonians.   | Transportation |
| 12/4/2014  | Scott Smith            | The City of Houston owns and operates two world-class airports, Houston Hobby and George Bush Intercontinental. The airfield infrastructure for these airports has been developed over decades with public dollars – aviation trust fund revenues, local match dollars, and passenger facility charges, which are a substantial public investment in the development of the airports. Three major airlines currently serve the Dallas-Houston markets – American, Southwest, and United. Major airlines typically determine capacity (schedule frequency) and pricing based on market demand. Assuming the airlines will increase capacity to meet market demand (generate more revenue) as congestion on the roads increases over the forecast period, then the DEIS should include an analysis of the two airports' abilities to support increased airline operations in response to the increased travel demand between Dallas and Houston as forecasted by the rail project. In a "do nothing" alternative, how likely is it that the two airports would be able to absorb increased operations as a result of the forecasted congestion and increased demand for travel between the two cities?   | Transportation |
| 1/7/2015   | Sherry Jordan          | Lack of Public Transportation in Destination- If Texas Central Railway builds this line, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate these travelers, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please include all of those environmental impacts in the final environmental impact statement.  | Transportation |
| 1/8/2015   | Steve Scharzbach       | As the fourth largest city in the United States, Houston has complex transportation issues. This proposal doesn't clearly demonstrate how it integrates or overlays with other METRO transportation networks and ongoing Houston freeway expansions to access the CBD. IT MAKES NO SENSE TO HAVE A TERMINAL DOWNTOWN.  | Transportation |
| 10/29/2014 | Stuart Corder          | Supportive of this project and recommend expedited project delivery. High speed rail will be important transportation alternative as our state grows.  | Transportation |
| 1/8/2015   | Susan E Love-Saranie   | Taking the route through the neighborhood in order to get to downtown does not seem to make much sense to me. Having the station downtown will add to an already difficult traffic and parking situation. We haven't heard much about how the rail will integrate with other forms of transportation in order not to aggravate those traffic and parking difficulties. I believe that if the station was put somewhere like Northwest Mall, traffic will not be as negatively impacted and more people may even be more likely to utilize the rail.  | Transportation |
| 11/30/2014 | Susan Jaworski         | How will the stations interact with transit, taxi, bicycle or car sharing programs?<br>Will the trains and stations be ADA accessible?<br>Regional Impacts<br>Are you teaming with HGAC to ensure collaboration with the long term transportation plan?<br>Are you involved with other entities such as Houston Tomorrow or the Kinder Institute?<br>Are you collaborating with the ports, airports and transit agencies to ensure this project provides a valuable piece to the holistic transportation network?  | Transportation |
| 1/9/2015   | Suzanne E. Clevenger   | Lack of Public Transportation in Destination. If Texas Central Railway constructs a rail way into downtown Houston, riders will need good access to buses, taxis, light rail, and maybe commuter rail. Houston is not known to be a leader in mass transportation. Houstonians have never been large users of public transportation, and arguably lacks the transportation infrastructure to accommodate an influx of travelers by high speed commuter rail, putting a further strain on city resources which must be diverted to account for this. Please require Texas Central Railway to provide detailed environmental analysis of the additional transportation infrastructure that will be required to support the amount of travelers in both Houston and Dallas. Please take the need for further transportation infrastructure into consideration when evaluating whether the high speed rail should extend into downtown Houston or terminate at a more centrally located terminal that can provide further transportation options for commuters. Please include all of those direct, indirect and cumulative environmental impacts in the environmental impact statement.   | Transportation |
| 1/7/2015   | Tom Dornbusch          | SN22 developed and circulated a transportation plan during 2009 - 2010 in anticipation of the need for future expansion of this rail corridor.<br>That plan proposed trenching approximately 3 miles of this route to reestablish neighborhood connectivity and provide for additional rail capacity. The plan was reviewed by the Gulf Coast Rail District, City of Houston representatives, and it is referenced in the Houston-Galveston Area Council 2012 Intermodal Terminal Access Study. No entities took action to implement the plan and subsequently new residential and commercial development has occurred that at some points now constrains this UPRR right-of-way width to 50 feet or less. It is our understanding that a dual track HSR system requires 80 to 100 feet of dedicated right-of-way implying the need to take property for expansion.<br>SN22 shares with adjacent communities the belief that implementation of HSR in Texas must be thoughtfully integrated for efficient connectivity to other modes of public transit.<br>To build interurban consensus SN22 representatives met with representatives of other neighborhood areas likely to be impacted by the HSR routing choices - Superneighborhood 12, Oak Forest, and the Near North Side.<br>TCR's proposed Dallas - Houston route cannot be simply a stand alone HSR system.<br>To be successful and sustainable, consideration must be given to how riders access stations and travel from stations to their final destinations. Currently in Houston multimodal connectivity options are severely limited, and as the result of recent federal legislative and local elective action, further expansion of the METRO Rail system will be delayed for many years.<br>TCR's current plan to route the system to terminate in Houston's Central Business District (CBD) is a cause of significant concern for residents of our urban neighborhoods.<br>The CBD is but one of many major activity and commercial centers that would be likely destinations for users of HSR service. Without the option of frequent, efficient, high quality transit service, HSR users will be forced to rely on personal or hired vehicles to reach final destinations outside the CBD. This will further increase congestion on freeways as well as urban thoroughfares, and compound our area's current air quality problems.<br>How and where a HSR system is routed must not be dictated solely by construction cost efficiency and user convenience.<br>Attention to input from the community members that will be affected by the routing choices must be considered and respected. The preferable routing solution for our urban neighborhoods would be HSR that terminates at a transit center outside the urban core where enhanced multi-modal connectivity to the CBD as well as all other major activity centers could be provided, and future routes might extend to additional regional municipalities. Establishing such a transit center hub would offer great opportunity for economic development, provide space needed for HSR maintenance facilities, and incentivize local employment. | Transportation |
| 1/6/2015   | William Tufo           | Neither Dallas nor Houston are suitable for visitors who lack private transportation. Train passengers, thus, will be required to hire private cars in each city upon arrival. This project will only decrease a minimal amount of congestion between Dallas and Houston until either city is actually prepared to invest in extensive public transportation rail projects. The project is premature and unrealistic for the State of Texas given the travel preferences of its people.<br>If possible please reply with any answers.  | Transportation |



| Date       | Contact Name            | Request/Comment  | Comment Topic     |
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| 12/1/2014  | Christine Workman       | What power source will be used to run the train where will it come from? Will you be connecting to existing transmission lines?<br>What security measurements --Okay. Let me also add when it comes to the environment, the environment is vital to Leon County. I know that there are currently 33 rare, endangered, and threatened animals listed with Texas Parks and Wildlife Department that you will need to address. However, when you speak of the environmental aspect, you must not exclude the people of this county because the environment sustains the people here. The land is very precious to us. We depend on the land to raise cattle, for poultry and farming, for hay production and wild game harvesting. We depend on the land to put food on our tables. Leon County cannot afford to have part of our county destroyed by high speed rail. This rail will bisect agricultural land, significantly decrease property values and in turn decreasing county tax revenue, it will destroy wildlife habitat and displace residents and businesses. Therefore, I would encourage you to select the no-billed alternative as the best decision for the people and the environment here in Texas. | Utilities         |
| 12/4/2014  | Darrell Bushman         | Power Supply: My discussions with several company representatives at the Huntsville and Navasota meetings have shown me that the planning portion of this project will not even consider where the power will come from to run these high speed electric trains. The project needs to work with the Texas Public Utility Commission to ensure that adequate power is available for the entire life of the train project. This would mean that the project should install new power generation plants in Texas to fully meet the power consumption of the train project at startup, at the highest usage level accounting for out-of-service generation. If these generation facilities are not provided at the start, then the power supply for the public and private sectors in Texas will be much less reliable, and very likely inadequate very soon after the project comes on-line about 2021. My prediction is that the cost of new power generation would make the project unacceptable to the private investors. I believe this is why they want to ignore power supply at the present time, with the intent of getting the State or taxpayers to foot the bill later.                                    | Utilities         |
| 12/2/2014  | David Quinn             | All the duplications of utilities are going to have to be redone. And this railroad that goes through should front the money to duplicate all the facilities. All those utilities are going to have to be duplicated. The same thing with water and gas lines, they're all going to have to be duplicated. We don't want any gas line underneath the freeway or underneath these railroads.  | Utilities         |
| 12/26/2014 | J.R. Roberts            | There is no information where the power grid for this project is coming from.  | Utilities         |
| 10/23/2014 | Janet and William Jones | Electricity? we lose power will you?   | Utilities         |
| 12/1/2014  | Jerry Robinson          | I'm not as prepared as this young lady was; but all those questions she presented should have been answered even before we had a meeting tonight, and she was right on. I'm on the board of directors in Navasota Valley, and one reason why we have a rural elected co-op is because the people in the big -- in the cities didn't want to fool with little people like ourselves. When we started out, we had one light in the living room, and it's the same concept here. You have big money on both ends, and what is in the middle doesn't matter. Now, we're going to have to move power lines. At what costs, we don't know.   | Utilities         |
| 10/27/2014 | John Blasieng           | What utilities are involved?   | Utilities         |
| 1/9/2015   | Katherine Stinson       | ...overhead electric/power lines;  | Utilities         |
| 1/9/2015   | Nora DeDontney          | Where will the power to run the train come from? Our neighborhood is growing, and our current power lines sometimes give out on hot days or during thunderstorms. Will the train be drawing electricity from the same power stations when it passes through my neighborhood?   | Utilities         |
| 12/2/2014  | Philip Weregeland       | Well, as a Texan, as a Waller County resident, part of your impact statement should be how -- it's an electric train, so where does the electricity come from? Is it going to come from my San Bernard Electric in the Waller County area, so that my rates go up, impact me and everybody else? Is that -- will that be a part of your impact statement?  | Utilities         |
| 1/10/2015  | Virginia Sheppard       | What impact will it have on the digital signals of telephone services and communications along these lines? I have gone over your website and read the "pep rally", promotional stuff, but I can't find anything that talks about the environmental impact of the utility lines. When those lines are upsized to handle the additional load, what is the anticipated Mgs?  | Utilities         |
| 1/9/2015   | ACF                     | The structure to power the train will be 50 feet tall and about 100 feet wide, making the train is taller than two story homes. Again, property values and quality of life (and the right to live somewhere free of eyesores) are likely to plummet.   | Visual Aesthetics |
| 12/3/2014  | Allison Matney          | I urge you to listen to our reasonable concerns about this project ...the aesthetics of an elevated 18 foot track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety and financial issues.  | Visual Aesthetics |
| 1/9/2015   | Amelia Strickling       | First and foremost, we are concerned with the devaluation of our property with the addition of a structure fifty feet in the air that has massive trains barreling through every fifteen minutes.  | Visual Aesthetics |
| 12/15/2014 | Andrew Fuhrmann         | . In addition to the sound and sight pollution, this train will no doubt cost us a fortune in a reduction in our home value.   | Visual Aesthetics |
| 11/7/2014  | Ann Staples             | Concerns for people: Can ruin aesthetic value of scenic landscapes for tourism and homeowners, taking land out of production of agriculture or away from wildlife.   | Visual Aesthetics |
| 1/10/2015  | Anne Fruge              | The structure to power the train will be 50 feet tall and about 100 feet wide, making the train is taller than two story homes.  | Visual Aesthetics |
| 1/9/2015   | Annet van Schie         | As a resident of Garden Oaks community in Houston, TX I wanted to share with you my thoughts on the High Speed Rail Project and its current routes and proposed terminal in Houston Downtown. First of off I personally am not opposed to alternative transportation means however High Speed and the elevated infrastructure is too evasive especially in the City limits of Houston.   | Visual Aesthetics |
| 1/9/2015   | Anthony J. Romano       | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Visual Aesthetics |
| 1/7/2015   | Beth Jez                | ... eye sore...  | Visual Aesthetics |
| 12/2/2014  | Bob Arndt               | ...frankly I would find it an eye sore.  | Visual Aesthetics |
| 1/9/2015   | Brenda Hilton           | The proposed rail structure is a massive above ground steel and concrete eyesore.  | Visual Aesthetics |
| 1/12/2015  | Carol Caul              | Visual Impacts, Height of Grade Separation, Height of Poles, and Distance Between Poles. The rail may be cute to ride or beautiful to look at occasionally. But residents having to look at elevated rails and poles and wires 24/7 rather than trees will be a permanent interference with the view in established neighborhoods. The neighborhoods must be told the heights of the elevations, the spacing of the poles for the wires and the number of wires to be hung from the poles so that they will get a true read on that impact. Once a route is chosen, plantings and transparent walls might reduce this impact, but the residents' only recourse may be through NEPA. This should be determined in the scoping process, and CTC would like to get some sort of budget commitment for reducing visual impacts.  | Visual Aesthetics |
| 12/1/2014  | Carol Strain Burk       | How tall is the track? Is it as tall as the electrical or the utility?   | Visual Aesthetics |
| 12/12/2014 | Carolyn and Saul Melger | I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18-ft track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety, and financial issues.  | Visual Aesthetics |
| 1/8/2015   | Cathy Stephen           | The sound and visual impact would be a detriment to the growth of our school as we are "on the tracks."  | Visual Aesthetics |
| 1/9/2015   | Chris Collins           | Finally, a 20-30 foot elevated railway, with homes less than 30 feet away, would be a significant eyesore. The profits made made the builders of the HSR would come at the cost of property values and quality of life for those along its route.<br>From the HSR presentation made in Houston and January 5, it was clear the builders of the proposed line have given little thought as to how the train will impact residents and neighborhoods. There were many bullet points about wide seats and Wi-Fi in the cars, but nothing as to any noise or visual mitigation plans, or even how the rail system will be integrated into the local electrical grid with the risk of brown outs or service issues for residents. There are some potential benefits of a Dallas-Houston HSR, but because of the aforementioned concerns, any such line would better service the overall community by terminating in a transit hub outside of I-610.   | Visual Aesthetics |
| 12/1/2014  | Christine Workman       | When will you provide plans for the elevated sections of the line  | Visual Aesthetics |
| 1/13/2015  | Cook                    | Moreover, the value of nearby land will likely decrease due to the sight, noise and restricted use of property caused by the high-speed rail.  | Visual Aesthetics |

| Date      | Contact Name                          | Request/Comment   | Comment Topic     |
|-----------|---------------------------------------|---|-------------------|
| 1/10/201  | Coty Meibeyer                         | Even the biggest houses in the neighborhood are rarely over two stories. Building a high-speed rail with 26 feet clearance would negatively change the feeling of the neighborhood.   | Visual Aesthetics |
| 12.3.2014 | Coty Meibeyer                         | Unlike many parts of Houston inside the loop, the buildings in Oak Forest are not high. Even the biggest houses in the neighborhood are rarely over two stories. Building a high-speed rail with 26 feet clearance would negatively change the feeling of the neighborhood. I know that supporters of the HSR have touted that the HSR is supposedly very quiet. However, noise is not the only issue. Many houses with currently private backyards would lose their privacy.   | Visual Aesthetics |
| 1/9/2015  | D Wayne Forster and Janet F Forster   | My wife and I write to express our opposition to the construction promoted by Texas Central Railway (TCR) of a high speed railway (HSR) route through the neighborhoods of Garden Oaks, Oak Forest and Independence Heights, and Lindale in Houston, Texas. This route will be constructed along the BNSF Railway easement, north of and parallel to W. 34th St and runs due east/west. This is a section of the overall Dallas-Houston route that is known as BSNF Option 1.<br>Our family has lived in our home on W34th for 27 years. We live about 500 ft south of the BNSF easement. We will be able see and hear the HSR train within our house.<br>We ask that FRA and Texas Department of Transportation deny approval of the above described route through the neighborhoods of Garden Oaks, Oak Forest, Independence Heights and Lindale, and to please consider our objections and concerns in the creation of the Environmental Impact Statement for the Houston-Dallas HSR.<br>We oppose the construction of this segment of the railroad through the above neighborhoods for the following reasons.<br>The TCR HSR train (whether elevated or not) will pass through the above neighborhoods 72 times a day. It will run between the hours of 5am and 11pm, every 30 minutes each way, resulting in a train passing through each neighborhood on average every 15 minutes for 18 hrs of the day.<br>TCR proposes a probable elevated freeway overpass-like railway running above the existing BNSF railway easement. This would result in a massive concrete structure built on top of the existing 5 foot high BNSF railway bed. Total height would be 40 to 50 ft. high including supporting electrical transmission lines for the train. A structure of this nature is more suitable for freeway/industrial corridors, not in neighborhoods. It will loom over the houses and backyards of residents of the neighborhoods.<br>Residents, homes, businesses, schools, churches, daycare facilities, retirement communities, along the route will be exposed to the noise and vibration of the trains passing every 15 minutes, 72 times a day.<br>For the above reasons, the TCR HSR will make adjacent properties if not uninhabitable, at the very least, result in a profound decrease in the value of homes, the most significant investment of a large majority of the families along the route.<br>The most inconvenient and counter intuitive location for the proposed TCR HSR train station is downtown Houston. The large majority of Dallas-Houston business passengers on Southwest Airlines travel during morning rush hour and return during evening rush hour in the same day. No one, not even downtown workers, will want to travel through morning congestion to downtown Houston only to leave downtown for day business trip to Dallas. A more logical location would be a train station outside the 610 Loop or outside the Beltway. Access to the station would be far less likely to involve congestion.<br>Political interests want the HSR train station downtown because "it will look good" and not for reasons of logistics. TCR wants to put it in downtown in exchange for the political support of city politicians for the building of the entire 240 mile route to Dallas.<br>Houston, a city which has no zoning, does not need another element which will aid in the destruction of old historic neighborhoods. Houston is legendary for the destruction of these neighborhoods.<br>As stated in the disclaimer at the bottom of TCR's website homepage, Texas Central Railway "TCR will not be the owner, developer, implementer nor operator of the railroad." It appears TCR will not be legally responsible for anything once actual development and building begins. TCR is not a railroad company. TCR is promoting a railroad to international investors, at the expense of local homeowners. | Visual Aesthetics |
| 1/9/2015  | Damian O'Grady                        | I don't think anyone would have thought that the risk would be a large elevated structure that blocks out the sun with a train every 30 minutes. Not to mention the reduction in privacy from an elevated line versus a lightly used ground line with no passengers. Elevated structures are eyesores that do not just affect their immediate surroundings, but affects the entire aesthetics of the neighborhood and ultimately the value of the homes in those neighborhoods. Elevated roads and rails notoriously attract graffiti and vandalism, have a "dead zone" around them, in which plants do not effectively grow, or are prevented from growing due to safety and maintenance considerations.<br>This train, if built, will be a visual focal point of our quiet, middle class neighborhood and will have a profound impact on the impressions of those seeking to buy or sell property in our neighborhood.<br>Why are neighborhood aesthetics important? Ask Mayor Giuliani and his "No broken windows" campaign in NYC that reduced street crime through beautification. Ask all the residents that moved to this "cute, quiet neighborhood", specifically for those reason. Overall neighborhood aesthetic is what maintains the value of our largest asset, our home. It's important and this train will severely damage it.   | Visual Aesthetics |
| 1/7/2015  | Dan DuPriest                          | It would impact families and businesses with noise and emission pollution, not to mention the towering overpasses not to far from homes are imposing.   | Visual Aesthetics |
| 1/6/015   | Daniel Cheng                          | Either one of those options will not be aesthetically pleasing.   | Visual Aesthetics |
| 1/5/2015  | Debbie Strang                         | The HSR will be elevated 18 feet above the existing track, plus the cars, would dwarf any home close to it. In my opinion, aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed. Such infrastructure will undermine the land and property tax value in the residential communities. There have been no studies to show how the vibrations from the elevated HSR will affect the structures and foundations of homes, schools, churches and businesses near the railway. Houston's soil is inherently different from the terrain that exists in other locations where these types of trains currently operate.   | Visual Aesthetics |
| 1/7/2015  | Deborah Pfeiffer-Traum                | I am concerned about the aesthetics of this massive structure in our midst...   | Visual Aesthetics |
| 1/7/2015  | Dian Austin                           | As a resident in the targeted neighborhood of Garden Oaks, I am vehemently opposed to this project because it would destroy the quality of life of this neighborhood and all surrounding areas. I have lived in Garden Oaks since 1978. I bought in this section of Houston because it celebrates green spaces, nature, deed restrictions, and is "little slice of the country within the city". We have numerous trees, parks, recreational areas, animals, and a layout of winding streets with no curbs, all of which gives each property owner a sense of space and openness. A high speed rail would not only ruin the aesthetics of such a beautifully designed neighborhood, but it would also add huge levels of noise. It would be downright criminal.   | Visual Aesthetics |
| 1/7/2015  | Diane Simmons                         | ... this massive infrastructure in our area would NOT benefit any residents or small business owners who would be affected.   | Visual Aesthetics |
| 1/8/2015  | Didier Bedel                          | 1.Where can the simulation of visual impact of elevated tracks be found?  | Visual Aesthetics |
| 1/5/2015  | Donald R. Wasson                      | Concerned residents were told by Texas Central Railway President, Bob Eckels, that the BNSF1 route was the preferred route due to costs and least resistance. He also stated that the main thing Texas Central Railway was looking for was the cost of construction and to minimize the impact on the communities. If they choose this route for being the cheapest, what other expenses are being cut: quality of work, quality of trains, etc.? A recent phone poll of 5,000 households taken by the Concerned Citizens of Oak Forest reflected that only 10% support the idea of High-Speed Rail in the neighborhood, while 62% oppose it. A High-Speed Rail that is elevated 18 feet above the existing track, plus the cars and electric wires, will dwarf any homes close to it. Aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed.  | Visual Aesthetics |
| 1/9/2015  | Dr. and Mrs. Michael Shoemaker        | Visual impact of this train in our neighborhood. This train will tower over homes and any businesses that will be left. We believe this is a complete invasion of privacy and is visual pollution.  | Visual Aesthetics |
| 1/13/2015 | Elected Official - Senator Schwertner | Although our counties may benefit from a few jobs during the construction phase, the long-term costs far outweigh any temporary benefit. This project holds real consequences for our constituents, their property, and their livelihoods. Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties. Farm and ranchland, often held by families for generations, will be divided, creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, noise, and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent.   | Visual Aesthetics |
| 1/6/2015  | Elisa Cuellar                         | That will be taken away with them introduction of a high speed train that is elevated and will be clearly visible...  | Visual Aesthetics |
| 12/4/2014 | Elizabeth Robinson                    | light pollution   | Visual Aesthetics |

| Date       | Contact Name                                | Request/Comment   | Comment Topic     |
|------------|---|---|-------------------|
| 1/8/2015   | Elizabeth Vargo                             | However, elevated concrete HSR structures are also not compatible with residential developments. Such infrastructure will undermine the land and property tax value in my community and those around me. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Visual Aesthetics |
| 1/6/2015   | Ellen R. Cohen                              | blighted neighborhood aesthetics...   | Visual Aesthetics |
| 1/9/2015   | Erin Borstmayer                             | We only moved to the First Ward 5 months ago, but in that short time, have really come to love the sense of community, history, and culture found here. It is depressing to think that this could all be destroyed by this rail line. In addition, one of the reasons that we bought our house was for the view of the downtown skyline from our roof terrace. If the proposed rail line through the First Ward is built, it would completely destroy our view, instead giving us a view of an elevated rail line. It breaks my heart to think that this could happen. I am a first-time home owner, and we sought long and hard before finally deciding on this location and building our dream home. This rail line will destroy our home value and the beauty of the neighborhood.   | Visual Aesthetics |
| 1/9/2015   | Ernest D Fruge                              | This route, with its massive structures (40 or more feet in height), would completely destroy the aesthetics of the historic neighborhoods along the route. For example, the neighborhood just to our East, Independence Heights, incorporated in 1915, is the first African American municipality in Texas. The proposed route would slice through the center of his historic area. Garden Oaks was established in 1935. We have lived in Section 1 of the neighborhood for more than 30 years. We bought in Garden Oaks specifically because of the large, beautiful lots, simple well constructed homes and sense of community. Here is a picture of our neighborhood: It is not an urban/industrial landscape as one might find in downtown Tokyo.  | Visual Aesthetics |
| 1/7/2015   | Ernest Fruge                                | This route, with its massive structures (40 or more feet in height), would completely destroy the aesthetics of the historic neighborhoods along the route. For example, the neighborhood just to our East, Independence Heights, incorporated in 1915, is the first African American municipality in Texas. The proposed route would slice through the center of his historic area. Garden Oaks was established in 1935. We have lived in Section 1 of the neighborhood for more than 30 years. We bought in Garden Oaks specifically because of the large, beautiful lots, simple well constructed homes and sense of community. Here is a picture of our neighborhood: It is not an urban/industrial landscape as one might find in downtown Tokyo.  | Visual Aesthetics |
| 12/25/2014 | Eugene and Delmy Karagodin                  | This structure will create an ugly industrial view of the area causing deterioration of the residents' lifestyle and their ability to relax after hard day's work.  | Visual Aesthetics |
| 11/14/2014 | Evan Michaelides                            | The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area and foster an artificial division.  | Visual Aesthetics |
| 11/18/2014 | Felix Zacarias                              | blocking my yard view with the proposed train   | Visual Aesthetics |
| 1/8/2015   | Gabriela Pinho                              | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there.   | Visual Aesthetics |
| 1/8/2015   | Gary Gray                                   | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly service. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Visual Aesthetics |
| 12/28/2014 | Gerard Johnson                              | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there.   | Visual Aesthetics |
| 12/1/2014  | Gina Greenslate                             | I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18 foot track abutting neighborhoods... We encourage you to find a suitable route that doesn't traverse adjacent to highly populated recreational areas where students and families congregate, such as Graham Park, Lutheran High North School, Harriet and Joe Foster Family YMCA sports fields, Waltrip High School, multiple baseball fields and thousands of homes. We can understand Texas Central Railway's need to utilize existing railroads to make their project financially feasible. But economics and private interests trump the homeowners' interests?   | Visual Aesthetics |
| 12/3/2014  | Gina Greenslate                             | So let me start by first asking you, would you like to have an elevated 18-foot train behind your property?<br>The aesthetic of an elevated track 18-foot abutting our neighborhood, running behind Grant Park, Lutheran High North School, YMCA baseball field, Waltrip High School, and thousand of family homes.   | Visual Aesthetics |
| 1/6/2015   | Gina Johnson                                | Mr. Eckels cannot tell us if the rail will be on-grade or elevated. I've heard, if elevated, it could be anywhere from 18-feet to 50-feet, with unsightly power lines towering above our backyards. TCR has not provided artist renderings or animated video of what the project will look like in our community. We should be able to have a visual understanding of the impact to our community before the project route is determined.   | Visual Aesthetics |
| 1/2/2015   | Ginger Teresa Honeycutt & Richard Honeycutt | Please address how the natural and human elements listed below will be impacted by the construction and operation of a HSR system. The utility corridor does bisect our land (as well as others land). violates the open & natural view,  | Visual Aesthetics |
| 1/9/2015   | Greg Lukin                                  | I implore you to ask additional questions of TCR, and require that additional studies and assessments must be made and provided before all of the environmental impacts can be assessed and before a preferred route can be determined. For example, TCR representatives have said that the HSR tracks will be elevated through Garden Oaks and many other communities, resulting in a 40-50-foot high, concrete super-structure literally steps away from many homes, businesses, schools, playgrounds and parks. Then, at a January 5 meeting in Houston, TCR President Robert Eckels indicated that no decision had been made on whether the HSR tracks would be elevated or non-elevated. In fact, there is nothing on dallashoustonhsr.com website, which we understand is run by your agency, that indicates that the tracks may be or will be elevated within Loop 610 in Houston or anywhere else. How is it possible for the FRA or the Texas Department of Transportation (TxDOT) to complete a real impact assessment when crucial decisions like this cannot be addressed clearly? We must be given clear answers whether the tracks will be elevated, and if so, where they will be elevated, what materials will be used to construct the structure, how high it will be, how wide it will be, how close to existing homes and buildings it will be, how much sunlight it will block, how much light it will emit at night, whether an elevated HSR track system increases or decreases safety concerns caused by adjacent freight train derailments, and so forth. TCR has not even offered so much as a sketch of its proposed elevated "BNSF with Option 1" route tracks. There is not, however, a single example of an elevated track around the world that would not be incredibly detrimental to the Garden Oaks, Oak Forest, and Independence Heights communities. | Visual Aesthetics |
| 1/8/2015   | Ian Penfold                                 | The elevated track will be an eyesore to all those living in the neighborhood. With a proposed height of 40 feet, this ugly structure will dominate this once beautiful neighborhood.   | Visual Aesthetics |
| 1/6/2015   | Jamie Emory Trevino                         | There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?<br>1. The elevated line will be an eyesore distracting from the rural setting   | Visual Aesthetics |
| 1/9/2015   | Jane Martin                                 | the structure itself would be an eyesore.   | Visual Aesthetics |
| 1/6/2015   | Janice S Martinez                           | I am writing with respect to the proposed high-speed rail connection between Houston and Dallas. Although I am not opposed to high-speed rail in general, I have great concerns about the proposed route that runs near Oak Forest and Garden Oaks area.<br>Any route chosen should not pass through or near residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there. The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area as well as cause significant noise pollution to residents trying to enjoy their backyards.   | Visual Aesthetics |
| 12/9/2014  | Jen Ledesma                                 | Due to the proximity of road crossings, the train will likely be elevated near the neighborhood, and will become an eyesore for all the home owners and local businesses.   | Visual Aesthetics |
| 1/5/2015   | Jennifer Hayes                              | Aesthetically speaking, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.  | Visual Aesthetics |

| Date       | Contact Name                | Request/Comment  | Comment Topic     |
|------------|-----------------------------|--|-------------------|
| 1/8/2015   | Jerry Peruchini             | As the City of Houston's Mayor Pro-Tem and Council Member representing District H, I write to express concerns with the currently proposed routes for Texas Central Railway's proposed high-speed rail line connecting Houston and Dallas. While I am a proponent of innovative transportation concepts like the high-speed rail line and envision a very successful Houston – Dallas connection, it is imperative that my constituents are able to have their concerns addressed before any further action is taken.<br>Over the last few months, Houstonians have become informed on the proposed high-speed rail line through a series of presentations to our City Council and to our communities by the private Texas Central High-Speed Railway. While I commend Judge Robert Eckels and their entire team for their efforts to inform our citizens and to hear community concerns, I would like to see comprehensive plans that address major issues raised by District H residents, some of which are:<br>Potential for decreased property values and burdensome right-of-way acquisitions.<br><b>Blighted neighborhood aesthetics caused by the elevated rails running continuously each day.</b><br>Noise pollution and vibrations caused by the proximity of the proposed routes to our neighborhoods.<br>Lack of interconnectivity to existing public transit options, lack of consideration of existing neighborhood transportation plans.<br>As this proposed project moves forward, I would like to encourage Texas Central High-Speed Railway to address the concerns recapped above and to take advantage of existing major transportation corridors like I-610 and I-45 to connect Houston and Dallas. As our cities continue to grow, this increased interconnectivity has the potential to positively impact our entire state; let us ensure that our communities remain at the table throughout the process.<br>Should you have any questions, please do not hesitate to contact me directly. | Visual Aesthetics |
| 1/7/2015   | Jewett Brown                | Not only that, we are talking about a big eyesore with the rail extending miles across our neighborhood.   | Visual Aesthetics |
| 12/18/2014 | Jill Moorhead               | ... the elevated platforms would visually disturb the wooded and peaceful atmosphere of the area. The eyesore of an extensive, imposing, concrete structure would result in property values being significantly compromised in the adjacent homes, and beyond, depending on how tall the platform is. The train adds no benefits to our neighborhood since it will not work as a commuter rail into downtown for us and we won't be able to get on near our homes and ride it to Dallas, so it brings only negatives: loud, ugly, and lengthy construction that will inevitably create traffic while it's in progress, and a towering, unsightly raised track once construction is complete.   | Visual Aesthetics |
| 1/8/2015   | Jill Moorhead               | The visual impact of an elevated track would negatively impact our neighborhood's quiet, wooded character.   | Visual Aesthetics |
| 12/27/2014 | Joanne Mamaradlo            | If, however, it is decided for some reason that a downtown terminus is required, the route downtown must not pass through residential neighborhoods. The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there.  | Visual Aesthetics |
| 1/5/2015   | John Cox                    | As for the aesthetic complaint, the trains and elevated rails will primarily only be visible to the houses on the south side of Judiway and Dubarry. That is the price those homeowner's must pay for being on the fringes. I'm not too sympathetic. I purchased my house in the middle of the block, buried deep within the neighborhood precisely to avoid being on the fringes. At least the elevated tracks will not impede morning rush hour traffic as the existing trains now do all too often.   | Visual Aesthetics |
| 1/6/2015   | John Hunt                   | I basically like the idea. I hope I live long enough to use it. I doubt it though. I have already waited 50 odd years since we lost standard commercial passenger rail. My travel needs go more to Texarkana, St.Louis and New England.<br>It would be best if the equipment was built in Texas by Texas residents. It should also reflect a Texas design not some Asian or European look or style.<br>We are not Californians or New Yorkers. We want it to function and look like Texans would expect from high quality and careful consideration. Not "the cheapest crap they can sell to a bunch of backward cowboys". It should not look like the ugly tan "tooled, hand-crafted leather" cartoons that Ford keeps pushing in their "Premium King Ranch" trucks.<br>When folks use this train they should be wanting to come back for the pride and quality. They should not be complaining it is a Texas ranch cartoon, shoddy and dirty.  | Visual Aesthetics |
| 1/9/2015   | John Soh and Silvia Unzueta | Not only will this be an eyesore to our rural community...   | Visual Aesthetics |
| 1/6/2015   | Johnson                     | The elevated train that will run through the heart of Oak Forest will destroy our neighborhood.  | Visual Aesthetics |
| 1/8/2015   | Jon Kane<br>Erin Kane       | It is my belief that this proposed plan (and the accompanying infrastructure) would disturb the visual integrity of the area and foster an artificial division.<br>The neighborhood's identity as an arts district and home of a Historic District would be irreparably compromised should this proposal be accepted.  | Visual Aesthetics |
| 1/8/2015   | Julia Nolte                 | This high rail will bisect our neighborhood and make it ugly; it will also lower the value of the property.  | Visual Aesthetics |
| 1/9/2015   | Julie Grothues              | Once the HSR lines enter the city limits, it is highly likely that the entire line would be elevated and could be as tall as 40 feet once you take into account the track and the poles and overhead structures needed to operate the train. This has not been adequately explained to people. People I have spoken to are under the impression that these lines will be at grade level and could be crossed by traffic. I have only once heard it explained that if the lines are at grade level, crossing traffic would either have to go over the tracks or under them.<br>The public needs to be shown pictures of what the HSR would look like up close. The few pictures that are shown are either taken from a distance or taken from an angle that minimizes the overhead support structure needed to operate the train. The pictures used are also either from rural areas (at a distance) or at urban destinations. No pictures have been presented of an elevated train running thru a residential area.  | Visual Aesthetics |
| 1/9/2015   | Julie Villaescusa           | I attended the December 18, 2014 meeting on the train and live in First Ward. The High Speed Bullet train does not belong in the inner city. The train track will be a 40-foot high Wall. The High Speed Bullet train will be elevated inside the Houston City Limits, essentially creating a wall dividing our inner city neighborhoods. This wall will be 40-50 feet (4 – 5 stories) in height at the level of the train track, and the total height will be up to 80 feet in height with electrical lines and poles. This wall will divide and destroy our neighborhoods. The Berlin Wall was a little less than 12 feet tall. The Great Wall of China is 16 to 26 feet tall. In Texas, portions of the border fence are 21 feet tall. At 40 feet, the height of the train track is higher than any of these barriers designed to keep people on one side of the wall or another. At 80 feet, this bullet train wall will be taller than the Berlin Wall, the Great Wall of China and the Texas Border Fence stacked on top of each other. A 40-foot high wall is unacceptable in our neighborhoods.  | Visual Aesthetics |
| 1/9/2015   | Julie Villaescusa           | The train track will be a 40-foot high Wall.<br>The High Speed Bullet train will be elevated inside the Houston City Limits, essentially creating a wall dividing our inner city neighborhoods. This wall will be 40-50 feet (4 – 5 stories) in height at the level of the train track, and the total height will be up to 80 feet in height with electrical lines and poles.<br>This wall will divide and destroy our neighborhoods. The Berlin Wall was a little less than 12 feet tall. The Great Wall of China is 16 to 26 feet tall. In Texas, portions of the border fence are 21 feet tall. At 40 feet, the height of the train track is higher than any of these barriers designed to keep people on one side of the wall or another. At 80 feet, this bullet train wall will be taller than the Berlin Wall, the Great Wall of China and the Texas Border Fence stacked on top of each other.<br>A 40-foot high wall is unacceptable in our neighborhoods.<br>The historic First Ward – with a designated Historic District and marked Historic buildings – is known for its outstanding views of downtown. The bullet train will destroy these views. The bullet train will make every home in First Ward worth less. The bullet train will make the First Ward worthless.   | Visual Aesthetics |
| 1/6/2015   | Karen Hink                  | This route would create an eyesore that will impact the property value of my home and others. The structure of the raised track plus the additional height necessary for the electrical service would dwarf the surrounding homes and stand out in a disproportionate way, creating a blight on the aesthetics of this old and established neighborhood.   | Visual Aesthetics |
| 1/9/2015   | Katherine Stinson           | ... aesthetics;  | Visual Aesthetics |

| Date       | Contact Name        | Request/Comment  | Comment Topic     |
|------------|---------------------|--|-------------------|
| 1/9/2015   | Katherine Wyrick    | Blighted neighborhood aesthetics caused by elevated or street level rails.   | Visual Aesthetics |
| 1/8/2015   | Kathleen Dix        | I have lived in Oak Forest for 37 years and I'm anxious about the effect that the High Speed Rail will have on my neighborhood. My house is situated two blocks from the BNSF rail line. Because of its proposed elevation of 18 feet I'll be able to see it from my house.<br>Also I worry about the effect the elevated line will have on Oak Forest's aesthetic. Even though my house is close to the 610 Loop once you come over the tracks and enter Oak Forest because of the many large trees you leave the urban effect behind.  | Visual Aesthetics |
| 12/29/2014 | Keli Call           | there will be significant visual intrusion impact on rural areas.  | Visual Aesthetics |
| 12/4/2014  | Ken                 | <b>Proposing an elevated high speed rail down this corridor is a slap in the face to residents. Elevated tracks will invade residents' privacy (trains will look down into back yards),</b>  | Visual Aesthetics |
| 1/9/2015   | Kevin and Liz       | The plan to place it in our neighborhood at an elevation that will likely result in increased noise without the benefit of lower elevation buffers (trees) will likely hurt the property values of many people in the area at the enrichment of few.   | Visual Aesthetics |
| 1/9/2015   | Kevin Shannon       | ... increase the unsightly presence of the RR in our neighborhood. Because of the noise pollution and awful appearance of a RR (40 feet in the air), home values will fall along with tax revenue from the area.   | Visual Aesthetics |
| 1/1/2015   | Kevin Warzon        | there will be significant visual intrusion impact on rural areas.  | Visual Aesthetics |
| 1/7/2015   | Laura Havel         | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Visual Aesthetics |
| 1/9/2015   | Laurie Hazzard      | If the HSR is approved on the proposed red route, it will go through my subdivision 1/2 block from my home. My neighbors & I are opposed to this route as it will dissect our community. The elevated structure an HSR will require along this route will require massive concrete pylons, plus higher electric cabling structures reaching 30-40 feet tall. That is not compatible with a residential development in America. Such infrastructure will negatively affect the land & property tax value in my neighborhood which the train will not serve directly. The photos I've seen indicate this should be built in a high speed freeway or industrial corridor. | Visual Aesthetics |
| 12/23/2014 | Leanna Sparacino    | The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area and foster an artificial division.   | Visual Aesthetics |
| 1/3/2015   | Leanne Floyd        | there will be significant visual intrusion impact on rural areas.  | Visual Aesthetics |
| 12/23/2014 | Leslie Sparacino    | The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area and foster an artificial division.   | Visual Aesthetics |
| 1/9/2015   | Lewis Goodkouski    | Imagine seeing a train fifty feet up in the air every thirty minutes. Evokes images of Chicago dies it not?  | Visual Aesthetics |
| 1/13/2015  | Linda Burroughs     | he line will be an eyesore distracting from the rural setting  | Visual Aesthetics |
| 1/13/2015  | Linda Kelly         | Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community.   | Visual Aesthetics |
| 1/9/2015   | Linda W. Echterhoff | Further destruction and elimination of highly desirable and sought-after downtown Houston views from numerous First Ward residential real estate properties  | Visual Aesthetics |
| 12/31/2014 | Lisa Collins        | The HSR will be elevated 18 feet above the existing track, plus the cars, would dwarf any home close to it. Aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed.  | Visual Aesthetics |
| 1/8/2015   | Liz Tharp           | I am writing to discuss my fears and concern of this High Speed Rail coming through my neighborhood. I have been a Garden Oaks resident for 8 years. I love my neighborhood and this community. I have watched it transform with great schools, beautiful homes and young families. Small businesses are popping up left and right. I am concerned about the impact of the following:<br>1) The concrete train structure that would be a terrible industrial eyesore three blocks from my house.   | Visual Aesthetics |
| 1/8/2015   | Liz Tharp           | The loss in privacy - people on the rail seeing in people's homes and yards. Please don't do this to our beautiful residential community.  | Visual Aesthetics |
| 1/9/2015   | Lori Fischer        | HSR elevated structures requiring massive concrete pylons looming over the landscape plus higher electrical cabling structures are not compatible with existing residential developments.  | Visual Aesthetics |
| 1/9/2015   | Mark Saranie        | New businesses, recently remodeled and built apartment complexes, a new town home development, and a recently built retirement community back up to the proposed line. With the 40'-50' height requirement for the rail, privacy will not exist.   | Visual Aesthetics |
| 12/16/2014 | Marlon Sanchez      | I am concerned with the overall look that will affect our long established neighborhood.   | Visual Aesthetics |
| 1/9/2015   | Mary Beck           | Houston has worked so hard to be seen as a "green" city and one that is aesthetically pleasing. The high speed rail structure (concrete stations) will destroy this new found reputation   | Visual Aesthetics |
| 12/29/2014 | Mary Jane Taegal    | If, however, it is decided that a downtown terminus is required, the route downtown must not pass through residential neighborhoods.<br>The massive infrastructure required for this project would be highly detrimental to any residential neighborhood and simply does not belong there.   | Visual Aesthetics |
| 1/9/2015   | Mary Lynn Porter    | Due to the height of the structures plus the electric cable structures, it will have a negative impact on our land values as well as a negative visual effect. We in Garden Oaks have worked hard to maintain the beauty of our properties, and this is not a neighborhood of high rises, but of one and two story houses.   | Visual Aesthetics |
| 1/7/2015   | Megan Stark         | No consideration is given to the aesthetic impact an elevated train will have on a deed restricted community where the height of homes is limited to two stories. The proposed track would be a towering eyesore.  | Visual Aesthetics |
| 1/9/2015   | Melissa Hamous      | There are homes along the BNSF Option 1 route and along the Utility Alternative which are less than 100' away from the existing freight line. Many of these homes are single story, older homes which will be dwarfed by an elevated rail structure. Newer, multi story homes will have windows on level with the elevated rail structure or the high speed trains traveling past. This would be a permanent negative impact on the property owners' enjoyment of their homes,   | Visual Aesthetics |
| 1/7/2015   | Melvin Guider       | ... create a tremendous eye sore with elevated tracks, barriers, concrete supports and electrical power being constructed.   | Visual Aesthetics |
| 1/9/2015   | Michael Dreiss      | Opposition is based on the following points:<br>Elevated concrete structures with power supply reaching 40-50' foot above ground level would be aesthetically incompatible with a residential area   | Visual Aesthetics |
| 1/8/2015   | Michael Remson      | The elevated track structure proposed over the BNSF rail line would be, in a word, an eyesore. It would be completely inconsistent with the character of this neighborhood and would negatively impact one of Houston's finest inner city areas. While this argument I'm sure was applied to the loop when it was first built and is being applied to other highways, the historic nature of this neighborhood sets this argument apart from those others.   | Visual Aesthetics |
| 1/6/2015   | Michele Nicol       | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.   | Visual Aesthetics |
| 1/6/2015   | Montie Grimes       | The rail structure will destroy or degrade quality-of-life by towering 20 to 30 feet above nearby homes.   | Visual Aesthetics |

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|------------|-------------------------------------|--|-------------------|
| 1/7/2015   | Nelson Jarrin                       | Although our counties may benefit from a few jobs during the construction phase, the long-term costs far outweigh any temporary benefit. This project holds real consequences for our constituents, their property, and their livelihoods. Private property interests will be taken through eminent domain as TCR attempts to construct a rail line that will permanently cut through our counties. Farm and ranchland, often held by families for generations, will be divided, creating a loss in access and a loss in revenue for those who rely on farming and ranching to make a living. The value of nearby land will decrease due to the sight, ... and restricted use of property caused by the high-speed rail. In summary, the proposed high-speed rail line will result in substantial, widespread, and detrimental effects to the counties we represent. | Visual Aesthetics |
| 1/13/2015  | Nicholas J. Menage<br>Ashley Menage | Furthermore, the elevated tracks would tower over most, if not all neighborhood homes, which would reduce homeowner privacy. The rail and its effects would lower our quality of life and negatively impact our local property values.   | Visual Aesthetics |
|            | No Name                             | I urge you to listen to our reasonable concerns about this project...the aesthetics of an elevated 18-ft track abutting neighborhoods, ground vibrations, noise, and taking of private property to expand the existing railroad tracks, safety, and financial issues.  | Visual Aesthetics |
| 12/8/2014  | Oak Forest Homeowner                | Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community.   | Visual Aesthetics |
| 1/7/2015   | Patrick Mays                        | The overall look of the proposed structure will have a negative affect on long established neighborhoods   | Visual Aesthetics |
| 1/8/2015   | Paul W. Han                         | The HSR will be elevated 18 feet above the existing track, plus the cars, would dwarf any home close to it. Aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed.  | Visual Aesthetics |
| 1/8/2015   | Pene Carter                         | HSR will absolutely scar the serenity of well established neighborhoods. A huge structure with an easement of 40 feet and probably at least that high or higher will be a detriment and eyesore. It would fit into an industrial district with lofts and warehouses, but not in this neighborhood. I can only imagine how many beautiful oak and pine trees will have to be removed to accommodate for this.   | Visual Aesthetics |
| 1/9/2015   | Penny Leas                          | Light from the train and associated equipment through the night.   | Visual Aesthetics |
| 1/12/2015  | Philip Gaydosik                     | ... an elevated height for even more blight. Neighborhoods would be divided, property values and tax bases would decrease, areas that were being revitalized may find themselves reverting back to prior conditions. An elevated reminder for many does not justify a train ride for a few.  | Visual Aesthetics |
| 1/10/2015  | Phillip Gaydosik                    | I am opposed to the current high-speed rail proposal.<br>While an increase in mass-transit systems is needed and rail should be part of the solution, this is not the project to help alleviate Houston's traffic problems. The current proposed routes cutting through residential areas is not only the least efficient in the manner of reaching its Houston destination, they were likely only chosen as being the most cost-effective routes for the investors/backers, at the expense of those residential areas that would directly affected by it cutting through their neighborhoods, at an elevated height for even more blight. An elevated reminder for many does not justify a train ride for a few.  | Visual Aesthetics |
| 1/6/2015   | Phlip Salerno                       | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. I have seen how these elevated structures affect communities when the Washington Metropolitan Transit Authority (METRO) used them in the recent expansion of the rail line to the Dulles International Airport in the Tysons Corner Mall area.  | Visual Aesthetics |
| 1/8/2015   | Quentin D. Haag                     | Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community.   | Visual Aesthetics |
| 1/9/2015   | Raajen Patel                        | According to the HSR newsletter, the train lines will be built "not-on-grade", so, either above the road, or below it. Given Houston's intense thunderstorms and occasional flash flooding, I imagine TCR's first choice would be to build the train above grade, elevated over the current Union Pacific line. <b>This would be a terrible eyesore, audible from everywhere, 18 hours a day.</b>  | Visual Aesthetics |
| 1/9/2015   | Randy Odinet                        | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Such infrastructure will undermine the land and property tax value in existing residential communities which the system will not directly serve. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.<br>A study should be provided showing the impact on adjacent residential properties due to shadows from the proposed rail structures, trains, and overhead power lines.   | Visual Aesthetics |
| 1/8/2015   | Regina Bennett                      | These are the points that will affect my property and the value of my property.<br>The View: The value of my home will decrease immensely when my view is blocked if the train is elevated on Winter St. It will also make it a lot harder to sell the property when that time arrives. Right now the view is the selling point as I have a large 3rd story terrace that serves as an outdoor living area with a wonderful view of downtown Houston.   | Visual Aesthetics |
| 1/8/2015   | Reid Covington                      | Some concerns that should must [be] addressed and studied: Ambient noise levels, level of vibration, and their effect on livestock as well as humans, <b><u>there will be significant visual intrusion impact on rural areas</u></b>   | Visual Aesthetics |
| 1/7/2015   | Renae van Zeelst                    | High-speed bullet rails perched 50 feet above heavily-used freight rails on MASSIVE columns with trains running every 15 to 30 minutes, 18 hours a day   | Visual Aesthetics |
| 1/7/2015   | Renee Shaver                        | The architecture of the rail isn't compatible with residential neighborhoods. The high speed rail system is a high speed corridor system, so it belongs more on freeway corridors or in rural areas.   | Visual Aesthetics |
| 1/8/2015   | Richard Hatcher                     | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture.   | Visual Aesthetics |
| 1/8/2015   | Rick Graves                         | I also noted that there is only one photo and it is on the opening page of the website. This photo is of a Japanese bullet train at ground level...not elevated above an existing rail line like the proposed line, nor does the photo show the electrical lines and other infrastructure that will be hanging above and adjacent to the line.<br>The two tracks of the bullet train would be elevated above the existing BNSF railroad tracks approximately 18 feet which would essentially dwarf any two story house close to it.  | Visual Aesthetics |
| 1/9/2015   | Rob Griffith                        | ...would irrevocably devalue residential properties which have been purposely located to take in dramatic views of downtown. These very views would be eradicated by the height of the elevated track of the high-speed rail.  | Visual Aesthetics |
| 1/8/2015   | Robbie Morrison                     | Additionally, Mr. Eckels had no artists' renditions of what a 49 to 50 foot high elevated rail would look like going through urban neighborhoods and probably wouldn't want to show a rendition of what that would look like anyway.   | Visual Aesthetics |
| 1/9/2015   | Robert and Yichen Huwar             | Drawings of proposed elevated platforms with dimensions for the track at Ella Blvd & West 34th Street  | Visual Aesthetics |
| 12/14/2014 | Robert B Shumway                    | ... if it is elevated as was stated in the presentation here, the trains will be at the same level as a large majority of the bedrooms that are along the right-of-way. An elevated train trestle through the middle of the area will stick out like a sore thumb. A lot of us have a down town view which we enjoy and add to our property values.  | Visual Aesthetics |
| 1/8/2015   | Russell Hyde                        | The elevated platforms, reportedly 40 to 50 feet high, would disturb the visual integrity of the area and foster an artificial division.   | Visual Aesthetics |
| 12/8/2014  | Ryan Balazs                         | Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community  | Visual Aesthetics |
| 12/9/2014  | Ryan Balazs                         | Furthermore, the elevated tracks will tower over most, if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community.   | Visual Aesthetics |



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|------------|------------------------|--|-------------------|
| 1/9/2015   | Ryan Grayless          | The HSR will be elevated 18 feet above the existing track, plus the cars, would dwarf any home close to it. Aesthetically, it would be like living next to Chicago's "El" and long established neighborhoods will be destroyed.  | Visual Aesthetics |
| 1/9/2015   | Sally and Mark Jozwiak | Quite honestly, it's terrifying to transpose the HST images over my neighborhood. We can't imagine the current corridor can house this structure without severely harming the high-quality livability these neighborhoods have worked so hard to achieve.  | Visual Aesthetics |
| 1/7/2015   | Sandy Simmons          | An elevated track would be especially invasive and an eyesore.   | Visual Aesthetics |
| 1/9/2015   | Scotty Mecum           | Elevated Train in Houston<br>I am opposed to the idea of having an elevated train running through the Oak Forest subdivision!  | Visual Aesthetics |
| 1/13/2015  | Shane Kurz             | Furthermore, the elevated tracks will tower over most if not all, neighborhood homes, which would reduce homeowner privacy and generally be out of place with the traditional look and feel of the community. All this would lower the quality of life for residents and as well as local property values.   | Visual Aesthetics |
| 1/9/2015   | Sherry Black           | I am personally concerned about having elevated tracks, the danger associated with them near freight lines, the absolute unsightliness of trains going by in the air, trains going by every 15 minutes (factoring in going two directions), electrical lines above the elevated rail as well as increased exposure to electricity for those who live on the rail line. I live on the rail line. I will no longer feel safe to be in my backyard, the reason I purchased my home over 17 years ago. I will not feel safe to have my family, friends and children in my yard or home.  | Visual Aesthetics |
|            | Sierra Club            | 10. The environmental report must discuss aesthetic impacts and mitigation measures to reduce impacts to scenic beauty.  | Visual Aesthetics |
| 1/9/2015   | Stephen Fraga          | I have lived in Oak Forest since 2002 and I have been in my current home located at 1411 Woodcrest Drive, Houston, TX 77018, Lot 16, Block 20, Section 2 since 2010. I have seen the neighborhood transformed and property values increase. In addition, rail traffic every 15 to 30 minutes between 5:00am and 11:30pm would harm residents and businesses already subjected to an exponential growth in freight traffic along these lines during the past decade.<br>You are going to get tons of emails and letters complaining about why we don't want this train coming down 34th Street. There is not much more that I can add that you won't hear already but we simply don't want or support this rail project. You can add my family to the list of Houstonians that are against HSR and TCR.   | Visual Aesthetics |
| 1/9/2015   | Stephen Fraga          | If the High Speed Rail goes through 34th Street I will be able to see the elevated track from my backyard something that I don't want to see happen.   | Visual Aesthetics |
| 1/8/2015   | Steve Scharzbach       | HSR elevated structures require massive concrete pylons plus higher electrical cabling structures reaching 40 to 50 feet tall. Elevated concrete HSR structures simply are not compatible with residential developments in American culture. Images of elevated HSR clearly illustrate these systems belong in high speed freeway corridors or industrial zones rather than in residential neighborhoods.  | Visual Aesthetics |
| 11/30/2014 | Susan Jaworski         | What are the viewshed impacts?<br>How high are the elevated tracks?<br>What are the lighting requirements for the tracks?<br>What are the glare (or similar) impacts for adjacent properties?  | Visual Aesthetics |
| 1/8/2015   | Susan Sloan            | I completely disagree with the possibility of having the high speed rail coming down 34th/BNSF's right of way through old established neighborhoods where people live, go to school, have parks, etc. It is unbelievable to me that a for profit organization can come in and put in an eye sore, huge loud not necessary high speed rail that will devalue peoples houses and neighborhoods. I understand the for profits desire to come thorough as it is a cost saving opportunity for them at the expense of the residents. Also, what happens when you built it, no one uses it, and it shuts down, leaving an eye sore with potential for flooding (due to concrete), noise, pollution, etc.   | Visual Aesthetics |
| 1/7/2015   | Tami Earl              | Locations such as these would eliminate meandering thru quiet little neighborhoods, pissing residents off and causing horrible visual blight. It would also be cheaper to build. Houston has enough concrete and ugliness as it is. These neighborhoods like Garden Oaks, Shepherd Park Plaza, Timbergrove and others are some of the nicest looking neighborhoods in the central Houston area. A rail system 50-60 feet in the air would immediately destroy the visual impact these communities have in Houston.<br>The architecture of the rail isn't compatible with residential neighborhoods.  | Visual Aesthetics |
| 1/8/2015   | Tami Merrick           | Visual Disturbance/ Barrier in neighborhoods with HSR elevated tracks and overhead wires. Residents criticized the TCR website for not accurately showing the large elevated structures that are required for the proposed High Speed Rail. Attached is the example the Super Neighborhoods showed the residents to inform them. .<br>Scale of the train architecture is not compatible with residential neighborhoods.<br><br>Pictures of high speed elevated rail.<br>Comment: What High Speed Elevated rail really looks like: This picture tells the story why it doesn't belong in Neighborhoods!!!<br>There are no renderings of what the proposed train will look like in neighborhoods.<br>What the train stations look like, how large, how much parking is required. Maintenance facilities, what do they look like where are they located. How is parking addressed with garages or large expanses of concrete and how will water detention be addressed. | Visual Aesthetics |
| 1/9/2015   | Tania Rivas            | Further, an elevated structure that is 40 - 50 feet tall is visually and environmentally unappealing...  | Visual Aesthetics |
| 1/6/2015   | Thelma Elizalde        | Further, an elevated structure that is 40 - 50 feet tall is visually and environmentally unappealing, which will send neighbors packing and leave the remaining few with reduced tax values. I do not see how this project, in any way, serves my neighborhood at all. This project has not demonstrated that it will provide affordable, high volume ridership to Dallas. There is no benefit to the regular, hardworking citizen in Garden Oaks. This project continues to have too many unanswered questions with devastating outcomes. My neighborhood shouldn't have to pay the ultimate price for such a risky business opportunity...regardless of who makes a few bucks. I AM AN OPPOSED CITIZEN FOR THIS HIGH SPEED PROJECT.  | Visual Aesthetics |
| 1/8/2015   | Tinabeth Keaslin       | Some concerns that should must [be] addressed and studied: Ambient noise levels, level of vibration, and their effect on livestock as well as humans, there will be significant visual intrusion impact on rural areas   | Visual Aesthetics |
| 1/7/2015   | Tom Dornbusch          | The addition of HSR service along this route will impose a source of visual and noise pollution that decreases property values for nearby residents.<br>TCR's presentations have included no graphics or photographs to inform residents of how the necessary support infrastructure will engage with and incorporate into the affected areas.   | Visual Aesthetics |
| 1/10/2015  | Tony Padon             | A 40-50 foot high structure through the middle of an established, quiet residential neighborhood with bullet trains running every 30 minutes??   | Visual Aesthetics |
| 1/7/2015   | Trent Salch            | The structures would serve as barriers in our neighborhood and are not a welcome sight in any residential community. The images that have been provided clearly indicate that the elevated HSR system belongs in high speed corridors or industrial zones rather than in residential neighborhoods. No neighborhood could survive the 40' - 50' tall concrete structures carrying a high speed train through it. And no one will purchase our homes or businesses at their current values if these structures and the rail line go through.  | Visual Aesthetics |
| 1/9/2015   | Vicki Vaughn           | After construction, it will be a noisy and potentially dangerous eyesore.  | Visual Aesthetics |

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|------------|---|---|-------------------|
| 1/10/2015  | Wayne and Jan Forster   | We oppose the construction of this segment of the railroad through the above neighborhoods for the following reasons.<br>1. The TCR HSR train (whether elevated or not) will pass through the above neighborhoods 72 times a day. It will run between the hours of 5am and 11pm, every 30 minutes each way, resulting in a train passing through each neighborhood on average every 15 minutes for 18 hours of the day.<br>2. TCR proposes a probable elevated freeway overpass-like railway running above the existing BNSF railway easement. This would result in a massive concrete structure built on top of the existing 5 foot high BNSF railway bed. Total height would be 40 to 50 ft. high including supporting electrical transmission lines for the train. A structure of this nature is more suitable for freeway/industrial corridors, not in neighborhoods. It will loom over the houses and backyards of residents of the neighborhoods. | Visual Aesthetics |
| 1/9/2015   | William F Hughes  | As a resident of Oak Forest since 1949, I have witnessed many changes to our Northwest Houston community; some good, some bad. The protective rail ways, huge elevated concrete pillars, ... would present more divesting effects than the flooding of 1950's (due to rail road trestle damming up White Oak Bayou), high winds and massive flooding created by Hurricanes Carla, Ike and Katrina, building of Loop 610 or extension of T. C. Jester Boulevard.   | Visual Aesthetics |
| 1/6/2015   | Yolanda Garza   | This 50 foot elevated rail is "not acceptable" for family neighborhoods, schools, parks, athletic fields, businesses, churches that have been established for decades. It's bad enough that Houston is becoming like New York city, San Francisco, with two to three housing on one lot, or apartment complexes of 2000 to 3000 residents where there is only five feet apart between housing. Everyday, Houston has fires that spread quickly from one building to another.  | Visual Aesthetics |
| 1/5/2015   | Amy Hernandez   | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.  | Water Resources   |
| 1/7/2015   | Anthony Marke, Armida R. Blue, Arnie Kilk, Basil Paudel, Chris Harrell, David Eric Blue, Donna Young, Ella Shepard, G W Boatman, Gabriel C Baller, Garrett Brand, John C. Bess, Kaitlyn Stewart, Kathy Watson, Keith Wingate, Kenneth Watson, Kirk Pennington, Lei Qian, Lois E Koenig, Mary Lois Thibodeaux, Melissa Fallon, Mike Bice, Patti Stem, Phyllis Wingate, R. Marie Kampbell, Rebeca Chavez, Robert G Tipton, Scott Lancaster, Tami Lancaster, Terry Young, Thomas O Norton, Zach Sample | Assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability  | Water Resources   |
| 1/9/2015   | Arthur Madrid   | Water Impacts - There are numerous bayous and creeks along the proposed line. Building new bridges over these bodies of water will damage aquatic life and potentially increase flooding risks. Please require TCR to provide a detailed study showing the impact on water flow and aquatic life along the proposed route.  | Water Resources   |
| 1/8/2015   | Carol Madrid  | Water Impacts - There are numerous bayous and creeks along the proposed line. Building new bridges over these bodies of water will damage aquatic life and potentially increase flooding risks. Please require TCR to provide a detailed study showing the impact on water flow and aquatic life along the proposed route.  | Water Resources   |
| 12/4/2014  | Catherine Walsh   | I do not feel Grimes county will benefit financially from this project. No jobs will be created or benefit Grimes county. My concern is water issue in regards to aquifer/private wells.  | Water Resources   |
| 1/7/2015   | Clara Timmerman   | I also feel that the I was in such a hurry that my husband and I forgot to mention that our place is being impacted by the possible Utility Route and I sent earlier comments but forgot to mention that our place is split by Spring Creek and we have much Wetland as certified by NRCS on our place. We have about 15 acre pond that is very important for ducks and any other water animals. Ducks Unlimited has worked with us since we have the perfect habitat for ducks. We know that this project will be a threat to the animal life and so please also consider the possible negative impact to our environment on our place. Again the Utility Route is threatening our land in the country.  | Water Resources   |
| 12/4/2014  | David Lilly   | Another major concern of mine is the potential impact of our floodplains. What mitigation measures are planned to minimize the impact and resulting potential flooding?   | Water Resources   |
| 1/6/2015   | David Waller  | Flooding! Oak Forest and Garden Oaks<br>Currently we have many flooding issues along 34th street and the surrounding areas. This issue will only grow with the addition of this line. Half of the proposed area is in a flood zone. Are you planning on taking this into account?   | Water Resources   |
| 1/7/2015   | Dennis Paul Reed  | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.  | Water Resources   |
| 12/1/2014  | Dianne Epps   | We have springs underneath this property. I don't know how that's going to affect it environmentally, but I think it would.   | Water Resources   |
| 12/3/2014  | Dorothy Yeats   | Utility corridor on Hegar goes thru very deep creek area that floods.   | Water Resources   |
| 12/25/2014 | Eugene and Delmy Karagodin  | This highway structure in our flood-sensitive area will aggravate the flooding in the neighborhood.   | Water Resources   |
| 12/23/2014 | Howard Robinson   | Huge areas of wetlands...will be destroyed or severely disrupted by not only the construction of the rail line, but by the constant noise and vibration caused by the passing trains.   | Water Resources   |
| 1/9/2015   | Isabel Nart   | It could also increase flooding to the neighborhood (part of which is currently in the 100 year flood plane).   | Water Resources   |
| 1/6/2015   | Jamie Emory Trevino   | There are some concerns throughout my community about the high speed rail, what needs to be done to make sure the people of this community do not hurt from this?<br>1. Line will pass over a lake which is used by water fowl and migratory birds.<br>2. Loss of lake for recreational purposes  | Water Resources   |
| 1/8/2015   | Jeff Magee  | The following are specific to the proposed route of BNSF Option 1 within Harris County's west bound section between I-45 N and White Oak bayou.<br>1. The effects of floodplain impact considering the amount of concrete needed to support such an elevated structure need to be evaluated. Existing city drainage projects are changing the floodplain for the neighborhoods impacted by the above noted section of HSR route option. Further changes can negatively impact residents on property value, vehicle access due to increased flooding, and inability to maintain indigenous plants and animals.   | Water Resources   |
| 1/8/2015   | Jeff Magee  | The following are specific to the proposed route of BNSF Option 1 within Harris County's west bound section between I-45 N and White Oak bayou.<br>1. The effects of floodplain impact considering the amount of concrete needed to support such an elevated structure need to be evaluated. Existing city drainage projects are changing the floodplain for the neighborhoods impacted by the above noted section of HSR route option.   | Water Resources   |

| Date       | Contact Name         | Request/Comment  | Comment Topic   |
|------------|----------------------|--|-----------------|
| 1/9/2015   | Jeffrey C Fye        | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
| 12/29/2014 | Keli Call            | ... assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability.  | Water Resources |
| 1/1/2015   | Kevin Warzon         | assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability.  | Water Resources |
| 1/13/2015  | Larry Jacobs         | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
| 1/8/2015   | Lauren Anderson      | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
| 1/3/2015   | Leanne Floyd         | It is vitally important to study the pollution impact, assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability.   | Water Resources |
| 1/13/2015  | Linda Burroughs      | uge areas of wetlands and natural resources would be destroyed   | Water Resources |
| 12/31/2014 | Lisa Collins         | There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding.   | Water Resources |
| 1/9/2015   | Melissa Hamous       | The proposed additional infrastructure associated with the high speed rail will increase impervious cover, and block storm water flows if at grade walls or berms are utilized. How much additional impervious cover will this rail create? How will the project mitigate the impacts it will have on storm water flows? Will storm water detention facilities be required, and if so, where will they be located?   | Water Resources |
| 1/8/2015   | Michael Petrini      | The proposed route will also pass over White Oak Bayou which serves as an integral part of our local Flood Control District. Local wildlife along the bayou would be affected and the high speed rail structure could compromise the structural integrity of the White Oak Bayou flood control system which the City of Houston and the local community depend on during heavy rains.  | Water Resources |
| 1/7/2015   | Pat Montgomery       | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
| 1/7/2015   | Paul Reed            | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
| 1/8/2015   | Reid Covington       | Some concerns that should must [be] addressed and studied: Assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability  | Water Resources |
| 1/9/2015   | Sheila Briones       | Assessment of the environmental impacts of this project and how it will affect ...water quality and quantity, flooding..,  | Water Resources |
| 1/7/2015   | Sherry Jordan        | Water Impacts - There are numerous bayous and creeks along the BNSF1 line. Installing new bridges over these bodies of water will damage the aquatic life that is there. In addition, the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.   | Water Resources |
|            | Sierra Club          | Loss of bottomland hardwood forested wetlands, riparian woodland wetlands, coastal prairie wetlands, and many types of wetlands in the Cypress Creek and many other area watersheds and floodplains along the entire ROW must be analyzed and mitigation measures must be implemented to the maximum extent possible to avoid, minimize, and compensate for any potential environmental impacts. In particular, the mitigation measures that will be implemented to reduce any cutting or vegetation removal from riparian forest areas along streams must be comprehensively analyzed in the EIS. This includes the cumulative, secondary, direct, indirect, and connected impacts on freshwater wetlands, isolated wetlands (regulated or unregulated), riparian wetlands/woodlands, and bottomland hardwood forested wetlands caused or encouraged by the project and associated facilities must be addressed. The EIS should provide a historical baseline for wetlands and all other natural resources so the public's review and comment is based upon understanding what changes or losses have occurred in the past for each resource that may be impacted by the project and associated facilities. 9. The environmental report must discuss mitigation for, not just wetlands, but environmental impacts on blackland prairie, coastal prairie, Post Oak Savannah, and other ecosystems. | Water Resources |
| 1/8/2015   | Susan Sloan          | ...potential for flooding (due to concrete)...   | Water Resources |
| 1/9/2015   | Suzanne E. Clevenger | Water Impacts. There are numerous bayous and creeks along the BNSF line. I am concerned that the placement of new supports and piers could cause a water back-up and increase the risk of flooding. Harris County, specifically certain areas along the BNSF route, have been detrimentally impacted by flood waters in the past decade. The city has expended significant time and money evaluating and updating the water flow to protect residential homes, school and businesses. Please require Texas Central Railway to produce studies showing the impacts on water flow that the structure will have along the proposed route compared with the alternative routes.  | Water Resources |
| 1/8/2015   | Tinabeth Keaslin     | Some concerns that should must [be] addressed and studied: Assess potential impacts to surface water resources and surface water flow as it relates to water quality and availability  | Water Resources |
| 1/9/2015   | Tom Gleason          | It is very likely that this project will disrupt the hydrology of the areas which it will pass through, has TCR made any estimates of this cost and how they will pay for it? Assuming FEMA will then have to reevaluate flood zones within the impacted areas, who will pay to complete those studies and if property currently outside the floodplain is reclassified and the owner obtains flood insurance, has TCR included estimates of this costs in their assumptions?  | Water Resources |
| 12/2/2014  | Tony Bilb            | BNSF option#1 when it passes through Ennis, TX. Will go past our hospital, intermediate school, baseball complex. (all are w/in 2000 ft of the line probably) on the other side is our lake for drinking water. How will you address these concerns?   | Water Resources |
| 1/9/2015   | William Sullivan     | The environment would be impacted additionally due to changes to the run off of rains and possible the pooling or standing of water.   | Water Resources |
| 12/4/2014  | Nancy Bond           | The Utility Corridor will cut through a designated protective wetlands area on our property.   | Wetlands        |