



Dallas-Fort Worth Core Express Service

Scoping Summary Report Appendix

Final

Prepared for:
Federal Railroad Administration and
Texas Department of Transportation

Prepared by:
Parsons Brinckerhoff, Inc.

June 2015



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A. Public Scoping Meeting Materials and Notification



I. Federal and Texas Register Notices

balance in terms of sectors, demographics, and other factors relevant to the TACA's needs.

Request for Nominations

The Office of the U.S. Trade Representative is soliciting nominations for membership on the TACA. To be appointed to the TACA, the following eligibility criteria must be met:

1. The applicant must be a U.S. citizen.
2. The applicant must not be a full-time employee of a U.S. governmental entity.
3. If serving in an individual capacity, the applicant must not be a federally-registered lobbyist.
4. The applicant must not be registered with the U.S. Department of Justice under the Foreign Agents Registration Act;
5. The applicant must be able to obtain and maintain a security clearance.
6. For representative members, who will comprise the overwhelming majority of the TACA, the applicant must represent a U.S. organization whose members (or funders) have a demonstrated interest in issues relevant to trade and development in sub-Saharan Africa or that (a) is directly engaged in the import or export of goods or sells its services in sub-Saharan Africa, or (b) is an association of such entities.
- For eligibility purposes, a "U.S. organization" is an organization, established under the laws of the United States, that is controlled by U.S. citizens, by another U.S. organization (or organizations), or by a U.S. entity (or entities), as determined based on its board of directors (or comparable governing body), membership, and funding sources, as applicable. To qualify as a U.S. organization, more than 50 percent of the board of directors (or comparable governing body) and more than 50 percent of the membership of the organization to be represented must be U.S. citizens, U.S. organizations, or U.S. entities. Additionally, at least 50 percent of the organization's annual revenue must be attributable to nongovernmental U.S. sources.
7. For members who will serve in an individual capacity, the applicant must possess subject matter expertise regarding international trade and development issues relevant to sub-Saharan Africa.

To be considered for TACA membership, interested persons should submit the following to Julia Friedman at iape@ustr.eop.gov:

1. Applicant's name, title, affiliation, and contact information.

2. If applicable, a sponsor letter on the U.S. organization's letterhead that contains a brief description of the manner in which international trade affects the U.S. organization and why the applicant should be considered for membership.

3. Applicant's personal resume.
4. An affirmative statement that the applicant and, if applicable, the U.S. organization the applicant represents meet all eligibility requirements.

Applicants who meet the eligibility criteria will be considered for membership based on the following factors: Ability to represent the sponsoring U.S. entity's or U.S. organization's and its subsector's interests on trade and development matters; knowledge of and experience in trade and development matters relevant to the work of the TACA; and ensuring that the TACA is balanced in terms of points of view, demographics, geography, and entity or organization size.

Dated: August 29, 2014.

Jewel James,

Assistant U.S. Trade Representative, Intergovernmental Affairs and Public Engagement.

[FR Doc. 2014-21126 Filed 9-4-14; 8:45 am]

BILLING CODE 3290-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for Dallas-Fort Worth Core Express Service

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement (EIS).

SUMMARY: The Federal Railroad Administration (FRA) is issuing this notice to advise the public that FRA and the Texas Department of Transportation (TxDOT) intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA) for the impacts of constructing and operating enhanced intercity passenger rail services between Dallas and Fort Worth (Proposed Action). The EIS will evaluate route and operational alternatives for intercity passenger rail in the corridor that currently is only served by Amtrak's long distance *Texas Eagle* service.

DATES: FRA invites the public, governmental agencies, and all other

interested parties to comment on the scope of the EIS. All such comments should be provided in writing, within ninety (90) days of the publication of this notice, at the address listed below. Comments may also be provided orally or in writing at the scoping meetings. Scoping meeting dates, times and locations, in addition to related information about the EIS for the Dallas-Fort Worth Core Express service can be found online at <http://www.fra.dot.gov/Page/P0214>.

ADDRESSES: Written comments on the scope of the EIS may be mailed or emailed within ninety (90) days of the publication of this notice to Michael Johnsen, Lead Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590 or Michael.johnsen@dot.gov.

FOR FURTHER INFORMATION CONTACT: Michael Johnsen, Lead Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590 or Michael.johnsen@dot.gov, or Melissa Neeley, Rail Projects Manager, Environmental Affairs Division of the Texas Department of Transportation, 118 E. Riverside Drive, Austin, Texas 78704. Telephone (512) 416-3014, email: Melissa.neeley@txdot.gov.

SUPPLEMENTARY INFORMATION: The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the Council on Environmental Quality (CEQ) regulations for implementing NEPA and the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR 28545, dated May 26, 1999 (Environmental Procedures). The EIS will also address Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303), Executive Order 12898 and USDOT Order 5610.2(a) on Environmental Justice and other applicable Federal and state laws and regulations. The EIS will address environmental issues of concern and will include:

- Describing the purpose and need for the Proposed Action.
- Describing the environment likely to be affected by the Proposed Action.
- Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action.
- Describing the no-build or no-action alternative to serve as a baseline for comparison.

- Describing the potential environmental impacts associated with the reasonable alternatives and mitigation to address significant impacts.

FRA, in cooperation with TxDOT, will prepare the EIS for the Dallas–Fort Worth Core Express service. The Proposed Action would provide a passenger rail connection between Dallas and Fort Worth by means of an as-yet undetermined rail technology and establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems: Dallas–Houston (the Central Texas High Speed Rail Project) and Oklahoma City–Dallas–Fort Worth–Austin–San Antonio (the Texas Oklahoma Passenger Rail Service). As a part of the EIS, the impacts of various alternatives and route alignments will be analyzed including shared corridors with other existing linear infrastructure, such as railroads, roads, and utilities. In addition, the EIS will analyze the potential impacts of stations, power facilities and maintenance facilities to support Core Express operations. This EIS will build upon and incorporate the forthcoming findings of the Texas Oklahoma Passenger Rail Service Tier 1 EIS, and its decisions and recommendations for the Fort Worth–Dallas connection. FRA hosts Web sites for the related passenger rail projects in the region, which can be found on FRA’s Web site at <http://www.fra.dot.gov/Page/P0715>.

The EIS will describe an analysis of technology-neutral alternatives in the study area and evaluate the specific environmental impacts of reasonable alternatives in sufficient detail to allow FRA to make decisions incorporating environmental concerns consistent with NEPA goals and procedures. The evaluation will be conducted using a combination of Geographic Information System (GIS) data, field investigations, site visits and sampling. The primary environmental resources located within the study area that may be affected are: Residential, commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; cultural resources; protected lands; and open space. FRA and TxDOT will develop alternatives that avoid and minimize impacts to these resources. Minimization and mitigation measures will be identified within the EIS where appropriate.

In accordance with NEPA, the FRA and TxDOT invite comments and suggestions regarding the scope of the EIS from all interested parties to ensure that all issues are addressed related to this proposal, all reasonable alternatives

considered, and any significant impacts are identified. Letters describing the project’s NEPA process and soliciting comments will be sent to appropriate federal, state, and local agencies, Native American tribes, and private organizations who might have previously expressed or who are known to have an interest in the Proposed Action. Federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues will be requested to act as a Cooperating Agency in accordance with 40 CFR 1501.16.

In coordination with FRA, TxDOT will lead the outreach activities beginning with scoping meetings (dates to be determined). Public involvement initiatives including public meetings, access to a Web site, and outreach will continue throughout the EIS process. Opportunities for public participation will be announced through mailings, notices, advertisements, press releases and a FRA-hosted EIS Web page, accessible at <http://www.fra.dot.gov/Page/P0214>. One or more public hearings will be held after the Draft EIS is released and made available for public and agency review. Public notice will be given for the time and place of public hearings.

Comments or questions concerning the Proposed Action and the scope of the EIS are invited from all interested parties and should be directed to the FRA at the address provided above.

Authority: 42 U.S.C. 4321 *et. seq.*

Issued in Washington, DC, on August 28, 2014.

Corey Hill,

Director, Office of Program Delivery.

[FR Doc. 2014–21173 Filed 9–4–14; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Innovative Public Transportation Workforce Development Program (Ladders of Opportunity Initiative)

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of funding availability.

SUMMARY: The Federal Transit Administration (FTA) announces a Notice of Funding Availability (NOFA) for the Innovative Public Transportation Workforce Development Program Ladders of Opportunity Initiative. FTA will make available approximately \$7.85 million in funds appropriated in Fiscal Year 2013 and Prior Years, in support of this effort. This NOFA solicits proposals

that promote innovative nationally and regionally significant public transportation workforce development models and programs that invest in America’s economic growth and help build ladders of opportunity into the middle class for American workers.

DATES: Complete proposals are due by 11:59 p.m. EDT on November 4, 2014.

ADDRESSES: All proposals must be submitted electronically through the GRANTS.GOV “APPLY” function. All entities intending to apply should initiate the process of registering on the GRANTS.GOV Web site immediately to ensure completion of registration before the submission deadline. Instructions for applying can be found on FTA’s Web site at http://www.fta.dot.gov/grants/13093_3561.html and in the “FIND” module of GRANTS.GOV. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: For specific information regarding the areas of research targeted within this NOFA, please contact Betty Jackson, Workforce Development Program Manager, Office of Research, Demonstration and Innovation, phone: (202) 366–1730, fax: (202) 366–3765, or email: betty.jackson@dot.gov. A TDD is available at 1–800–877–8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

I. Discretionary Program Overview

A. Authority

Section 5322(b) of Title 49, United States Code authorizes FTA’s discretionary Innovative Public Transportation Workforce Development Program, pursuant to which FTA makes grants to transit agencies and other entities to undertake workforce development activities, including those that create employment training programs, increase minority and female employment in transit, conduct research on public transportation and training needs, and provide training and assistance for minority business opportunities. Under this authority, FTA is issuing this funding opportunity for the Innovative Public Transportation Workforce Development, Ladders of Opportunity Initiative. FTA plans to fund nationally or regionally significant public transportation workforce projects that will assist in building ladders of opportunity for American workers to move into the middle class, as well as build the critical skillset needed in the public transportation industry.

B. Policy Priorities

Supporting a highly-skilled transit workforce is critical to maintaining a

Division will solicit and receive qualifications for services as described below:

Airport Sponsor: City of Edinburg South Texas International Airport at Edinburg, TxDOT CSJ No.: 15BPEDNBG. Scope: Prepare and develop a comprehensive five-year airport business plan.

The HUB goal is set at 0%. TxDOT Project Manager is Michelle Hannah.

Interested firms shall utilize the Form AVN-551, titled "Qualifications for Aviation Planning Services". The form may be requested from TxDOT, Aviation Division, 125 E. 11th Street, Austin, Texas 78701-2483, phone number, 1-800-68-PILOT (74568). The form may be emailed by request or downloaded from the TxDOT website at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html>. The form may not be altered in any way. All printing must be in black on white paper, except for the optional illustration page. Firms must carefully follow the instructions provided on each page of the form. Qualifications shall not exceed the number of pages in the AVN-551 template. The AVN-551 format consists of eight 8 1/2" x 11" pages of data plus one optional illustration page. The optional illustration page shall be no larger than 11" x 17" and may be folded to an 8 1/2" x 11" size. A prime provider may only submit one AVN-551. If a prime provider submits more than one AVN-551, that provider will be disqualified. AVN-551s shall be stapled but not bound or folded in any other fashion. AVN-551s WILL NOT BE ACCEPTED IN ANY OTHER FORMAT.

ATTENTION: To ensure utilization of the latest version of Form AVN-551, firms are encouraged to download Form AVN-551 from the TxDOT website as addressed above. Utilization of Form AVN-551 from a previous download may not be the exact same format. Form AVN-551 is a PDF Template.

Please note:

FIVE completed copies of Form AVN-551 **must be received** by TxDOT Aviation Division at 150 East Riverside Drive, 5th Floor, South Tower, Austin, Texas 78704 no later than November 4, 2014, 4:00 p.m. (CDST). Electronic facsimiles or forms sent by email will not be accepted. Please mark the envelope of the forms to the attention of Trudy Hill.

The selection committee will be composed of local government representatives. The final selection by the committee will generally be made following the completion of review of AVN-551s. The committee will review all AVN-551s and rate and rank each. The evaluation criteria for airport planning projects can be found at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html> under Information for Consultants. All firms will be notified and the top rated firm will be contacted to begin fee negotiations. The selection committee does, however, reserve the right to conduct interviews for the top rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

Please contact TxDOT Aviation for any technical or procedural questions at 1-800-68-PILOT (74568). For procedural questions, please contact Trudy Hill, Grant Manager. For technical questions please contact Michelle Hannah, Project Manager.

TRD-201404601
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: October 1, 2014



Notice of Intent to Prepare an Environmental Impact Statement
- Dallas to Fort Worth Core Express Rail Service

The Federal Rail Administration (FRA) and the Texas Department of Transportation (TxDOT) intend to prepare an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the impacts of constructing and operating core express rail service (Proposed Action) proposed by TxDOT. The EIS will evaluate route alternatives for passenger rail for the corridor between Dallas and Fort Worth, which currently has limited passenger rail service. The EIS will evaluate alignments that run near existing rail corridors or existing highway facilities, and other alignments, and will also evaluate the "no build" alternative. The evaluation will assess matters related to construction and operation of the Proposed Action. The study will evaluate several possible technologies for rail service.

FRA and TxDOT invite the public, governmental agencies, and all other interested parties to comment on the scope of the EIS. All such comments should be provided in writing, within ninety (90) days of the publication of this notice, at the address listed below. Comments may also be provided orally or in writing at the scoping meetings. Scoping meeting dates, times and locations, can be found online at <http://www.fra.dot.gov/Page/P0715>. The site also contains information about the Project.

Submit comments to Michael Johnsen, Lead Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Rail Administration, 1200 New Jersey Avenue SE, MS-20, Washington DC 20590, or Michael.johnsen@dot.gov.

For further information, please contact Michael Johnsen, Lead Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Rail Administration, 1200 New Jersey Avenue SE, MS-20, Washington DC 20590, telephone (202) 493-1310, Michael.johnsen@dot.gov; or Melissa Neeley, Director of Project Delivery Management, Environmental Affairs Division of the Texas Department of Transportation, 118 E. Riverside Drive, Austin, Texas 78704, telephone (512) 416-3014, Melissa.neeley@txdot.gov.

TRD-201404599
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: October 1, 2014



Notice of Intent to Prepare an Environmental Impact Statement
- Dallas to Houston High Speed Rail Project

The Federal Rail Administration (FRA) and the Texas Department of Transportation (TxDOT) intend to prepare an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the impacts of constructing and operating a dedicated high-speed rail (HSR) system (Proposed Action) proposed by a private company, Texas Central High-Speed Railway, LLC (TCR). The EIS will evaluate route alternatives for passenger rail for the corridor between Dallas and Houston, which currently has no passenger rail service. The EIS will evaluate alignments that run near existing rail corridors or near existing highway facilities, and other alignments, and will also evaluate the "no build" alternative. The evaluation will assess matters related to construction and operation of the Proposed Action, including the development of rail facilities devoted exclusively to high-speed rail operations.

FRA and TxDOT invite the public, governmental agencies, and all other interested parties to comment on the scope of the EIS. All such comments should be provided in writing, within ninety (90) days of the



II. Newspaper Advertisements

PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL



The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying

a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

Please join us at one of three public scoping meetings to learn more about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment.

For more information about the Dallas / Fort Worth Core Express Service project, please contact Melissa Neeley at Melissa.Neeley@TxDOT.gov, or (512) 416-3014; or visit TxDOT.gov and search "DFW Core Express."

Join us to discuss this important project!

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting.

Tuesday, November 18, 2014

4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room
1001 Jones Street, Fort Worth, TX 76102

Wednesday, November 19, 2014

11 a.m. - 2 p.m. (12:30 p.m. presentation)
North Central Texas Council of Governments
Transportation Council Room
616 Six Flags Drive, Arlington, TX 76005

Thursday, November 20, 2014

4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
J. Erik Jonsson Central Library (Downtown)
First Floor Auditorium
1515 Young Street, Dallas, TX 75201

www.TxDOT.gov
Keyword Search: DFW Core Express



JUNTAS PÚBLICAS



Tren de alta velocidad en Dallas-Fort Worth

El Departamento de Transporte de Texas (TxDOT) y la Administración Federal de Ferrocarriles (FRA) están estudiando una propuesta para un tren de pasajeros de alta velocidad entre Fort Worth y Dallas. El proyecto considerará alineamientos potenciales de las vías, ubicaciones de las estaciones y mucho más.

Por favor acompáñenos en una de las tres juntas públicas

de acercamiento a la comunidad para aprender más sobre el proyecto y compartir cualquier otro tema de interés que debería ser considerado en la declaración de impacto ambiental del proyecto.

Todas las juntas abarcarán los mismos temas y seguirán el mismo formato: una casa abierta con información pública seguida de una pequeña presentación y oportunidad para declarar comentarios.

Para obtener más información sobre el proyecto de servicio exprés para el núcleo de Dallas/Fort Worth, por favor comuníquese con Melissa Neeley al correo electrónico Melissa.Neeley@TxDOT.gov o al (512) 416-3014. También puede ir a TxDOT.gov y busque "DFW Core Express".

¡Acompáñenos a discutir este proyecto importante!

Si usted o alguien que conoce tiene una necesidad especial de comunicación, como servicio de traducción en su idioma, o alojamiento por favor comuníquese con el contacto de TxDOT que se proporciona anteriormente 48 horas antes de la junta.

Martes, 18 de noviembre de 2014

de 4:30 p.m. a 7:30 p.m. (la presentación comienza a las 6:00 p.m.)

Centro de transporte intermodal de Fort Worth
segundo piso en la sala para reuniones comunitarias
1001 Jones Street, Fort Worth, TX 76102

Miércoles, 19 de noviembre de 2014

de 11:00 a.m. a 2:00 p.m. (la presentación comienza a las 12:30 p.m.)

en las oficinas del Consejo de Gobiernos de Norte Central de Texas
en la sala del consejo de transporte
616 Six Flags Drive, Arlington, TX 76005

Jueves, 20 de noviembre de 2014

de 4:30 p.m. a 7:30 p.m. (la presentación comienza a las 6:00 p.m.)

librería central J. Erik Jonsson, en downtown
el auditorio en el primer piso
1515 Young Street, Dallas, TX 75201

www.TxDOT.gov
Palabra clave para
la búsqueda: DFW Core Express



DFW CORE EXPRESS

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

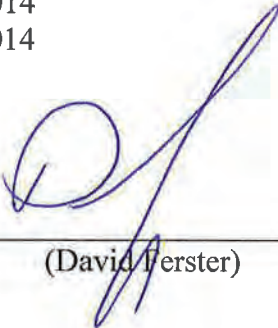
COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared David Ferster, Advertising Representative for the AIDia, being duly sworn by oath, states the attached advertisement of:

PUBLIC INFORMATION ASSOCIATES

as published in the AIDia on:

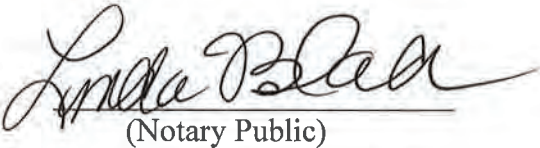
November 08, 2014
November 15, 2014



(David Ferster)

Sworn to and subscribed before me this

November 17, 2014



(Notary Public)



7A - AL DIA EDICIÓN DE FIN DE SEMANA 16/11/2014

estados unidos

BREVES

Papa considera viajar a Nueva York en el 2015
Naciones Unidas — El embajador del Vaticano ante Naciones Unidas instó fuertemente que el papa Francisco visitara Nueva York el año entrante y hubilara ante la Asamblea General de las Naciones Unidas, ya que el 70mo aniversario del organismo mundial sería "el momento ideal".



REUTERS/BOISALUP

El arzobispo Bernardito Auza, observador permanente de la Santa Sede ante la ONU, dijo que "si el papa va a Filadelfia, tiene que venir a Nueva York".

En agosto, el pontífice dijo que deseaba visitar Estados Unidos en el 2015 y que le gustaría ir a Filadelfia para una marcha en pro de los valores familiares. Añadió que había recibido invitaciones del presidente Obama y del Congreso.

México con ébola será tratado en Nebraska
Nueva York — Un cirujano que trabaja en Sierra Leona, en el oeste de África, fue diagnosticado con ébola y será trasladado

El papa Francisco saluda a fieles católicos en la Plaza de San Pedro.

do el sábado en avión a Estados Unidos para ser tratado, dijo una fuente del gobierno federal. El médico, Martín Salia, será atendido en el Centro Médico Nebraska en Omaha, añadió.

El cirujano, de 44 años, es ciudadano de Sierra Leona pero vive en Maryland y es residente permanente de Estados Unidos, según la fuente, que pidió no ser identificada ya que no está autorizada a revelar la información.

El doctor será el tercer pa-

ciente de ébola en el hospital de Omaha y el décimo en Estados Unidos. El último caso, el médico Craig Spencer, fue dado de alta de un hospital de Nueva York el martes.

Salia es un cirujano que habría estado trabajando en el Hospital Metodista Kissy United de la capital de Sierra Leona, Freetown, según la fuente familiarizada con el caso. Empezó a mostrar síntomas del virus el 6 de noviembre.

ASSOCIATED PRESS

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¡INGRESE SU INFORMACIÓN EN EL SIGUIENTE CUPÓN Y TRÁIGALO SÓLO A LA TIENDA DE EL RANCHO UBICADA EN FARMERS BRANCH, HASTA EL 23 DE NOVIEMBRE Y TENDRÁ LA OPORTUNIDAD DE GANARSE UN CRUCERO NORWEGIAN SKY CON TODOS LOS GASTOS PAGOS!

2770 Valwood Parkway, Farmers Branch
(En recepción por semana, por favor)

Nombre: _____ Ciudad: _____ Estado: _____ Zip: _____
 Dirección: _____ Teléfono: _____
 Email: _____

El cupón se valida hasta el 23 de noviembre, 2014.

The Law Offices of Maduforo & Osimiri, P.L.L.C.

214-267-0103 Línea disponible 24 horas, 7 días a la semana

Abierto los fines de semana con cita
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Desde \$146,000

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- Dallas
- Seagoville
- Forney
- Denton
- Rockwall
- Royse City

Múdese pagando únicamente ***\$1,000**

Cuotas mensuales desde:
\$1,100 por 3 recámaras
\$1,200 por 4 recámaras
\$1,350 por 5 recámaras

* Incluye impuestos, seguro y cuota mensual
 Debe tener número de Seguro Social válido

Comuníquese con **Alberto Esquinazi, hoy mismo al 972.989.7391**

www.robbehalehomes.com

JUNTAS PÚBLICAS

Tren de alta velocidad en Dallas-Fort Worth

El Departamento de Transporte de Texas (TxDOT) y la Administración Federal de Ferrocarriles (FRA) están estudiando una propuesta para un tren de pasajeros de alta velocidad entre Fort Worth y Dallas. El proyecto considerará alineamientos potenciales de las vías, ubicaciones de las estaciones y mucho más.

Por favor acompañenos en una de las tres juntas públicas de acercamiento a la comunidad para aprender más sobre el proyecto y compartir cualquier otro tema de interés que debería ser considerado en la declaración de impacto ambiental del proyecto.

Todas las juntas abarcarán los mismos temas y seguirán el mismo formato: una casa abierta con información pública seguida de una pequeña presentación y oportunidad para declarar comentarios.

Para obtener más información sobre el proyecto de servicio expés para el núcleo de Dallas/Fort Worth, por favor comuníquese con Melissa Neeley al correo electrónico Melissa.Neeley@txdot.gov o al (512) 416-3014. También puede ir a txdot.gov y busque "DFW Core Express".

¡Acompañenos a discutir este proyecto importante!

Si usted o alguien que conoce tiene una necesidad especial de comunicación, como servicio de traducción en su idioma, o alojamiento por favor comuníquese con el contacto de TxDOT que se proporciona anteriormente 48 horas antes de la junta.

www.txdot.gov
 Palabra clave para la búsqueda: DFW Core Express

7A - AL DÍA EDICIÓN DE FIN DE SEMANA 9/11/2014 +

BREVES

Nueva impugnación a ley de seguro de salud

Washington — La Corte Suprema aceptó el viernes escuchar una nueva impugnación a la ley del seguro de salud del presidente Barack Obama. Los magistrados dijeron que decidirán si la ley autoriza los subsidios que ayudan a millones de personas de bajos o medianos ingresos a pagar las primas del seguro de salud. Una corte federal de apelaciones ratificó las normas del Servicio de Recaudación de Impuestos que admiten los créditos impositivos bajo la Ley de Protección al Paciente y Ciudadanía de Salud Asegurable para los consumidores. Los opositores de la ley aseguran que los subsidios son ilegales. La prolongada campaña legal y política para derogar la ley llega así por segunda vez a la Corte Suprema. En el 2012 los jueces ratificaron los aspectos centrales de la

ley por mayoría de 5-4 con el apoyo del presidente de la corte, John Roberts.

Aumenta el empleo pero salarios siguen estancados

Washington — Tres días después de que los votantes expresaron frustración sobre el ritmo de la economía, el gobierno informó que los empleados agregaron 214,000 empleos en octubre, una cifra robusta que confirma el ritmo más saludable que haya registrado la contratación en ocho años. El Departamento del Trabajo agregó que en agosto y septiembre se generaron 31,000 puestos de empleo más de lo calculado. Las nuevas cifras demuestran que se han creado por lo menos 200,000 puestos en nueve meses consecutivos, el periodo más largo de creación de empleos desde 1995. La explosión en la contratación bajó la tasa de desempleo, del 5.9% a 5.5%, la tasa más

baja desde julio del 2008. Sin embargo, la paga promedio por hora de los trabajadores aumentó sólo ligeramente, un punto débil en el informe. Los votantes identificaron a la economía como su principal preocupación. Eso indica que muchos aún no han sentido una mejora económica. El ritmo lento de crecimiento salarial es un factor probable. El salario promedio por hora subió 3 centavos en octubre a \$24.57. Eso es sólo un 2% más alto que el salario medio hace 12 meses y apenas supera la tasa de inflación de 1.7%. "Aunque el mercado laboral está mejorando y en muchos aspectos ya se ha curado, el poder de negociación de los empleados sigue siendo prácticamente inexistente", afirmó Dan Greenhaus, analista de la firma de corretaje BTIG LLC, en una nota de investigación. ASSOCIATED PRESS

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JUNTAS PÚBLICAS

Tren de alta velocidad en Dallas-Fort Worth

El Departamento de Transporte de Texas (TxDOT) y la Administración Federal de Ferrocarriles (FRA) están estudiando una propuesta para un tren de pasajeros de alta velocidad entre Fort Worth y Dallas. El proyecto considerará alineamientos potenciales de las vías, ubicaciones de las estaciones y mucho más.

Por favor acompáñenos en una de las tres juntas públicas de acercamiento a la comunidad para aprender más sobre el proyecto y compartir cualquier otro tema de interés que debería ser considerado en la declaración de impacto ambiental del proyecto.

Todas las juntas abarcarán los mismos temas y seguirán el mismo formato: una casa abierta con información pública seguida de una pequeña presentación y oportunidad para declarar comentarios.

Para obtener más información sobre el proyecto de servicio exprés para el núcleo de Dallas-Fort Worth, por favor comuníquese con Melissa Neeley al correo electrónico Melissa.Neeley@TXDOT.gov o al (512) 416-3014. También puede ir a TXDOT.gov y busque "DFW Core Express".

¡Acompáñenos a discutir este proyecto importante!

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Monetta Harrison, Advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of:

PUBLIC INFORMATION ASSOCIATES

Was published in the Dallas Morning News on:

November 5, 2014
November 12, 2014


(Monetta Harrison)

Sworn to and subscribed before me this

November 13, 2014


(Notary Public)



New Ebola travel rules based on risk

'Vital Lessons: How Dallas Confronted the Ebola Challenge'

What are the myths and facts about Ebola? How do public officials respond when the virus emerged in Dallas, and what could come next? Join the conversation as *The Dallas Morning News* presents a public forum on the Ebola crisis, 6:30 to 8 p.m. Wednesday at the University of Texas at Dallas, Edith O'Donnell Arts and Technology Building, Lecture Hall, 800 W. Campbell Road, Richardson.

Registration required at vitallessons.com/

Vital Lessons panels include **Dr. Anthony Griffiths**, associate scientist, Texas Biomedical Research Institute; **Dr. Robert Haley**, professor, UT Southwestern; **Clay Jenkins**, Dallas County judge; **Dr. David Lacey**, commissioner, Texas Department of State Health Services; **Laura Macchia**, mayor of Richardson; **Mike Miles**, Dallas ISD superintendent; **Dr. William Sullivan**, chief of infectious disease, Baylor Scott & White, North Texas Division; **Dr. Cedric Spahn**, infectious disease specialist, Baylor University Medical Center; **Zachary Thompson**, director, Dallas County Health and Human Services; and **Dr. Daniel Varga**, chief clinical officer, Texas Health Resources.

Continued from Page 1B
as well as public confidence," he said.

One key difference between Texas' guidelines and federal rules involves those who have "some risk" of an Ebola infection but no symptoms. The state suggests they self-quarantine but does not make it mandatory.

The task force does not support routine quarantine for individuals at some risk (but) restrictions on public interactions and exposure were justified," Glavin said. "The recommendation is based on numerous factors, including uncertainties of exposure and appropriate personal protective equipment while in Africa, and the risks of first becoming ill in a highly public place."

The nation's first Ebola diagnosis occurred in Dallas in Sept. 30, involving a man visiting from Liberia. Thomas Eric Duncan died Oct. 8 at Texas Health Presbyterian Hospital. Subsequently, nearly 50 people who had contact with him were monitored for Ebola symptoms for 21 days. An additional 76 people were monitored after having contact with him at Presbyterian.

Two hospital nurses who cared for Duncan became infected but recovered from the disease. Fifty-three people who had contact with the nurses are still being monitored, according to the Centers for Disease Control and Prevention. Their 21-day incubation period ends this week.

EBOLA WATCH UPDATES. SCIENCE. POLICY.

BY THE NUMBERS

- 53 People being monitored in Dallas as of Monday
- 124 People who have completed monitoring and shown no signs of the disease as of Monday
- 15,567 Cases worldwide as reported by the World Health Organization through Friday
- 4,980 Deaths worldwide as reported by the World Health Organization through Friday
- 8 Cases treated in the U.S.
- 1 Death in the U.S.

Zachary Thompson, director of Dallas County Health and Human Services, said he welcomed the new guidelines, which will be enforced equally for anyone who is exposed to the Ebola virus.

"The science has to drive it," he said. "But there also has to be public confidence in what's going on."

Last month, Dallas County got a "control order" against

four people who were exposed to Duncan, requiring them to stay inside their apartment. The state also got a court order to quarantine a homeless man who had ridden in the ambulance after it transported Duncan to Presbyterian. The man had twice failed to show up for his temperature reading.

"I'm happy that we have some kind of monitoring process for people who are exposed to the virus," Thompson said Tuesday. "We come a long way from where we were when all this started."

The state's new rules define four categories of contact with Ebola-infected patients and the follow-up required for each group:

- High-risk exposure:** Anyone who has come into contact with the bodily fluids of a person infected with Ebola, including health care workers, if not asymptomatic upon arrival in Texas, the person would be met at the airport by a public health worker for a temperature reading. Twice-daily readings are taken for 21 days and a control order could be issued, requiring quarantine in home.
- Some risk exposure:** A

person having direct contact with an Ebola patient while wearing the appropriate personal protective equipment. Public health workers meet such a person at the airport for a temperature reading. Twice daily the person's temperature is taken for 21 days. Use of public transportation is not allowed, but visitors are permitted. Health care workers are not allowed near patients. Self-quarantine is suggested but not mandatory.

- Low — but not zero — risk exposures:** A person traveling from a country where the Ebola virus is spreading widely and may have had exposure to someone who later developed the disease. Health authorities are notified and in-home visits take place within 12 hours. Twice-daily temperatures must be taken for 21 days, but people may leave home.
- No identifiable risk of exposure:** A person who had contact with an asymptomatic person who had Ebola disease. No monitoring is required.

Staff writer Jeffrey Weiss contributed to this report.

PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

Please join us at one of three public scoping meetings to learn more about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comments.

For more information about the Dallas / Fort Worth Core Express Service project, please contact Melissa Nealey at Melissa.Nealey@TXDOT.gov, or (512) 416-3014, or visit TXDOT.gov and search "DFW Core Express."

Join us to discuss this important project!

If you are unable to attend, please request special accommodations such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting.

www.TxDOT.gov
Keyword Search: DFW Core Express

Tuesday, November 18, 2014
6:30 a.m. - 7:30 p.m. (6 p.m. presentation)
Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room
1001 Gene Steves, Fort Worth, TX 76102

Wednesday, November 19, 2014
11 a.m. - 2 p.m. (12:30 p.m. presentation)
North Central Texas Council of Governments
Transportation Council of Region
616 Six Flags Drive, Arlington, TX 76010

Thursday, November 20, 2014
4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
J. Erik Jonsson Central Library (Downstairs)
First Floor Auditorium
1515 Young Street, Dallas, TX 75201

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PUBLIC MEETINGS

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Keyword Search: DFW Core Express



GENERAL AFFIDAVIT

As a business in the county Dallas within the state of Texas,
James A. Washington personally approached me, the undersigned Notary, and
made his/her sworn testimony in a general affidavit, that the following statement is
completely factual and true to the best of his/her belief and knowledge.

Statement:

The Dallas Weekly on November 13, 2014 published Ad Caption: **Public Meeting: Dallas/Ft
Worth High Speed Rail**

Affiant Signature: James A Washington
Date Signed: the 13th of November 20 14

Sworn and subscribed to before me on this day, 13th of November 20 14



Notary Public

www.letstrefadigital.com

Semana del 8 al 14 de noviembre de 2014 | 3A

la estrella encasa

LOCALES NACIÓN

Impulsan farmacia sin fines de lucro para ayudar a pacientes

Buscan disminuir el peso financiero de las medicinas

POR CAROLINA GUZMÁN RINCÓN ESPECIAL LA ESTRELLA EN CASA

DALLAS — Ivette Barrera, médica de 41 años y residente de Dallas, tiene que tomar a diario unas 10 píldoras por órdenes médicas. Los doctores pretenden combatir así la diabetes tipo 2, los altos niveles de colesterol en la sangre y la infertilidad que la aqueja.

Según ella misma dice, el mayor problema no es la cantidad de medicamentos que debe ingerir, sino también el impacto financiero que esto provoca en la familia.

"Fácilmente me gasto entre 100 y 200 dólares al mes si como la versión genérica de las medicinas. Esa cantidad es mucho mayor si adquiero los medicamentos de marca que son mucho más caros", nos dijo.

La realidad de esta mujer refleja la de muchos otros latinos en Texas, el estado que cuenta con los mayores índices de obesidad y diabetes, según el Instituto de Investigaciones para la Promoción de la Salud del Centro de Ciencias de la Salud de la University of Texas en San Antonio, cuyo informe fue dado a conocer en el 2013.

Tomando en cuenta estas estadísticas, y sumando los problemas financieros, estos legal y falta de un seguro médico a los que se enfrentan los hispanos en el país, Michael Holmes cruzó, en el 2010, Rx Outreach, una farmacia sin fines de lucro que provee prescripciones médicas a pacientes de bajos recursos que no cuentan con un seguro médico o que tienen un seguro de baja cobertura.

"La farmacia comenzó en marzo del 2010 gracias a una subvención financiera, desde entonces hemos estado creciendo y ahora somos la única farmacia de pedido por correo que tiene licencia para operar en los 50 estados del país, incluyendo Puerto Rico y las Islas Vírgenes", declaró Janet Domínguez, directora de Relaciones Públicas de la compañía.

La empresa, que es sin fines de lucro, no entrega los medicamentos de forma gratuita, pero sí los ofrece a precios sumamente económicos.

"Imagínate que tu familia de cuatro depende únicamente de tu sueldo, el cual sólo es suficiente para cubrir los gastos básicos: la renta, el gas, la despensa y cuidado para tus niños. Un día te sienten mal y visitas al doctor y te recetan un remedio que está fuera de tu alcance. ¿Qué haces, pagas la renta o la medicina?", explica Domínguez.

Según Domínguez, la misión de Rx Outreach es traer alivio a las familias como la de Barrera, que tienen que escoger, algunas veces, entre pagar los gastos generales o las medicinas necesarias para mantener un nivel de salud óptimo.

"Lo que hacemos en Rx Outreach, es darle al paciente las medicinas casi al costo, es decir, al precio que nos sale a nosotros", recalzó Domínguez.

También explicó que, toda persona que tenga ingresos debajo del nivel federal califica para ser cliente de ellos. Por ejemplo, para una persona soltera el equivalente serían \$35,011 o menos al año y para una familia de cuatro miembros sería \$71,550 o menos.

"Nosotros confiamos en la información que la gente nos proporciona, no tenemos manera de verificar si los datos son ciertos. No checamos crédito, tampoco estamos social. No es requisito tener seguro médico tampoco", apuntó.

Acerca de Rx Outreach
Esta es su dirección: 1001 Jones Street, Suite 100, Dallas, TX 75202. Teléfono: (214) 416-3014. En la Red: www.rxoutreach.com

suministros para 30 y hasta 180 días por 18 dólares, de acuerdo al medicamento prescrito. En 2013, la farmacia ayudó a pacientes a ahorrar un promedio de 800 dólares al año.

Es menester recalcar que las medicinas se entregan por correo y se toma entre tres y cinco días distribuir las dependiendo del estado en el que vive. También pueden enviar los medicamentos a la clínica en la que se atiende la persona.

"La manera como se trabaja aquí es que la persona aplica, una vez que es aceptada sólo tiene que hacer su pedido y pagar, bien sea por correo, por teléfono o a través de la Internet. No necesitas ser miembro, no se cobran cuotas ni nada de eso", recalzó Domínguez.

"Mucha gente piensa que esto es muy bueno para ser verdad, pero nosotros no estamos para estar a nadie. Yo los invito a que prueben y que verifiquen cada dolo en nuestra página de la Internet, ahí tenemos testimonios de gente a la que hemos ayudado", enfatizó.

La mayoría de los medicamentos que distribuye la farmacia están relacionados con enfermedades cardiovasculares y de diabetes. Sin embargo, hay medicinas para las alergias, infecciones virales, asma, osteoporosis, ansiedad, entre muchos otros medicamentos.

Domínguez informó que hasta ahora cuentan con una lista de 150 medicinas con más de 500 dosis diferentes, pero la compañía trabaja para engrosar el inventario.

Cabe destacar que la farmacia ofrece sus servicios en inglés y español y cuenta con una lista de farmacéuticos profesionales que lo pueden ayudar con sus dudas.

Obama entrega al Congreso 64,280 documentos de la operación 'Rápido y Furioso'

JOSÉ LÓPEZ ZAMORANO NOTIMEX

WASHINGTON — La administración Obama entregó al Congreso 64,280 documentos sobre la polémica operación Rápido y Furioso, en respuesta a una orden judicial, informó el Comité de Supervisión de la Cámara de Representantes.



ACTO DE ENTREGA DE DOCUMENTOS POR BARACK OBAMA.

El presidente del Comité, el republicano Darrell Issa, sostuvo que la entrega de la documentación representa la admisión de que el Departamento de Justicia nunca debió evaluar su entrega al legislativo estadounidense.

"Dos terceras partes de los documentos que el Departamento de Justicia retuvo del Congreso han mostrado estar fuera del alcance del privilegio ejecutivo", añadió.

El presidente Barack Obama invocó en su momento el privilegio ejecutivo para limitar la cantidad y alcance de los documentos que el gobierno federal estaba dispuesto a entregar al Congreso en relación con la pasadisa de la Cámara de Representantes.

La operación Rápido y Furioso fue conducida de 2006 a 2011 por la Oficina de Asesoría y Asistencia de Inteligencia y Permisos de Armas de Estados Unidos a México.

En agosto pasado, la jueza federal de la Corte de Distrito, Amy Berman Jackson, ordenó al Departamento de Justicia la entrega de la lista de documentos privilegiados sobre la polémica operación.

La orden judicial obligó al procurador federal a entregar los documentos del operativo que no son considerados como protegidos por el privilegio ejecutivo, a fin de que sean evaluados por el Comité de Supervisión de la Cámara Baja.

El año pasado la propia jueza Berman Jackson rechazó una petición del procurador Eric Holder, quien dejó el cargo en breve, para anular la demanda del Comité de Supervisión para la entrega de documentos relacionados con la operación.

Aunque un reporte separado del Inspector General exoneró a Holder de cualquier responsabilidad, hizo sin embargo críticas a tres altos funcionarios: el ex subprocurador Gary Gindler, el procurador adjunto Lanny Breuer y el subprocurador adjunto Jason Weinstein.

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JUNTAS PÚBLICAS

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www.TxDOT.gov
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U.S. Department of Transportation
Federal Railroad Administration
New Mexico Department of Transportation

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Semana del 15 al 21 de noviembre de 2014 | 7A

la estrella encasa

GENTE

Suma su voz a la protesta

Cuarón hace a un lado el cine para hablar sobre la desaparición de los normalistas

POR RAFAEL MATHUS
AGENCIA REFORMA

NUEVA YORK — Lejos de iguala, en la entrada del Museo de Arte Moderno de Nueva York (MoMA), Alfonso Cuarón y Guillermo del Toro dejaron de lado el cine y se sumaron a la protesta de la sociedad mexicana por la desaparición de los 43 normalistas de Ayotzinapa.

Cuarón, el primer realizador latino en recibir el Oscar como Mejor Director por su película *Gravity*, fue homenajeado en la cena de gala que el MoMA organiza para recaudar fondos para la preservación de grandes trabajos cinematográficos.

Pero el evento fue eclipsado por los normalistas de Guerrero.

"Un evento que debe ser un gran festejo está ensombrecido por los eventos que han sucedido en el último mes en México, la desaparición de 43 normalistas y lo que esto ha puesto en evidencia, un problema sistémico donde en el mejor de los casos hay una apatía y una ineptitud de parte de las autoridades y, en el peor de los casos, hay una coalición", dijo Cuarón.

A su lado lo secundó Del Toro, quien también alzó su voz.

"Hay una violación de los derechos humanos cotidiana en México que está sucediendo de manera invisible. La situación de estos 43 estudiantes abrió un montón de cosas comunes."

"Y es dolorosísimo para nosotros ver los caminos que son las respuestas de siempre, las respuestas que buscan terminar un diálogo que va a tener que continuar de la manera más agresiva, pero más auténtica hasta que realmente lleguen las respuestas que tienen que llegar", afirmó Del Toro.

Ambos directores aprovecharon la tribuna de la gala del MoMA para sumar su voz a la protesta de la sociedad mexicana.

"Creo que mi voz es irrelevante."



Cuarón en el homenaje que le hizo el Museo de Arte Moderno de NY para protestar.

"No me interesa hablar de lo otro (de cine), porque nos queremos sumar a esta sociedad que está tomando estos foros para hablar de la importancia de este asunto (los 43 normalistas desaparecidos de Ayotzinapa). Todo esto, todo esto está ensombrecido"

Alfonso Cuarón, cineasta

Creo que la voz relevante es la de una sociedad que se ha manifestado de una manera muy firme y es una voz que está resonando en el resto del mundo", agregó Cuarón.

El multipremiado director incluso se ofusó cuando se le hicieron preguntas de cine. Afirmó que no valía la

pena hablar de eso cuando ocurrir lo que ocurriría en México.

Dijo, citando a alguien que no identificó, que "en su bastero se encontraron los restos carbonizados de la credencial del Estado mexicano".

Fese a la insistencia, se pegó a hablar de cine en la entrada del museo, antes de la cena que le brindaría la institución.

Del Toro, quien no se le despegó a su amigo, reclamó una mejor reacción del gobierno mexicano.

"Es importantísimo que la gente en el poder entienda que los ojos del mundo están mirando hacia México y que de la reacción que tengamos de parte de ellos, porque el pueblo está desolado, está indignado, está harto, de su reacción dependerá muchísimo", apuntó el realizador de *Pitones del Pacífico*.



La cantante Laura Pausini lamenta lo ocurrido con los 43 normalistas en Guerrero.

Duele a Pausini caso Ayotzinapa

POR MARIO ALBERTO CABRERA
AGENCIA REFORMA

MÉXICO, DF — La cantante Laura Pausini aseguró que le duele la situación de los 43 estudiantes normalistas en Guerrero.

"Desafortunadamente en el mundo hay muchos lugares donde se viven estas desgracias. Lo siento muchísimo. Me siento muy cercana a la familia y los amigos de los chicos que han desaparecido, esperando que pueda resolverse muy pronto todo lo que está pasando", expresó en entrevista vía telefónica.

La intérprete italiana ha pasado más tiempo en México desde que tuvo que venir a grabar *La Voz*, México, programa desde su coach. Pausini se presentará en la Arena Ciudad de México el 25 de noviembre y adelantó que sus conciertos serán más grandes en comparación con sus antiguas presentaciones, pues hará un recorrido musical por sus más de 20 años de trayectoria. "Estará acompañada por bailarinas y una gran cantidad de músicos, pero las canciones serán el principal atractivo. He invitado a todos los chicos de mi equipo (de *La Voz*) a algunas de las fechas que tengo pactadas".



El cantante y actor Pedro Fernández presentó su álbum *Hasta el fin del mundo*, primer material como productor.

Se estrena como un productor de discos

NOTIMEX

MÉXICO — El cantante y actor Pedro Fernández presentó su reciente álbum *Hasta el fin del mundo*, primer material que él mismo produce y en el que incluye cinco temas de su autoría.

"Es un disco que me llena de ilusiones y esperanzas, tiene un plus muy importante para mí, es el primer disco que produzco, pues el anterior fue una coproducción. Me motiva ver terminado el proyecto que nació desde hace algunos meses", declaró el ganador del Grammy Latino, en conferencia de prensa.

Hasta el fin del mundo, *Si tuviera que decirlo*, *Acórcieme el corazón*, *Hoy en esta noche* y *Felis* son temas que así siempre voy a continuar", expresó.

Además, aclaró que no tiene ningún problema con Televisa por haber salido de la telenovela. "Fue un acuerdo, mi relación con Televisa siempre ha sido con los mejores términos, muy respetuosos, mi carrera ha tenido que ver con la empresa, de tal manera que así siempre voy a continuar", expresó.

Revelan que Williams sufría de demencia

AGENCIA REFORMA

MÉXICO, DF — Documentos de la corte sobre el fallecimiento de Robin Williams revelaron que el actor, quien fue encontrado muerto en agosto, sufría de una condición llamada demencia de cuerpos de Lewey.

De acuerdo con Daily Mail, se cree que el suicidio de Williams pudo haber sido causado por esta enfermedad degenerativa, al alterar las funciones normales de su cerebro.

Puentes relacionadas a la familia del fallecido le comunicaron a TMZ que creen que este padecimiento fue un factor clave que lo orló a quitarse la vida.

La demencia de cuerpos de Lewey provoca síntomas como alucinaciones, problemas de atención y dificultades para reconocer a amigos y familiares, reportó el portal.

Anteriormente, Susan Schneider, esposa del comediante, reveló que Williams también luchaba contra un paciente diagnóstico de mal de Parkinson.

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de la Ciencia Cristiana

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JUNTAS PÚBLICAS

Tren de alta velocidad en Dallas-Fort Worth

El Departamento de Transporte de Texas (TxDOT) y la Administración Federal de Ferrocarriles (FRA) están escuchando una propuesta para un tren de pasajeros de alta velocidad entre Fort Worth y Dallas. El proyecto considerará alineamientos potenciales de líneas, ubicaciones de las estaciones y mucho más.

Por favor acompáñenos en una de las tres juntas públicas de sacramento a la comunidad para aprender más sobre el proyecto y compartir cualquier otro tema de interés que debería ser considerado en la declaración de impacto ambiental del proyecto.

Todas las juntas abarcarán los mismos temas y seguirán el mismo formato: una casa abierta con información pública seguida de una pequeña presentación y oportunidad para declarar comentarios.

Para obtener más información sobre el proyecto de servicio expés para el núcleo de Dallas-Fort Worth, por favor comuníquese con Melissa Weesly al correo electrónico Melissa.Weesly@txdot.gov o al (512) 416-3014. También puede ir a TxDOT.gov y buscar "DFW Core Express".

Martes, 18 de noviembre de 2014
de 4:30 p.m. a 7:30 p.m. (la presentación comienza a las 6:00 p.m.)
Centro de transporte intermodal de Fort Worth segundo piso en la sala para reuniones comunitarias 1001 Jones Street, Fort Worth, TX 76102

Miércoles, 19 de noviembre de 2014
de 11:00 a.m. a 2:00 p.m. (la presentación comienza a las 12:30 p.m.)
en las oficinas del Consejo de Gobiernos de Norte Central de Texas en la sala del consejo de transporte 616 Six Flags Drive, Arlington, TX 76005

Jueves, 20 de noviembre de 2014
de 4:30 p.m. a 7:30 p.m. (la presentación comienza a las 6:00 p.m.)
librería central J. Erik Jonsson, en downtown el auditorio en el primer piso 1515 Young Street, Dallas, TX 75201

¡Acompáñenos a discutir este proyecto importante!

Si usted o alguien que conoce tiene una necesidad especial de Comunicación, como servicio de traducción en su idioma, o alojamiento por favor comuníquese con el contacto de TxDOT que se proporciona anteriormente 48 horas antes de la junta.

www.TxDOT.gov
Palabra clave para la búsqueda: DFW Core Express

U.S. Department of Transportation
Federal Railroad Administration

Tarrant & Texas



The Southlake Police Honor Guard performs a rifle salute. Star-Telegram/Kristen Braxton

Veterans

Continued from B1

cluding active military members. Parade participants marched from La-Grave Field at about 10:30 a.m. and traveled south along North Main Street to downtown Fort Worth. Mayor Betsy Price spoke

during the opening ceremonies in Sundance Square Plaza, telling veterans, "Today is your day." "We are thankful for what you gave," Price said. The parade featured several local high school bands, including those representing Arlington Heights, Southwest and Wyatt high schools. More than 3,000 students in Junior ROTC programs from

the Fort Worth, Burleson, Crowley and Keller school districts marched in the parade, as did at least 30 veteran organizations. Tuesday's festivities commemorated the 100-year-old national anthem, The Star-Spangled Banner. Showing thanks was a strong theme among spectators. Many veterans and active-duty personnel

were stopped and thanked by strangers who offered handshakes. "I always come out to celebrate the living and the dead veterans," said Marty Beeman, a 57-year-old Army veteran. "We wouldn't be here if it weren't for veterans."
Diane Smith, 807-390-7675
Twitter: @dianesmith1

Betting

Continued from B1

chines and would essentially bring a form of casino-style gambling to the state. Two lawsuits were filed — one in Tarrant County by state Rep. Matt Krause, R-Fort Worth, who said commissioners lacked the authority to allow the machines, and one in Travis County by a coalition of charitable bingo groups that said the machines might run them out of business. The Fort Worth lawsuit

was dismissed. But state District Judge Lori Livingston in Austin ruled Monday that the commission exceeded its authority and that such decisions should be left to the Legislature. "I was very disappointed in the judge's ruling, but I respect the legal process," said Robert Schmidt, a local orthopedic surgeon who heads the commission. "The commission will review their options moving forward as we look over the judge's decision during the next several days."

Mixed opinions The commission received a petition this year from

those who race and breed horses in Texas, asking for a rule change to allow betting on historical races. The agency received more than 13,000 responses on the issue. A handful came from conservative Texas lawmakers; the majority came from horsemen and women who want to see Texas allow the machines at racetracks. Historical racing is the replaying of past races on machines with sounds and symbols similar to slot machines.

Unlike slots in traditional casinos, the payoff of racing machines is tied to historical race results. No information such as

horse names, dates and tracks is included that could help players identify the winners in advance. Attorneys representing the bingo industry cheered this week's ruling. "Had these slot machines been allowed to be implemented, bingo would have been devastated," Steve Bresnen, a spokesman for the coalition, told the media. "We appreciate the judge's decision." Lawmakers approved state-regulated bingo in 2013 to raise money for Texas charities, which have received more than \$1 billion through the game, a report shows.

Supporters of historical racing are looking ahead to the next step. "We will see what happens with this," Elliot said. "Then we will sit back and evaluate how we can help. Part of the issue is the horse industry and what they want to do." "Our position has al-

ways been that we support the horsemen?" **Local reaction** Krause sued this year asking for a restraining order against the commission and challenging the machines, saying commissioners didn't have authority to allow them. Even though state District Judge David Evans also believed that commissioners lack authority to allow the machines, he said in his ruling that he had to dismiss the case because Krause had no right to intervene. Krause said he feels justified with the latest ruling. "It vindicates our initial lawsuit," he said. "Now we've had judges in Tarrant County and Travis County say the Texas Racing Commission was acting outside of its authority."

"From a legal and constitutional point, we were right."

Krause said he's considering filing a bill next session that will make sure lawmakers have the right to address situations when they believe that state agencies and boards have exceeded their authority. "I'm considering filing legislation to give lawmakers authority to have standing in this type of case," he said. "It's all very preliminary."

Moving forward? Racing Commission officials have declined to talk about the issue in detail because of the pending court case. But they have said they believed they had the authority to allow the machines, even though some conservative lawmakers asked them to not move forward with the proposal. The commission is scheduled to meet next on Dec. 16, spokesman Robert Elrod said. To add historical racing machines at Texas tracks, owners must apply to the commission for a permit to use historical racing. If allowed to proceed, the commission will review each request — and each proposed game for any approved tracks — case by case, Elrod has said.

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PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

Tuesday, November 18, 2014
 4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
 Fort Worth Intermodal Transportation Center
 Second Floor Community Meeting Room
 1001 Jones Street, Fort Worth, TX 76102

Wednesday, November 19, 2014
 11 a.m. - 2 p.m. (12:30 p.m. presentation)
 North Central Texas Council of Governments
 Transportation Council Room
 616 Six Flags Drive, Arlington, TX 76005

Thursday, November 20, 2014
 4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
 J. Erik Jonsson Central Library (Downtown)
 First Floor Auditorium
 1515 Young Street, Dallas, TX 75201

Please join us at one of three public scoping meetings to learn more about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment.

For more information about the Dallas / Fort Worth Core Express Service project, please contact Melissa Neeley at Melissa.Neeley@TxDOT.gov, or (512) 416-3014; or visit TxDOT.gov and search "DFW Core Express."

Join us to discuss this important project!

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting.

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 Keyword Search: DFW Core Express

Tarrant & Texas

K-9 officer accused in theft of narcotics

The 17-year veteran is put on leave by Grapevine police.

By Domingo Ramirez Jr. ramirez@star-telegram.com

A veteran Grapevine K-9 officer accused of stealing a case of training drugs and ingesting some of the illegal substances remained on administrative leave Tuesday.

Grapevine police identified the officer as Senior Officer Danny Macchio, who has been on the force for 17 years. Internal and criminal investigations are underway.

"The criminal investigation involves a possession of a controlled substance charge," police Sgt. Robert Eberling said Tuesday. "Additional charges could be filed in the case."

Macchio reported Oct. 7 to Fort Worth police that his Grapevine city-

owned patrol/K-9 vehicle was broken into at his home in Fort Worth. He reported that a case of training narcotics, including heroin, cocaine, methamphetamine and Ecstasy, was stolen, along with a personal handgun.

"The drugs are used by the officer during training sessions with his K-9," Eberling said.

An internal investigation began Oct. 17, after Grapevine police suspected Macchio mishandled the training narcotics and the theft report.

Macchio went missing the day after he was required to submit a urinalysis as part of the internal investigation Oct. 20. A family member reported him missing.

He was located in Dumas in the Panhandle and brought home by Grapevine police, Eberling said Tuesday in a news re-

lease. Shortly afterward, Macchio confessed to Grapevine police that his vehicle had not been burglarized and that he had taken the drugs and ingested some of them.

Grapevine police on Tuesday were still investigating which drugs he took.

Macchio surrendered the missing case of drugs and the weapon he had reported stolen.

He was placed on administrative leave Oct. 24.

Macchio has been in the K-9 unit since December 2007. He and the department's dog handler, have arrested dozens of drug suspects and been in many K-9 drug competitions, officials said.

Domingo Ramirez Jr. ramirez@star-telegram.com
Twitter: @dramirezjr



WinCo Foods has opened other stores in North Texas, including this one in south Fort Worth.

Arlington clears the way for WinCo Foods store to open

The council adds stipulations about appearance and delivery times.

By Susan Schrock schrock@star-telegram.com

ARLINGTON — A 24-hour WinCo Foods grocery store could open in south Arlington as soon as next year.

On Tuesday, the Arlington City Council unanimously approved a rezoning request that will allow the company to tear down the vacant Sports Authority at 4620 S. Cooper St. and build an 84,000-square-foot grocery store in its place.

The store, next to Hobby Lobby south of Interstate 20, should open in late 2015 or early 2016, representative Don Woodbury said.

WinCo Foods, based in Boise, Idaho, recently opened stores in Fort Worth, Dallasville and

McKinney. A North Highland Hills store is slated to open next week, and three other stores are under construction in Dallas-Fort Worth, Woodbury said.

"We're looking at several other sites," Woodbury said.

WinCo plans to begin tearing down the former Sports Authority, which is 66,000 square feet, as soon as possible, although a date has not been set, Woodbury said. The new grocery store will have about 200 full- and part-time employees, he said. It will not have a pharmacy or a gas station.

The council did add stipulations about the store's appearance and restrictions on its truck deliveries. To reduce noise for homes along nearby Hardin Road, the city has asked WinCo Foods not to schedule deliveries during the early morning.

"One of the concerns the residents had raised was about truck traffic and the delivery of equipment and goods at all hours of the night, which would not be unexpected for a 24-hour store," said Jim Panjoni, director of community development and planning. "Our City Council included a condition that restricts the delivery hours to avoid the midnight-to-6 a.m. time period, when most of our residents would be sleeping."

The city is also requiring the company to plant landscaping to beautify the large parking lot as well as add benches and a bike rack, which Panjoni said are examples of "enhancements so people who are shopping can enjoy the environment."

Susan Schrock, 807-380-7639
Twitter: @suschrock

PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

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Rocks

Continued from B1

County prosecutor.

Helm required 21 stitches and had to replace three broken teeth after a rock thrown by one of two teens hit her in the face July 15 while she was traveling through Weatherford.

"My grandchildren were afraid to hug me because they said I looked like a monster," Helm said. But in her victim impact statement read to the boys and their parents over the telephone Tuesday, Helm said that she did not want to ruin the boys' lives.

"I'm bitter and mad and I am trying to get my teeth fixed," Helm said. "But I've had three months to think about this. Even though they have screwed with my life they can take this as an opportunity to make their lives better."

The two boys, who have not been identified because they are juveniles, were accused of throwing rocks and railroad spikes onto Interstate 20 near the Backlask Drive exit in Weatherford in July, damaging 10 passenger vehicles and four tractor-trailer rigs.

The two boys must perform 200 hours of community service, undergo counseling, submit to drug testing, pay more than \$2,000 in restitution and keep a curfew set by their probation officer, Swain said.

Mitch Mitchell, 817-390-7752
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Sports

TCU destroys Kansas State with a 41-20 win



CEDRIC BAILEY
SPORTS

Fort Worth Purple power is back and the TCU Horned Frogs gave the Kansas State Wildcats more than they could handle with a huge win. Let's just say the Trevone Boykin did an acrobatic flip on the second of his three touchdown runs and threw for 219 yards and another score for No. 6 TCU in a 41-20 victory over No. 9 Kansas State on Saturday

night that had huge Big 12 and playoff implications. Aaron Green, filling in for the injured B.J. Catalon, ran 18 times for 171 yards for the Horned Frogs (8-1, 5-1) in their first-ever home game matching top-10 teams. Green had a 65-yard TD run in the third quarter. A week after Boykin apologized in the locker room after a one-point win at West Virginia for what he considered a subpar performance, the dual-threat



TCU Trevone Boykin scores on the Kansas State Wildcats during Saturday's Big win. Photo courtesy of the Dallas Morning News.

quarterback set a career high with 123 yards rushing on 17 carries and completed 23 of 34 passes. Boykin had a 2-yard TD run and a 10-yard scoring pass to David Porter in the first quarter that put TCU up 14-0 against Coach Gary Patterson's alma mater. The end of Kansas State's five-game winning streak created a three-way tie atop the Big 12 standings with the Wildcats (7-2, 5-1), TCU and No. 10 Baylor (8-1, 5-1) with three games left in the regular season.

The College Football Playoff Committee folks were kind enough to provide insight into their world on their website, which includes answers to frequently asked questions like, "How are the teams that go to the playoff determined?" TCU and Baylor are the players, and the issue is a simple one. The Bears and Horned Frogs are an identical 8-1 overall and 5-1 in the Big 12, tied with Kansas State atop the standings. Both Texas schools are coming off terrific victories, TCU over the Wildcats and Baylor at Oklahoma, ears in the two College Football Playoff rankings and are again in the AP poll released on Sunday.

But Baylor beat TCU, right there on the field in Waco on Oct. 11 in a crazy game. The Bears erased a

21-point deficit in the final 11 minutes to win 61-58. Head-to-head against common opponents matters, but not as much as head-to-head against each other. Baylor dropped in the rankings a week after the TCU victory when it lost at West Virginia by two touchdowns. The fall also may have been a comment on Baylor's schedule. To that point, the Bears' only victory over a ranked team came against TCU. The Frogs had defeated three teams ranked at kickoff. For the fifth straight week, the top two are Mississippi State and Florida State. Oregon jumped to No. 3 past Alabama, which remained No. 4. TCU moved up a spot to fifth after beating K-State.

Baylor climbed four places to sixth after romping at Oklahoma 48-14. The Sooners dropped out of the rankings for the first time since the final poll of 2009. Auburn fell 41-38 to Texas A&M, dropping the Tigers from third to ninth. TCU will now focus on its next opponent the Kansas Jayhawks on this Saturday on the road. The Texas Longhorns will be their opponent during the Thanksgiving weekend in Austin and they will close out the regular season at home vs Iowa State on December 6th.

COWBOYS

(continued from page 1)

over occurred when Denard Robinson fumbled after a 51-yard catch by Cecil Shorts gave the Jaguars the ball at Dallas' 35-yard line. The Jaguars missed three tackles on a short catch by Dez Bryant which turned into a 35-yard touchdown to push the lead to 17-7 with 7:01 left until halftime. Strong safety Johnathan Cyprien, free safety Josh Evans and cornerback Dwayne Gratz couldn't bring Bryant down. Bryant burned Gratz for a 68-yard score after the Cowboys took over with 31 seconds left in the first half. Cyprien missed a tackle on that score as well. Bryant had 159 receiving yards by halftime, a new career high. Dallas didn't stop. Running back Joseph Randle broke a 40-yard touchdown run to put the

Cowboys up 31-7 with 7:44 to play in the third quarter. The Jaguars got off to a fast start with Robinson breaking a 33-yard touchdown run. The score gave the Jaguars a 7-3 lead with 7:36 to play in the opening quarter. Dallas then scored the next 28 points. The Jaguars scored on a safety when Dallas held defensive tackle Ziggy Hood while punting in its end zone. Robinson added a 1-yard touchdown with 1:53 to play, followed by a two-point conversion catch by Allen Robinson to close the scoring.

The Cowboys will now take the week off and prepare for the New York Giants on Sunday night Football and then the big game on Thanksgiving Day vs the Philadelphia Eagles.

Drivers: CDL (A or B) Local Recruiting Fair: Monday 11/17 - Wed 11/19, 8am - 5pm, Best Western Dallas Hotel & Conf. Center 8051 Lyndon B Johnson Freeway Dallas, TX 75251 Walk-in or call Greg for appointments: 1-855-252-1616

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PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

Please join us at one of three public scoping meetings to learn more about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment.

For more information about the Dallas / Fort Worth Core Express Service project, please contact Melissa Neeley at Melissa.Neeley@TxDOT.gov, or (512) 416-3014; or visit TxDOT.gov and search "DFW Core Express."

Join us to discuss this important project!

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting.

www.TxDOT.gov
Keyword Search: DFW Core Express

JIM CARREY **JEFF DANIELS**

DUMB AND DUMBER TO

STARTS FRIDAY, NOVEMBER 14
CHECK LOCAL LISTINGS FOR THEATERS AND SHOWTIMES

Sports

TCU's Boykin rallies the Frogs with last second 31-30 win over W. Virginia



CEDRIC BAILEY
SPORTS

Morganstown, W.Vu's offense got off to a blistering start during its Nov. 1 31-30 loss against No. 7 TCU. The No. 20 Mountaineers (6-3, 4-2 Big 12) scored on their first three possessions (one touchdown, two field goals) to take a 13-0 lead against the Horned Frogs (7-1, 4-1). Facing a TCU defense that entered the game ranked No. 3 nationally in third-down defense (27.4 percent) the Mountaineers' offense converted its first four third-down opportunities. But WVU picked up just two more third downs in the entire game, with none coming during the final 22 minutes, to finish 6 of 19.

Arlington's Jaden Oberkrom kicked a 37-yard field goal as time expired to give the victory over No. 20 West Virginia on Saturday. The Horned Frogs overcame a 13-point deficit to keep their national championship hopes alive. TCU entered the game No. 7 in the College Football Playoff ranking. West Virginia led 27-14 midway



TCU quarterback Trevone Boykin leads the Horned Frogs with a last second 31-30 in over the West Virginia Mountaineers. Photo by Tyler Evert

Boykin went 12 of 30 for 166 yards and a touchdown after throwing a school-record seven TD passes against Texas Tech. The Horned Frogs had a season-low 389 yards of offense but scored two touchdowns off turnovers in the third quarter. A snap hit West Virginia quarterback Clint Trickett in the leg when he wasn't looking. TCU's Mike Traua recovered the fumble at the West Virginia 27, and Boykin scored on a 2-yard run to put the Horned Frogs ahead 14-13. Dreamius Smith's third carry of the game was a 50-yard scoring run to put the Mountaineers back on top.

TCU's Paul Dawson later intercepted Trickett at the West Virginia 29, and Catalan followed with a 23-yard scoring run. After West Virginia's Josh Lambert kicked his third field goal of the game, a 23-yarder to start the fourth quarter, Catalan scored on a 6-yard run to close TCU's gap to 30-28 midway through the quarter. Trickett finished 15 of 26 for a season-low 162 yards. He threw two interceptions. Kevin White, West Virginia's 1,000-yard receiver, was limited to three catches for 28 yards. TCU will now prepare for the Kansas State Wildcats at Amon G. Carter stadium at 6:30 pm on the FOX network.

817.294.7777 PHONE
3531 Sycamore School Rd Fort Worth, TX 76155
Mon - Sat: 11am - 8pm WWW.OOOOWWEEE.COM WEB

CARING AND SHARING

(continued from page 1) the director, Felicia Johnson, heard of our dilemma she invited us to join their initiative. "A Mile in My

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STARTS FRIDAY, NOVEMBER 14
CHECK LOCAL LISTINGS FOR THEATERS AND SHOWTIMES

PUBLIC MEETINGS

DALLAS/FORT WORTH HIGH-SPEED RAIL

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more.

Please join us at one of three public scoping meetings to learn more about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment.

For more information about the Dallas / Fort Worth Core Express Service project, please contact Melissa Neeley at Melissa.Neeley@TxDOT.gov, or (512) 416-3014; or visit TxDOT.gov and search "DFW Core Express."

Join us to discuss this important project!

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting.

www.TxDOT.gov
Keyword Search: DFW Core Express



III. TxDOT Press Release

TxDOT Seeking Public Feedback on High-Speed/Express Rail Between Dallas, Fort Worth

[Home](#) > [Inside TxDOT](#) > [Media Center](#) > [Statewide News & Events](#)

Contact: Media Relations

Phone: (512) 463-8700

Date: Nov. 12, 2014

AUSTIN – The Texas Department of Transportation and the Federal Railroad Administration (FRA) will host three meetings to receive comments from the public on the proposed DFW Core Express Service, the proposed 32-mile, high-speed/express rail line between Dallas and Fort Worth. TxDOT and the FRA are gathering public comments to include in the rail line's official Environmental Impact Statement (EIS).

The public is invited to share input on potential track routes, station locations and any potential impacts such a line could have on the environment. The public scoping meetings are part of the public comment period that is required by the National Environmental Policy Act (NEPA).

"Receiving feedback from the public will provide TxDOT and the FRA with the information needed to conduct a thorough environmental and economic assessment of the project," said Bill Meadows, chairman of the Commission for High-Speed Rail in the Dallas/Fort Worth region. "The transparency of the public comment period will also ensure all federal and state guidelines are met for this proposal."

All meetings will cover the same topics and follow the same format: a public information open house followed by a brief presentation and opportunity for comment. Those unable to attend the meetings in person can still submit comments to official [EIS online](#). The public comment period will remain open until Dec. 15, 2014.

Public Scoping Meeting Schedule

Tuesday, Nov. 18

4:30 p.m. to 7:30 p.m. (6 p.m. presentation, 6:30 p.m. public comments)
Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room
1001 Jones Street, Fort Worth, Texas 76102

Wednesday, Nov. 19

11 a.m. to 2 p.m. (12:30 p.m. presentation, 1 p.m. public comments)
North Central Texas Council of Government
Transportation Council Room
616 Six Flags Drive, Arlington, Texas 76005

Thursday, Nov. 20

4:30 p.m. to 7:30 p.m. (6 p.m. presentation, 6:30 public comments)
J. Erik Jonsson Central Library (Downtown)
First Floor Auditorium
1515 Young Street, Dallas, TX 75201

More information on the project can be found at [TxDOT.gov](#). For media inquiries, contact TxDOT Media Relations at MediaRelations@txdot.gov or (512) 463-8700.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. TxDOT and its 12,000 employees are committed to working with others to provide safe and reliable transportation solutions for Texas by maintaining a safe system, addressing congestion, connecting Texas communities, and being a Best in Class state agency. Find out more at [TxDOT.gov](#). Fan us on [Facebook](#), and follow us on [Twitter](#).



IV. Email Notifications

From: Mark Werner, TxDOT <DFWCoreExpress=txdot.gov@mail65.atl11.rsgsv.net> on behalf of Mark Werner, TxDOT <DFWCoreExpress@txdot.gov>
Sent: Thursday, November 06, 2014 8:30 PM
To: [Redacted]
Subject: DFW High-Speed and Express Rail: PUBLIC MEETINGS NOV. 18-20

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PUBLIC MEETING

Join us to discuss potential high-speed and express rail between Dallas and Fort Worth!



The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed and express passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more. Please join us at one of three public scoping meetings to learn more about the project and share any topics

of interest that should be considered in the project's Environmental Impact Statement.

Tuesday, November 18, 2014

Open House: 4:30-6 p.m.

Presentation: 6 p.m.

Public comments: 6:30 p.m.

Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room
1001 Jones Street
Fort Worth, TX 76102

This meeting is accessible via public [transit](#). Paid parking is also available at on-street meters and in adjacent parking lots.

Wednesday, November 19, 2014

Open House: 11 a.m.-12:30 p.m.

Presentation: 12:30 p.m.

Public Comments: 1 p.m.

North Central Texas Council of Governments
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76005

Free parking is available.

Thursday, November 20, 2014

Open House: 4:30-6 p.m.

Presentation: 6 p.m.

Public Comments: 6:30 p.m.

J. Erik Jonsson Central Library (Downtown)
First Floor Auditorium

1515 Young Street

Dallas, TX 75201

This meeting is accessible via public [transit](#). Paid parking is also available at on-street meters and in the City of Dallas underground parking garage, which is accessible via Young Street (eastbound) between Akard and Ervay streets.

This meeting is free and open to the public. Registration will help us better plan for this event and is appreciated but not required.

MEETING REGISTRATION

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment. For more information about the Dallas / Fort Worth Core Express Service project, please visit TxDOT.gov and search "DFW Core Express" or contact us using the information below.

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided below at least 48 hours prior to the meeting.

Contact Information

We encourage the public to submit comments on or before December 15, 2014, to be included in the public scoping meeting summary report; however, the public can provide comments at any time. For further information, please contact:

Texas Department of Transportation
Rail Planning Section Manager

125 E. 11th Street
Austin, TX 78701
(512) 486-5137

The study area for this effort is shown below. If you live, work, or travel within this area, we highly encourage your participation!



Our mailing address is:

Texas Department of Transportation
Rail Planning Section Manager
125 E. 11th Street
Austin, Texas 78701

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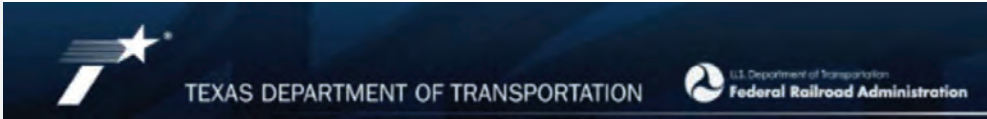
Texas Department of Transportation · Rail Planning Section Manager · 125 E. 11th Street · Austin, TX 78701 · USA



From: Mark Werner, TxDOT <DFWCoreExpress=txdot.gov@mail70.atl91.mcsv.net> on behalf of Mark Werner, TxDOT <DFWCoreExpress@txdot.gov>
Sent: Friday, December 12, 2014 5:58 PM
To: [Redacted]
Subject: REMINDER: DFW High-Speed and Express Rail: COMMENT PERIOD CLOSES 12/15

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REMINDER



The initial comment period for the Dallas/Fort Worth Core Express Service scoping meetings is nearing an end. Please share your thoughts with us today.

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed and express passenger rail service between Fort Worth and Dallas. The study, which will span the next few years, will consider potential track alignments, station locations, and more.

Public meetings were held earlier this month to share early information about the project and listen to public comments. We'd like to know what issues, opportunities or concerns should be addressed as part of the project's review. What questions need to be answered? What can you share about your community that the study team should know as we get started?

The comment period related to the scoping meetings is scheduled to close on

Monday, December 15, 2014. While public comments are always welcome, those received or postmarked by December 15, 2014 will be included in the scoping meeting record.

We invite you to learn more about the [project](#) and submit your comments today!

[View Online Materials](#)

How to Submit Your Comments

We encourage the public to submit comments on or before December 15, 2014, to be included in the public scoping meeting summary report; however, the public can provide comments at any time. Please submit your comments via traditional or electronic mail using the following information.

Texas Department of Transportation

Rail Planning Section Manager

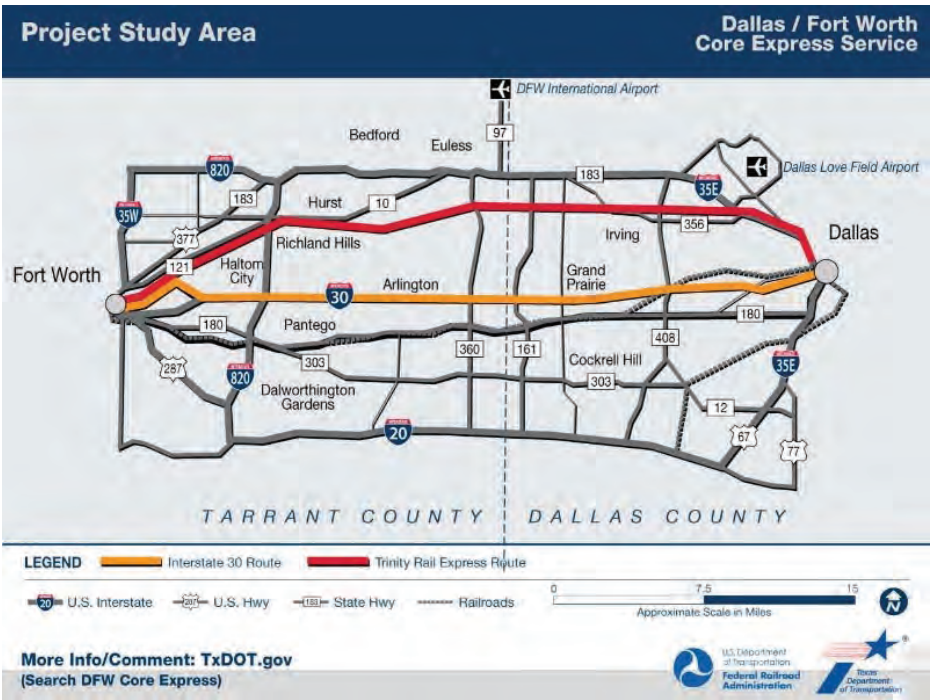
125 E. 11th Street

Austin, TX 78701

(512) 486-5137

DFWCoreExpress@txdot.gov

The study area for this effort is shown below. If you live, work, or travel within this area, we highly encourage your participation!



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Texas Department of Transportation
Rail Planning Section Manager
125 E. 11th Street
Austin, Texas 78701

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From: Mark Werner, TxDOT <DFWCoreExpress=txdot.gov@mail63.atl91.mcsv.net> on behalf of Mark Werner, TxDOT <DFWCoreExpress@txdot.gov>
Sent: Monday, November 17, 2014 4:21 PM
To: [Redacted]
Subject: Updated Dallas Parking Information: DFW High-Speed and Express Rail: PUBLIC MEETINGS NOV. 18-20

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PUBLIC MEETING

Join us to discuss potential high-speed and express rail between Dallas and Fort Worth!



The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a proposed high-speed and express passenger rail service between Fort Worth and Dallas. The project will consider potential track alignments, station locations, and more. Please join us at one of three public scoping meetings to learn more

about the project and share any topics of interest that should be considered in the project's Environmental Impact Statement.

Tuesday, November 18, 2014

Open House: 4:30-6 p.m.

Presentation: 6 p.m.

Public comments: 6:30 p.m.

Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room

1001 Jones Street

Fort Worth, TX 76102

This meeting is accessible via public [transit](#). Paid parking is also available at on-street meters and in adjacent parking lots.

Wednesday, November 19, 2014

Open House: 11 a.m.-12:30 p.m.

Presentation: 12:30 p.m.

Public Comments: 1 p.m.

North Central Texas Council of Governments
Transportation Council Room

616 Six Flags Drive

Arlington, TX 76005

Free parking is available.

Thursday, November 20, 2014

Open House: 4:30-6 p.m.

Presentation: 6 p.m.

Public Comments: 6:30 p.m.

J. Erik Jonsson Central Library (Downtown)

First Floor Auditorium

1515 Young Street

Dallas, TX 75201

PARKING UPDATE: Paid [parking](#) is available via Wood Street, north of Young Street. This meeting is accessible via public [transit](#).

This meeting is free and open to the public. Registration will help us better plan for this event and is appreciated but not required.

MEETING REGISTRATION

All meetings will cover the same topics and follow the same format: public information open house followed by a brief presentation and opportunity for comment. For more information about the Dallas / Fort Worth Core Express Service project, please visit TxDOT.gov and search “DFW Core Express” or contact us using the information below.

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided below at least 48 hours prior to the meeting.

Contact Information

We encourage the public to submit comments on or before December 15, 2014, to be included in the public scoping meeting summary report; however, the public can provide comments at any time. For further information, please contact:

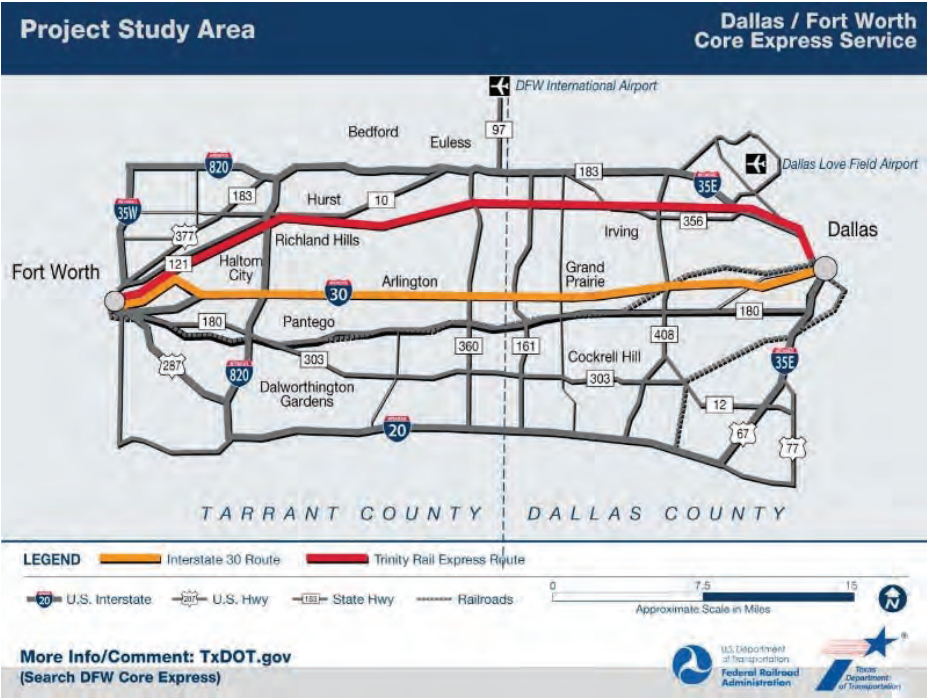
Texas Department of Transportation

Rail Planning Section Manager

125 E. 11th Street

Austin, TX 78701
(512) 486-5137

The study area for this effort is shown below. If you live, work, or travel within this area, we highly encourage your participation!



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V. Environmental Justice Outreach

Dallas - Fort Worth Core Express Service Project
Public Scoping Meeting Agency and Organization Notifications

The following agencies and organizations received mailings or email notifications of the public scoping meetings.

Agencies and Organizations	
Cities/Counties	
	City of Dallas Public Information Office
	City of Fort Worth Communications and Public Engagement
	City of Arlington Office of Communications
	City of Grand Prairie Communications and Marketing
	City of Irving Communications Department
	City of Richland Hills
	City of Hurst Communications & Marketing
	City of Bedford
	City of Euless Communications & Marketing Office
	City of Dalworthington Gardens
	Town of Pantego
Elected Officials Offices	
	Dallas City Council District 1
	Dallas City Council District 2
	Dallas City Council District 3
	Dallas City Council District 6
	Dallas County Commissioner Precinct 4 District Office
	Dallas County Commissioner Precinct 3 District Office
	Fort Worth City Council District 4
	Fort Worth City Council District 5
	Fort Worth City Council District 8
	Fort Worth City Council District 9
	Tarrant County Commissioner Precinct 2
	Tarrant County Commissioner Precinct 3
	Tarrant County Commissioner Precinct 4
	Irving City Council Place 1
	Irving City Council Place 3
	Irving City Council Place 4
	Irving Mayor Pro Tem
	Arlington City Council District 1
	Arlington City Council District 4
	Grand Prairie City Council District 1
	Grand Prairie City Council District 5
Chambers & Business/Development Organizations	

	American Indian Chamber of Commerce of Texas
	Arlington Hispanic Chamber of Commerce
	Asian American Contractors Association of Texas
	Black Contractor Association (Dallas)
	COMTO - Dallas Chapter
	Dallas Black Chamber of Commerce
	DFW Minority Supplier Development Council
	Fort Worth Hispanic Chamber of Commerce
	Fort Worth Metropolitan Black Chamber of Commerce
	Greater Dallas Asian American Chamber of Commerce
	Greater Dallas Hispanic Chamber of Commerce
	Greater Dallas Indo-American Chamber of Commerce
	Heb Chamber of Commerce
	Irving Hispanic Chamber of Commerce
	Oak Cliff Chamber of Commerce
	Greater Grand Prairie Hispanic Chamber of Commerce
	Arlington Black Chamber of Commerce
	Regional Hispanic Contractors Association
	Southeast Fort Worth, Inc.
	Southlake Chamber of Commerce
	Southwest Dallas Chamber of Commerce
	Tarrant County Asian American Chamber of Commerce
	U.S. Pan Asian American Chamber of Commerce-Southwest
	West Dallas Chamber of Commerce
	West Dallas Business Association
	Arlington Black Chamber of Commerce
	Southeast Fort Worth, Inc.
	East Fort Worth Business Association
Advocacy Organizations	
	North Texas Asian American Cultural Association
	NAACP Dallas
	Arlington NAACP Branch
	NAACP Irving-Carrollton Branch
	NAACP Grand Prairie Branch
	NAACP Fort Worth
	100 Black Men of Greater Dallas
	Urban League of Greater Dallas

Dallas Neighborhood Associations	
	Trinity Oaks
	Ledbetter Gardens
	Greenleaf Village
	Arlington Park
	Westmoreland Heights
	La L'aceate
	La Loma
	Muncie
	Kidd Springs
	Kessler Neighbors United
	Kessler Square
	Kessler Park
	Kessler Plaza
	East Kessler Park
	West Kessler
	Stevens Park Estates and/or Village
	Stephens Park Village
	Arcadia Park (Cockrell Hill)
Fort Worth Neighborhood Associations	
	Fort Worth League of Neighborhood Associations
	East Fort Worth Neighborhoods Coalition
	Neighbors Working Together
	Neighborhoods of East Fort Worth
	Neighborhoods of East Fort Worth
	Riverside Alliance
	United Communities Association of South Fort Worth
	Carter Riverside
	Harmony Hills Neighborhood Association
	United Riverside
	Near East Side
	Butler Residents
	West Meadowbrook
	Historic Randol's Mill Valley Alliance
	White Lake Hills
Dallas Churches	
	African American Pastors Coalition
	Iglesia Luz del Mundo
	Church El Buen Samaritano
	Victory Outreach Dallas
	New Greater Mt. Zion Baptist
	Arlington Park First Baptist Church
	Faith Assembly of God
	Mt. Olive Baptist Church
	Dallas West Spanish Seventh Day Adventist
Grand Prairie & Arlington Churches	

	First Christian Church
	Grand Prairie Spanish 7th Day Adventist
	Iglesia De Dios Pentecostal
	Catholic Church of St. Mary the Virgin
	Lamar Baptist
	Tabernacle Baptist
Fort Worth Churches	
	Southcliff Baptist Church
	Pantego Bible Church
	Cornerstone of Faith Church
	Arabic Christian Fellowship
	Crossroads Tabernacle
	Mt. Moriah Missionary Baptist Church
	Grace Bible Church
	The Potter's House Fort Worth Campus
Fort Worth Recreation Centers	
	Andrew Doc Session Community
	Community Action Partners (Far Southeast)
	Diamond Hill Community Center
	Eugene Mc Cray Community Center
	Fire Station Community Center
	Handley-Meadowbrook Community Center
	Hillside Community Center
	Martin Luther King Community Center
	North Tri-Ethnic Community Center
	Northside Community Center
	Riverside Community Center
	Sycamore Community Center
	Thomas Place Community Center
	Worth Heights Community Center
Fort Worth Libraries	
	BOLD (Butler Outreach Library Division)
	Central Library
	COOL (Cavile Outreach Opportunity Library)
	Diamond Hill/Jarvis Library
	East Berry Branch Library
	East Regional Library
	Ella Mae Shamblee Library
	Haltom City Public Library
	eSkills Library & Job Center
	Northside Library
	Richland Hills Public Library
	Riverside Library
	Seminary South Library
Fort Worth Senior Centers	
	Arlington Central Senior Center
	Arlington-New York Senior Center

	Casa Senior Center
	Diamond Hill Senior Center
	Eugene McCray Senior Center
	Fellowship Corner Senior Center
	Goodrich Center for the Deaf Senior Center
	Haltom City Senior Center
	Handley Meadowbrook Senior Center
	Roosevelt Center
	Stop Six Senior Center
Dallas Recreation Centers	
	Anita Martinez Recreation Center
	Arcadia Recreation Center
	Arlington Park Recreation Center
	Bachman Recreation Center
	Eloise Lundy Recreation Center
	Exall Recreation Center
	Grauwyler Recreation Center
	Jaycee Zaragoza Recreation Center
	K.B. Polk Recreation Center
	Kidd Springs Recreation Center
	Martin Weiss Recreation Center
	Nash-Davis Recreation Center
	Reverchon Recreation Center
Dallas Public Libraries	
	Arcadia Park Library
	Bachman Lake Library
	J. Erik Jonsson Central Library
	Dallas West Branch Library
	Grauwyler Park Library
	North Oak Cliff Library
	Oak Lawn Library
	Preston Royal Library
Dallas Senior Centers	
	Elmwood-King New Beginning Senior Center
	Emeritus Center at Mountain View College
	Jefferson Senior Center
	West Dallas Senior Center
Irving Recreation & Senior Centers	
	Austin Recreation Center
	Georgia Farrow Recreation Center
	Heritage Senior Center
	Houston Recreation Center
	Lee Park Recreation Center
	Lively Pointe
	Mustang Recreation Center
	Northwest Recreation Center
	Senter Recreation Center

Irving Public Libraries	
	Irving Central Library
	East Branch Library
	West Irving Library
Cockrell Hill	
	Cockrell Hill Public Library
Grand Prairie	
	Charley Taylor Recreation Center
	Dalworth Recreation Center
	Grand Prairie Main Library
	The Summit
	Tony Shotwell Branch Library
	Tony Shotwell Life Center
Arlington Recreation & Senior Centers	
	Dottie Lynn Recreation Center
	Elzie Odom Athletic Center
	Eunice Recreation Center
	Senior Recreation Center at New York Avenue
Arlington Public Libraries	
	East Arlington Branch Library
	George W Hawkes Central Library
	Lake Arlington Branch Library
	Northeast Branch Library
	Richland Hills Public Library
	Hurst Public Library
	Bedford Public Library
	Eules Public Library
Colleges and Universities	
	El Centro College
	El Centro College West Campus
	North Lake College South Campus
	UTA Office of Communications
	Tarrant County College Southeast Campus Office of Public Relations
	Tarrant County College Northeast Campus Library
Social Service Agencies	
	Dallas County Health and Human Services
	Tarrant County Public Health
	Martin Luther King, Jr. Community Center
	Dallas County Welfare Division
	Dallas County Veteran's Service Office
	Irving Cares
	Catholic Charities Santa Clara Regional Community Center
	Catholic Charities West Dallas Family Service Center
	Catholic Charities Dallas Family Assistance Program
	Catholic Charities Fort Worth Main Campus

	Catholic Charities Fort Worth Arlington Office
	Catholic Charities Fort Worth Northeast Office
Community Centers & Services	
	West Dallas Community Centers, Inc.
	West Dallas Community Centers, Inc.
	Catholic Charities Dallas
	Texas State Dept. of Human Services
	Tarrant County Advocate Program

	Dallas County Family Resources
	Vecinos Unidos
	Texas State Dept. of Human Services
	Dallas WIC Program
	WIC Program, Irving
	WIC Program, Fort Worth
	WIC Program, Arlington
	WIC Program, Bedford



Greetings,

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) are studying a **proposed high-speed and express passenger rail service between Fort Worth and Dallas.**

The project is just getting started and will consider potential track alignments, station locations, and more.

The enclosed fliers provide information about **three upcoming public meetings** in Dallas, Fort Worth and Arlington, November 18 through 20, 2014.

The purpose of the meetings is to explain the environmental study for this proposed passenger rail service and hear from community members about any topics of interest that should be considered in the project's federal Environmental Impact Statement. Each of the meetings will follow the same format and provide the same opportunity for public input.

We are eager to hear from area residents, property owners, business owners, and other regional stakeholders. **Would you please place these in a prominent location so that your patrons might take one?** We are also happy to provide additional copies or an email version of the flier upon request.

Additional project information is available online at www.TxDOT.gov (keyword search: Dallas Fort Worth Express).

If you or someone you know requires special communication, such as language translation, or other accommodations, please notify TxDOT at the contact provided above at least 48 hours prior to the meeting. Please contact Mark Werner at Mark.Werner@txdot.gov or (512) 486-5137 to arrange special accommodations or to ask any questions about the project or upcoming meetings.

We appreciate your assistance in spreading the word about this important project.

Thank you!



Dallas/Fort Worth Core Express Service

HIGH-SPEED AND EXPRESS RAIL PUBLIC SCOPING MEETINGS

Connecting Dallas to Fort Worth

The Texas Department of Transportation (TxDOT) is leading the effort to develop an environmental study and is working cooperatively with the Federal Railroad Administration (FRA) to discuss potential high-speed and express rail between Dallas and Fort Worth. This plan will identify opportunities to invest in higher speed passenger rail between Dallas and Fort Worth. The study will include development of:

- ☆ a reasonable number of alternatives
- ☆ an evaluation of any environmental impacts
- ☆ a recommended alignment

The end goal is to balance the needs of the public in a manner that ensures safe, efficient travel. The proposed route would connect downtown Dallas with downtown Fort Worth. The study will evaluate the alternative alignments as well as alternative station and maintenance facility locations. This study will not identify a recommended or preferred rail vehicle or technology for the corridor.



Tuesday, November 18, 2014

Open House: 4:30-6 p.m.
Presentation: 6 p.m.
Public comments: 6:30 p.m.
 Fort Worth Intermodal Transportation Center
 Second Floor Meeting Room
 1001 Jones Street
 Fort Worth, Texas 76102

Wednesday, November 19, 2014

Open House: 11 a.m.-12:30 p.m.
Presentation: 12:30 p.m.
Public Comments: 1 p.m.
 North Central Texas Council of Government Offices
 Transportation Council Room
 616 Six Flags Drive
 Arlington, Texas 76005

Thursday, November 20, 2014

Open House: 4:30-6 p.m.
Presentation: 6 p.m.
Public Comments: 6:30 p.m.
 J. Erik Jonsson Central Library Auditorium, 1st Floor, Concourse Area
 1515 Young Street
 Dallas, TX 75201

Contact Information

We encourage the public to submit comments on or before December 15, 2014, to be included in the public scoping meeting summary report; however, the public can provide comments at any time. For further information, please contact:

Texas Department of Transportation
 Rail Planning Section Manager
 125 E. 11th Street
 Austin, TX 78701
 (512) 486-5137



www.TxDOT.gov | Keyword: DFW Core Express



JUNTAS PÚBLICAS SOBRE TREN DE ALTA VELOCIDAD/EXPRÉS

Conectando a Dallas y Fort Worth

El Departamento de Transporte de Texas (TxDOT) está liderando el esfuerzo para desarrollar un estudio ambiental y está cooperando con la Administración Federal de Ferrocarriles (FRA) para hablar sobre la posibilidad de un tren de pasajeros de alta velocidad y un tren exprés entre Fort Worth y Dallas. Este plan identificará las oportunidades para invertir en trenes de pasajeros de alta velocidad o servicio exprés entre Fort Worth y Dallas. El estudio incluirá el desarrollo de:

- ☆ un número razonable de alternativas
- ☆ una evaluación de los impactos al medioambiente
- ☆ un alineación recomendada

El objetivo final es balancear las necesidades del público de una manera que garantiza un viaje seguro y eficiente. La alineación recomendada conectara el centro de Dallas con el centro de Fort Worth. El estudio evaluará las alineaciones alternativas, así como ubicación de las estaciones alternativa y las instalaciones de mantenimiento. Este estudio no identificara un vehículo ferroviario o tecnología recomendada o preferida para el corredor.



Martes, 18 de noviembre de 2014

Exhibiciones: 4:30-6 p.m.

Presentación: 6 p.m.

Comentarios públicos: 6:30 p.m.

Centro de transporte intermodal de Fort Worth
Segundo piso en la sala para reuniones comunitarias
1001 Jones Street
Fort Worth, TX 76102

Miércoles, 19 de noviembre de 2014

Exhibiciones: 11 a.m. – 12:30 p.m.

Presentación: 12:30 p.m.

Comentarios públicos: 1 p.m.

En las oficinas del Consejo de Gobiernos de Norte Central de Texas en la sala del consejo de transporte
616 Six Flags Drive
Arlington, TX 76005

Jueves, 20 de noviembre de 2014

Exhibiciones: 4:30-6 p.m.

Presentación: 6 p.m.

Comentarios públicos: 6:30 p.m.

Librería central J. Erik Jonsson,
El auditorio en el primer piso
1515 Young Street
Dallas, TX 75201

Contáctenos

Le invitamos al público a someter comentarios antes del 15 de diciembre de 2014, para ser incluidos en el resumen de la junta pública. Sin embargo, el público puede proporcionar comentarios en cualquier momento. Para más información, comuníquese con:

TxDOT
Rail Planning Section Manager
125 E. 11th Street
Austin, TX 78701
(512) 486-5137



www.TxDOT.gov | Palabra clave: DFW Core Express

DFW CORE EXPRESS



VI. Public Scoping Meeting Presentation

TEXAS DEPARTMENT OF TRANSPORTATION U.S. Department of Transportation Federal Railroad Administration

DALLAS/FORT WORTH CORE EXPRESS SERVICE

Public Scoping Meeting
November 18, 2014

Today's Agenda

- Welcome
- Overview of High-Speed Rail in Texas
- Dallas to Fort Worth Project Overview
- Studying the Project Under the Federal National Environmental Policy Act (NEPA)
- Public & Agency Involvement
- Public Comment Session
- Return to Open House for Q&A

Dallas / Fort Worth Core Express Service

TEXAS DEPARTMENT OF TRANSPORTATION

PRESENTATION OVERVIEW

Leslie Wade, Communications Manager
Parsons Brinckerhoff

TEXAS DEPARTMENT OF TRANSPORTATION

HIGH-SPEED RAIL IN TEXAS

Erik Steavens, Director of Rail, TxDOT

Purpose of Today's Meeting

- Explain plans for the project
- Share what we do know
- Share what we don't know, but plan to study
- Hear from YOU:
 - What questions should be answered in this study?
 - Where are the best locations for track and station alignment alternatives?
 - Are there any specific issues of concern?

Dallas / Fort Worth Core Express Service

Existing and Planned Passenger Rail in the Metroplex

- Street car
- Light rail (DART)
- Commuter passenger rail (TRE)
- High-speed rail

Dallas / Fort Worth Core Express Service

High-Speed Rail in Texas

- Dallas/Ft. Worth population to grow from nearly 7 M to 10 M by 2035
- High-speed and express passenger rail service could reduce demand on Texas roads
- Multiple studies now underway in Texas to connect major cities including Dallas and Fort Worth

Dallas / Fort Worth Core Express Service

TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT OVERVIEW

Mark Werner, Rail Planning Section
Manager, Rail Division, TxDOT

Current Studies and Projects

Dallas / Fort Worth Core Express Service

Current TxDOT & FRA Rail Studies in the Metroplex

<p>Texas - Oklahoma City Passenger Rail Study</p> <ul style="list-style-type: none"> • Oklahoma City to South Texas • Planning-level study • Evaluating a range of passenger rail service options 	<p>Dallas / Fort Worth Core Express Service</p> <ul style="list-style-type: none"> • Studying potential high-speed and express rail service • Project-level study • In public and agency scoping 	<p>Dallas to Houston High-Speed Rail</p> <ul style="list-style-type: none"> • Dallas to Houston • Project-level study • Separate environmental study • Texas Central Railway, private applicant
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Dallas / Fort Worth Core Express Service

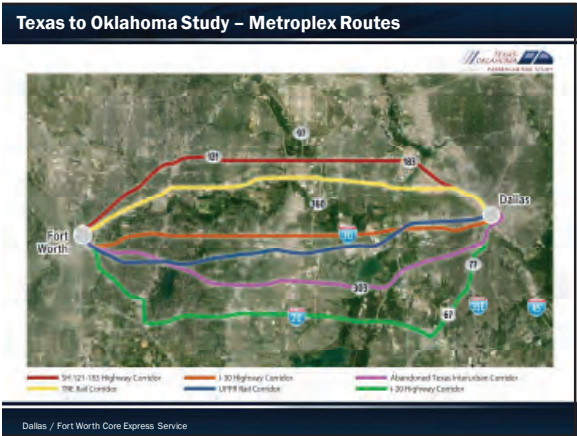
Potential High-Speed Rail Corridors in Texas

Dallas / Fort Worth Core Express Service

Texas - Oklahoma Passenger Rail Study

- Big-picture, planning-level study of existing and potential rail services
- 850-mile corridor
- From Oklahoma City to South Texas
- Includes potential alignments between Dallas and Fort Worth

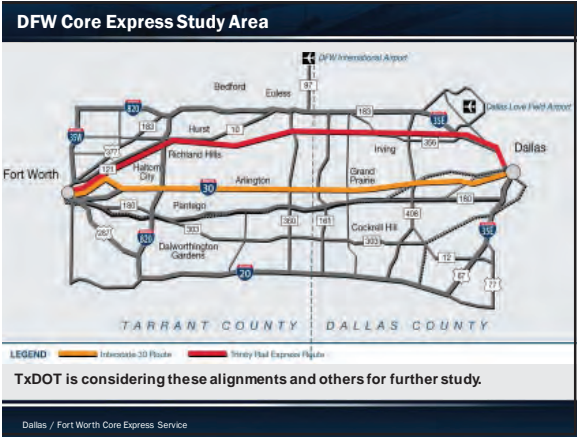
Dallas / Fort Worth Core Express Service



What We Know and Don't Know Today

What we DO Know Today	What we DON'T Yet Know
<ul style="list-style-type: none"> ✓ Environmental review process starting ✓ Potential track alignments identified in previous studies ✓ Alignments identified in regional transportation plans (IH 30) ✓ Study process and anticipated timeline 	<ul style="list-style-type: none"> ✗ Final track alignments ✗ Stations: number and locations ✗ Types of high or higher-speed train technology ✗ Environmental impacts (potential noise, vibration, etc.) ✗ Project costs and funding sources

Dallas / Fort Worth Core Express Service



TEXAS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL STUDY PROCESS

Jamie Maughan, NEPA Lead, Federal Railroad Administration (FRA)

Draft Project Purpose and Need

PURPOSE

To provide a financially viable, safe, reliable, and environmentally sustainable premium express passenger rail service connecting Dallas and Fort Worth, providing a key linkage to the Texas high-speed passenger rail system and regional transportation networks.

A Purpose and Need Statement is a critical part of an Environmental Impact Statement and fulfills the following:

- Presents why a proposed action, with its inherent costs and environmental impacts, is being pursued.
- Summarizes the transportation problems to be addressed.
- Identifies project goals and objectives.
- Drives the process for consideration of alternatives, analyses, and selection of a Preferred Alternative.

Dallas / Fort Worth Core Express Service

The NEPA Environmental Study Process

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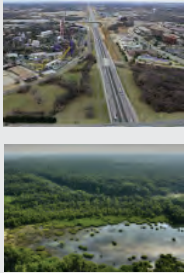
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      A[Notice of Intent] --> B[Agency/Public Scoping]
      B --> C[Alternatives Analysis]
      C --> D[Draft Environmental Impact Statement (EIS)]
      D --> E[Notice of Availability]
      E --> F[Agency Review & Comment]
      E --> G[Public Comment (Public Hearings)]
      F --> H[Final EIS]
      G --> H
      H --> I[Notice of Availability]
      I --> J[Record of Decision]
    
```

- NEPA = National Environmental Policy Act
- Requires the FRA to consider the environmental impacts of decisions prior to taking action
- Provides multiple opportunities for agency and public involvement

Dallas / Fort Worth Core Express Service

What is an EIS?

- EIS = Environmental Impact Statement
- Required by NEPA
- Tool for federal decision making
- Describes the positive and negative environmental effects of a proposed action
- "Environment" includes the natural and physical environment and the relationship of **people** with that environment



Dallas / Fort Worth Core Express Service

Considering Historic Resources

National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties.

Four Step Process:

- ☆ Initiate the process
- ☆ Identify historic properties
- ☆ Assess effects of undertaking on historic properties
- ☆ Resolve any adverse effects

Dallas / Fort Worth Core Express Service

What is Scoping?


- Identify any significant environmental conditions or "resources" that may be affected by the project
- Identify stakeholder concerns early in the process
- Specify what will be studied to assess potential impacts and determine if more information is needed
- Define reasonable alternatives for avoiding specific impacts, either as individual scenarios or a range of project alternatives
- Specify possible measures for mitigating potential impacts, to the extent that they can be identified at the time of scoping

Dallas / Fort Worth Core Express Service

Areas of Study

The EIS will also consider alternatives for the following:

- Route/track alignments
- Station locations (how many and where?)
- Maintenance and operation facilities
- Connectivity between other rail & transit
 - Oklahoma City to South Texas passenger rail
 - Proposed high-speed rail from Dallas to Houston
 - DART, TRE and The T rail and bus services



Dallas / Fort Worth Core Express Service

What is Being Studied?

<p>Natural Resources</p> <ul style="list-style-type: none"> Air quality Energy Fish & wildlife habitat Wetlands Water quality 	<p>Community Resources</p> <ul style="list-style-type: none"> Cultural resources Economic development Historic properties Environmental Justice Land use Noise & vibration Safety & security Transportation
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Plus other issues raised by agencies and members of the public during the scoping period.

Dallas / Fort Worth Core Express Service

Project Schedule


TASK	2014				2015				2016				2017				2018			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NOI Published																				
Project Scoping																				
Alternatives Analysis																				
Draft Environmental Impact Statement																				
Final Environmental Impact Statement																				
Public Involvement																				
Record of Decision																				

Dallas / Fort Worth Core Express Service

TEXAS DEPARTMENT OF TRANSPORTATION

HOW YOU CAN PARTICIPATE

Leslie Wade, Communications Manager
Parsons Brinckerhoff



More Information Online

- TxDOT Project Page: www.TxDOT.gov (keyword search Dallas Fort Worth Express)
- FRA Project Page: www.FRA.dot.gov/Page/P0715
- Commission for High-Speed Rail in the Dallas/Fort Worth Area: www.dfwhighspeedrail.com
- TxDOT Rail Home Page: <http://www.txdot.gov/inside-txdot/division/rail.html>

Dallas / Fort Worth Core Express Service

Public Scoping Meetings

Tuesday, November 18, 2014
4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
Fort Worth Intermodal Transportation Center
Second Floor Community Meeting Room
1001 Jones Street, Fort Worth, TX 76102

Wednesday, November 19, 2014
11 a.m. - 2 p.m. (12:30 p.m. presentation)
North Central Texas Council of Governments
Transportation Council Room
616 5th Flags Drive, Arlington, TX 76005

Thursday, November 20, 2014
4:30 p.m. - 7:30 p.m. (6 p.m. presentation)
J. Erik Jonsson Central Library (Downtown)
First Floor Auditorium
1515 Young Street, Dallas, TX 75201

- Three Public Scoping Meetings
- Day and evening
- Opportunity for public and agency comment through December 15

Dallas / Fort Worth Core Express Service

Contact Information

FRA: Michael Johnsen
Lead Environmental Protection Specialist
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590
Michael.Johnsen@dot.gov; 202.493.1310

TxDOT: Melissa Neeley, Rail Projects Manager
Environmental Affairs Division
Texas Department of Transportation
118 E. Riverside Drive, Austin, Texas 78704
Melissa.Neeley@txdot.gov; 512.416.3014

Website: TxDOT.gov (search Dallas Fort Worth Express)

Dallas / Fort Worth Core Express Service

How You Can Participate


- Submit a written comment today (forms available)
- Submit a written comment on the project Web page, via email, or mail by December 15, 2014
- Comments received after Dec. 15 will still be considered
- Follow the project online and sign up to receive email communications and notifications
- Request translation or other assistance by contacting TxDOT (see Contact Info. slide)



Dallas / Fort Worth Core Express Service

TEXAS DEPARTMENT OF TRANSPORTATION

COMMENT PERIOD



What We Know and Don't Know Today

What we DO Know Today

- ✓ Environmental review process starting
- ✓ Potential track alignments identified in previous studies
- ✓ Alignments identified in regional transportation plans (IH 30)
- ✓ Study process and anticipated timeline

What we DON'T Yet Know

- ✗ Final track alignments
- ✗ Stations: number and locations
- ✗ Types of high or higher-speed train technology
- ✗ Environmental impacts (potential noise, vibration, etc.)
- ✗ Project costs and funding sources

Dallas / Fort Worth Core Express Service

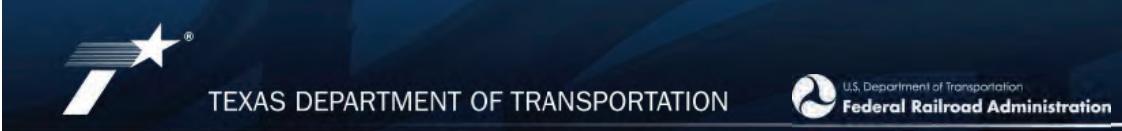


PLEASE STATE
YOUR NAME AND
ADDRESS

Three Minutes per Person



VII. Public Scoping Meeting Display Boards



Dallas / Fort Worth Core Express Service Public Scoping Meetings



- ### Agenda
- 4:30 - 6:00 p.m.**
Open House
 - 6:00 p.m.**
Presentation
 - 6:30 p.m.**
Public Comment
 - 7:30 p.m.**
Open House Concludes

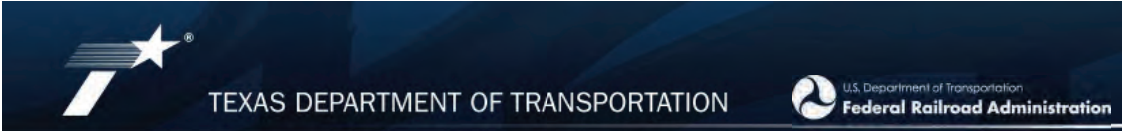
We encourage you to submit comments on or before **December 15, 2014**, to be included in the meeting summary report; however, comments are welcome at any time. For more information contact:

**Texas Department of Transportation
Rail Planning Section Manager**
125 E. 11th Street, Austin, TX 78701
(512) 486-5137
DFWCoreExpress@TxDOT.gov

 www.facebook.com/TxDOT

 @TxDOT

More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



Dallas / Fort Worth Core Express Service Public Scoping Meetings



- ### Agenda
- 11:00 a.m. - 12:30 p.m.**
Open House
 - 12:30 p.m.**
Presentation
 - 1:00 p.m.**
Public Comment
 - 2:00 p.m.**
Open House Concludes

We encourage you to submit comments on or before **December 15, 2014**, to be included in the meeting summary report; however, comments are welcome at any time. For more information contact:

**Texas Department of Transportation
Rail Planning Section Manager**
125 E. 11th Street, Austin, TX 78701
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DFWCoreExpress@TxDOT.gov

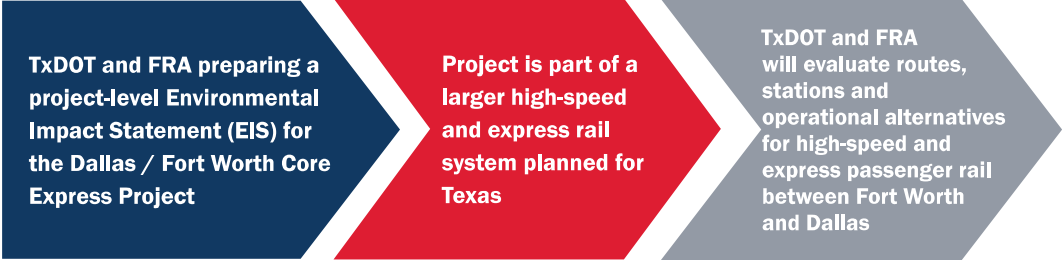
 www.facebook.com/TxDOT

 @TxDOT

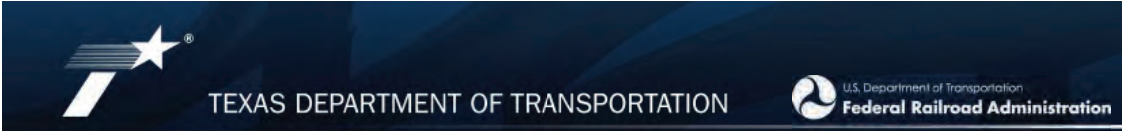
More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



**Dallas / Fort Worth Core Express Service
Project Overview**



More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



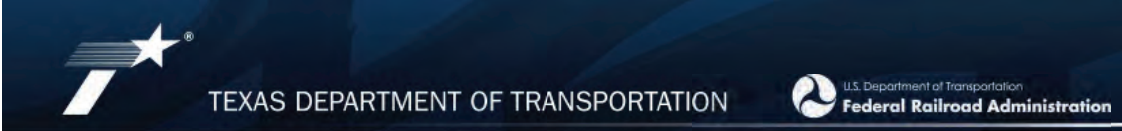
**Dallas / Fort Worth Core Express Service
What We Know as We Begin the Study**



What we <u>DO</u> Know Today	What we <u>DON'T</u> Know Today
<ul style="list-style-type: none"> ✓ Environmental review process starting ✓ Potential track alignments identified in previous studies ✓ Alignments identified in regional transportation plans (IH 30) ✓ Study process and anticipated timeline 	<ul style="list-style-type: none"> ✗ Final track alignments ✗ Stations: number and locations ✗ Types of high or higher-speed train technology ✗ Environmental impacts (potential noise, vibration etc.) ✗ Project costs and funding sources

More Info/Comment: TxDOT.gov | Keyword: DFW Core Express

DFW CORE EXPRESS



Dallas / Fort Worth Core Express Service NEPA Environmental Study Process

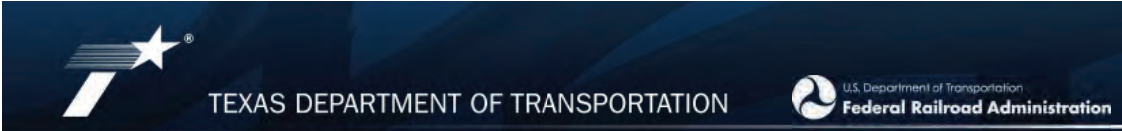
NEPA = National Environmental Policy Act

Requires federal agencies to consider the environmental impacts of decisions prior to taking action

Provides multiple opportunities for agency and public involvement



More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



Dallas / Fort Worth Core Express Service Draft Project Purpose and Need

PURPOSE

To provide a financially viable, safe, reliable, and environmentally sustainable premium express passenger rail service connecting Dallas and Fort Worth, providing a key linkage to the Texas high-speed passenger rail system and regional transportation networks.

“A Purpose and Need Statement is a critical part of an Environmental Impact Statement and fulfills the following:

- Presents why a proposed action, with its inherent costs and environmental impacts, is being pursued.
- Summarizes the transportation problems to be addressed.
- Identifies project goals and objectives.
- Drives the process for consideration of alternatives, analyses, and selection of a Preferred Alternative.”

More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



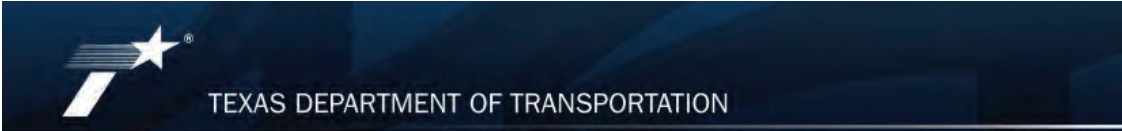
**Dallas / Fort Worth Core Express Service
Topics for Environmental Study**



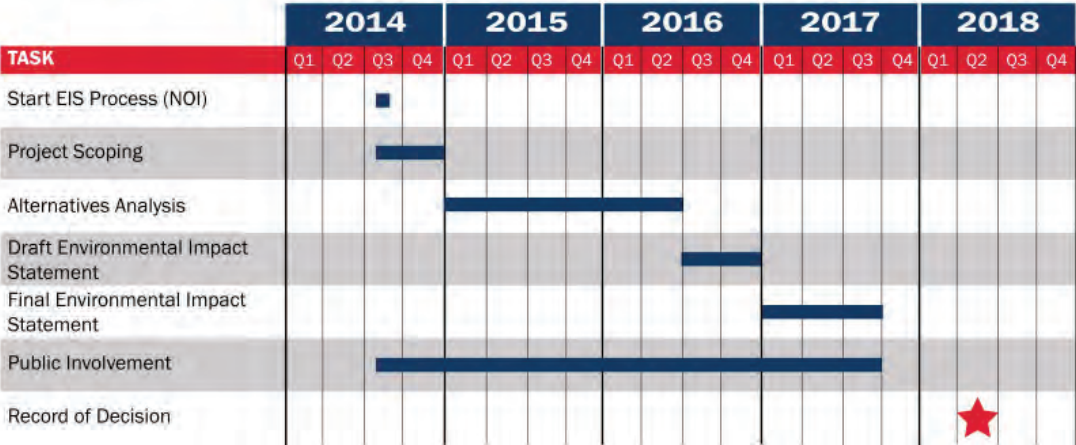
Natural Resources	Community Resources
✓ Air Quality	✓ Cultural resources
✓ Energy	✓ Economic Development
✓ Fish & Wildlife Habitat	✓ Historic Properties
✓ Wetlands	✓ Environmental Justice
✓ Water Quality	✓ Land Use
	✓ Noise & Vibration
	✓ Safety & Security
	✓ Transportation

Plus other issues raised by agencies and members of the public during the scoping period.

More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



**Dallas / Fort Worth Core Express Service
Project Schedule**



More Info/Comment: TxDOT.gov | Keyword: DFW Core Express

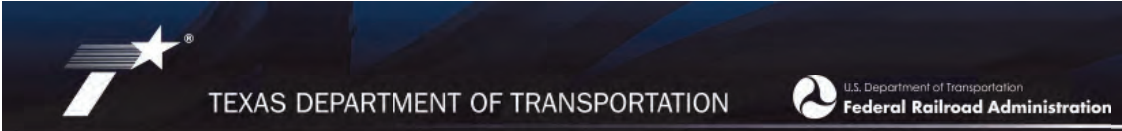
DFW CORE EXPRESS



Dallas / Fort Worth Core Express Service Study Area



More Info/Comment: TxDOT.gov | Keyword: DFW Core Express



Dallas / Fort Worth Core Express Service Potential Station Locations

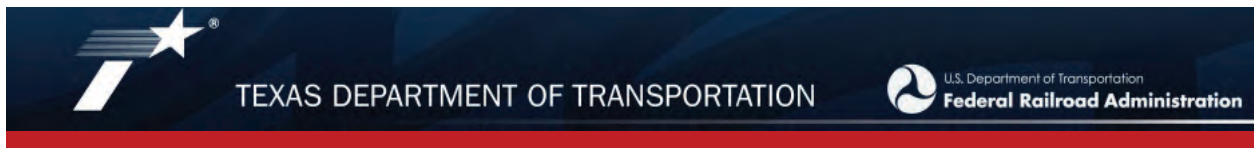


More Info/Comment: TxDOT.gov | Keyword: DFW Core Express

DFW CORE EXPRESS



VIII. Public Scoping Meeting Information Materials



Dallas/Fort Worth Core Express Service
HIGH- SPEED/EXPRESS PASSENGER RAIL
PUBLIC SCOPING MEETINGS

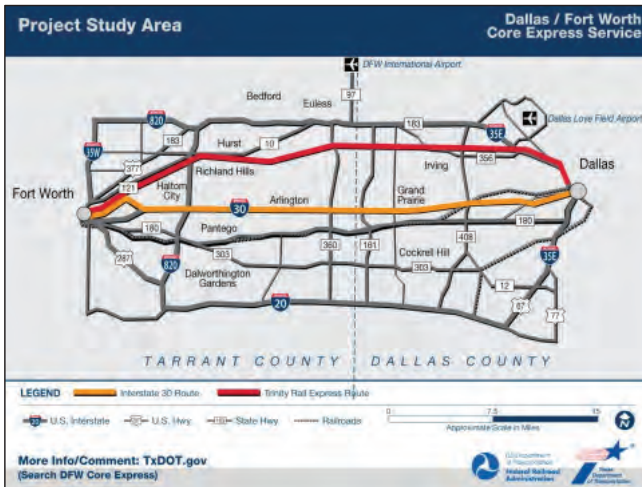
Connecting Dallas to Fort Worth

The Texas Department of Transportation (TxDOT) is leading the effort to develop an environmental study and is working cooperatively with the Federal Railroad Administration (FRA) to examine a proposal to provide high-speed/express passenger rail between Dallas and Fort Worth. This plan will identify opportunities to invest in high speed/express passenger rail between Dallas and Fort Worth. The study will include the development of:

- a reasonable number of alternatives
- an evaluation of any environmental impacts
- a recommended alignment & station locations

Safe & Efficient Regional Travel

The proposed route would connect the cities of Dallas and Fort Worth. The study will evaluate the alternative alignments as well as alternative station and maintenance facility locations. This study will not identify a recommended or preferred rail vehicle or technology for the corridor.



Public Scoping Meeting Agenda

- Welcome
- Overview of High-Speed Rail in Texas
- Project Overview
- Environmental Process
- Public & Agency Involvement
- Public Comment Session

Public Meeting Dates and Locations:

Tuesday, November 18, 2014

Open House: 4:30 p.m. to 7:30 p.m.

Presentation: 6 p.m.

Public Comments: 6:30 p.m.

Fort Worth Intermodal Transportation Center
 Second Floor Meeting Room
 1001 Jones Street
 Fort Worth, Texas 76102

Wednesday, November 19, 2014

Open House: 11 a.m. to 2 p.m.

Presentation: 12:30 p.m.

Public Comments: 1 p.m.

North Central Texas Council of Government
 Transportation Council Room
 616 Six Flags Drive
 Arlington, Texas 76005

Thursday, November 20, 2014

Open House: 4:30 p.m. to 7:30 p.m.

Presentation: 6 p.m.

Public Comments: 6:30 p.m.

J. Erik Jonsson Central Library
 Auditorium, 1st Floor, Concourse Area
 1515 Young Street
 Dallas, TX 75201

Contact Information

We encourage the public to submit comments on or before **December 15, 2014**, to be included in the meeting summary report; however, comments are welcomed at any time. For more information contact:

Texas Department of Transportation
 Rail Planning Section Manager
 125 E. 11th Street, Austin, TX 78701
 (512) 486-5137

www.TxDOT.gov | Keyword: DFW Core Express





Dallas/Fort Worth Core Express Service

Frequently Asked Questions

What is the Dallas/Fort Worth Core Express Service Project?

The Dallas/Fort Worth Core Express Service Project (D/FW Core Express) is an environmental and preliminary engineering study initiated to evaluate potential high-speed and express passenger rail between Dallas and Fort Worth. The project study area includes Tarrant and Dallas counties and the cities of Fort Worth, Dallas, Arlington, Bedford, Cockrell Hill, Dalworthington Gardens, Euless, Grand Prairie, Hurst, Haltom City, Irving, Pantego, and Richland Hills.

How long is the corridor?

The corridor could be anywhere from 30-40 miles in length, depending on the route.

What is the status of the project?

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Railroad Administration (FRA), is preparing a project-level Environmental Impact Statement (EIS) to evaluate the proposed project under the National Environmental Policy Act (NEPA). The project is currently in the initial scoping phase, during which issues are identified for consideration in the study.

What are the project's potential benefits?

This project would provide a convenient, reliable, and safe transportation alternative while meeting the expected increase in population and employment in Tarrant and Dallas counties. The project would also provide connectivity to an emerging high-speed passenger rail network in Texas.

What routes are being considered?

Multiple routes are under consideration at this early stage of the project. A planning-level study of potential high and higher-speed rail service between Oklahoma and South Texas identified six potential routes between Dallas and Fort Worth. These routes generally follow existing transportation highway and rail corridors including IH 30 and the Trinity Railway Express (TRE).

Has a cost estimate been prepared?

A cost estimate has not yet been developed and is dependent on numerous variables such as the selected route, the location and number of stations, and the type of train. Preliminary cost estimates will be prepared once a preferred alternative has been selected and further analyzed in the study process.

How will the D/FW Core Express be funded?

TxDOT received a \$15 million grant from the FRA to study high-speed and express passenger rail from Dallas to Fort Worth and in adjacent corridors. Funding for construction has not yet been identified and may come from a variety of sources. TxDOT will explore opportunities for public/private partnerships and other investment options as part of the study.

Who will own the D/FW Core Express?

Ownership of the D/FW Core Express could be structured in a variety of ways, including public ownership, private ownership or a public-private partnership. Potential ownership structures will be explored as further study continues.

Where might the stations be located?

Proposed termini include areas in the vicinity of downtown Dallas and downtown Fort Worth. Intermediate stops will also be studied.

How fast will D/FW Core Express travel?

The speed will be determined by the type of train ultimately selected for the D/FW Core Express. The service being considered is somewhere between express and high-speed rail or between 70 to 125 miles per hour.

How long will it take to travel between D/FW?

Travel time cannot be established until a route and specific type of train and rail technology are selected.



Who makes the final decision?

TxDOT will select a preferred alternative and forward that recommendation to the FRA, which will issue a final Record of Decision.

How will input from agency and community stakeholders be factored into the final decision?

TxDOT will share all input received throughout the environmental review process from federal and state agencies and community stakeholders with FRA.

What would be the process for property acquisition if new rights-of-way are needed?

At this phase in the project, broad corridors, including highway and rail, have been identified as potential locations for the D/FW Core Express. The actual right-of-way and alignment would not be determined until after the completion of the environmental studies. Once an preferred alternative is identified, we will need to consider any potential impacts to commercial and residential property. If properties are impacted by the preferred alternative, TxDOT will contact property owners directly to discuss the property acquisition process and share additional information.

When would construction begin and how long might it take to build the project?

Several factors would influence the time frame for the initiation of construction. Funding is a key component of project advancement. It is still to be determined if the project would be funded by public or private sources, or a combination of sources. Additionally, environmental studies, preliminary and final design, and right-of-way determination must be accomplished before construction begins (Fall 2017).

Will this tie into the Houston to Dallas high-speed rail project currently being studied?

The D/FW Core Express will look to provide connectivity to other forms of rail, transit, bicycle and pedestrian facilities, and automobiles including other potential high-speed rail lines from Dallas to Fort Worth, Oklahoma City to Laredo, and Fort Worth to Austin. Connectivity is paramount, which is why TxDOT and FRA are coordinating with the North Central Texas Council of Governments, regional transit agencies and local cities in the study process.

How can I be involved in the study process?

Stakeholders can be involved in the study process by attending public meetings, signing up to receive project updates and/or by visiting the TxDOT's Facebook (facebook.com/TxDOT) and Twitter (@TxDOT) pages. To sign up for project updates, email the project at DFWCoreExpress@TxDOT.gov or visit the project website at www.txdot.gov (Keyword: DFW Core Express). Comments on the project can be submitted via email, or on the project website.

What is the current status of other rail projects in Texas?

Information about other Texas rail projects are available on the project webpage and the TxDOT Rail Division page at TxDOT.gov.

ADDITIONAL QUESTIONS OR COMMENTS?

Texas Department of Transportation
 Rail Planning Section Manager
 125 E. 11th Street
 Austin, TX 78701
 (512) 486-5137

STAY INFORMED

Visit our website to join our mailing list and receive email updates about the project:

www.TxDOT.gov
 Keyword | DFW Core Express

 [Facebook.com/TxDOT](https://www.facebook.com/TxDOT)
 [@TxDOT](https://twitter.com/TxDOT)



Dallas / Fort Worth Core Express Service Project

COMMENT FORM – PLEASE SHARE YOUR IDEAS

The Texas Department of Transportation (TxDOT) and Federal Railroad Administration (FRA) thank you for attending the Dallas/Fort Worth Core Express Service project public scoping meeting. We welcome your feedback about your experience today:

The public information displays were informative.



The process that will be used to develop the Environmental Impact Statement (EIS) was clearly explained.



Information was presented in an easy to understand manner.



Study team members were knowledgeable and helpful.



I understand how I may participate and provide input to the study.



What are the most important needs this study should address?

Please see reverse side for additional opportunities to comment.

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in one of the boxes provided or mail it to:
 Texas Department of Transportation, ATTN: Environmental Affairs Division,
 118 E. Riverside Drive, Austin, Texas 78704





What environmental (including community) issues should be considered and why?

Please share any additional comments or ideas you may have regarding the study.

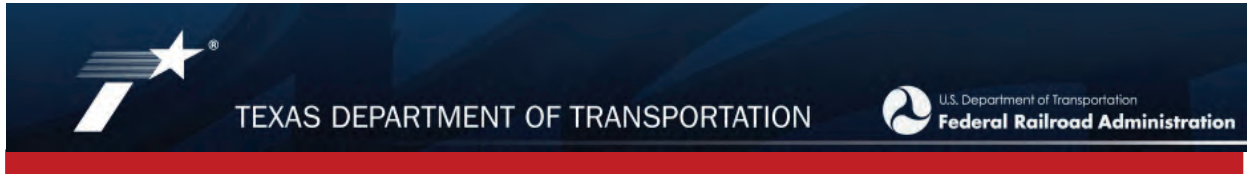
To join our mailing list, please enter the information below.

FIRST AND LAST NAME	EMAIL and/or MAILING ADDRESS

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting





Proyecto de servicio exprés para el centro de Dallas y Fort Worth
TREN DE ALTA VELOCIDAD/
TREN PASAJERO EXPRES
JUNTAS PÚBLICAS

Conectando a Dallas y Fort Worth

El Departamento de Transporte de Texas (TxDOT) está desarrollando un estudio ambiental en cooperación con la Administración Federal de Ferrocarriles (FRA) para examinar una propuesta para proporcionar servicio de tren de alta velocidad/tren pasajero exprés entre Dallas y Fort Worth. Este plan identificará oportunidades para invertir en tren de alta velocidad/tren pasajero exprés entre Dallas y Fort Worth. El estudio incluirá el desarrollo de:

- Un número razonable de alternativas
- Una evaluación de los impactos ambientales
- Una alineación recomendada y ubicaciones de estaciones

Viajes regionales seguros y eficientes

La ruta propuesta conectaría las ciudades de Dallas y Fort Worth. El estudio evaluará las rutas alternativas, así como ubicaciones alternativas para las estaciones e instalaciones de mantenimiento. Este estudio no identificará un vehículo de ferrocarril o tecnología preferida para el corredor.



www.TxDOT.gov | Palabra clave: DFW Core Express

Agenda de la Junta Pública

- Bienvenida
- Visión general de trenes de alta velocidad en Texas
- Descripción general del proyecto
- Proceso ambiental
- Participación pública y de las agencias
- Sesión para comentarios públicos

Fechas y ubicaciones de las juntas públicas:

Martes, 18 de noviembre 2014
Exhibiciones: 4:30 p.m. - 7:30 p.m.
Presentación: 6:00 p.m.
Comentarios Públicos: 6:30 p.m.
 Fort Worth Intermodal Transportation Center
 Second Floor Meeting Room
 1001 Jones Street
 Fort Worth, Texas 76102

Miércoles, 19 de noviembre 2014
Exhibiciones: 11:00 a.m. - 2:00 p.m.
Presentación: 12:30 p.m.
Comentarios Públicos: 1:00 p.m.
 North Central Texas Council of Government
 Transportation Council Room
 616 Six Flags Drive
 Arlington, Texas 76005

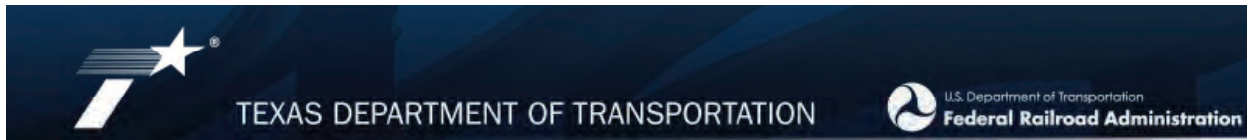
Jueves, 20 de noviembre 2014
Exhibiciones: 4:30 p.m. - 7:30 p.m.
Presentación: 6:00 p.m.
Comentarios Públicos: 6:30 p.m.
 J. Erik Jonsson Central Library
 Auditorium, 1st Floor, Concourse Area
 1515 Young Street
 Dallas, TX 75201

Información de contacto

Le invitamos al público que sometan sus comentarios a más tardar el 15 de diciembre 2014, para que sean incluidos en el resumen de la reunión; Sin embargo, los comentarios son bienvenidos en cualquier momento. Para obtener más información de contacto:

Texas Department of Transportation
 Rail Planning Section Manager
 125 E. 11th Street, Austin, TX 78701
 (512) 486-5137





Proyecto de servicio exprés para el centro de Dallas y Fort Worth

Preguntas Frecuentes

¿Que es el proyecto de servicio exprés para el centro de Dallas y Fort Worth?

El proyecto de servicio exprés para el centro de Dallas y Fort Worth (D/FW Core Express por sus siglas en ingles) es un estudio ambiental y de ingeniería preliminar iniciado para evaluar el potencial de trenes pasajeros de alta velocidad y exprés dentro de Dallas y Fort Worth. El área de estudio incluye los condados de Tarrant y Dallas y las ciudades de Fort Worth, Dallas, Arlington, Irving, Grand Prairie, Pantego, Haltom City, Richland Hills, y Hurst.

¿Que tan largo es el corredor?

El corredor puede ser entre 30 y 40 millas de largo, dependiendo en la ruta.

¿En que fase esta el proyecto en este momento?

El Departamento de Transporte de Texas (TxDOT), en cooperación con la Administración Federal de Ferrocarriles (FRA), esta preparando una Declaración de Impacto Ambiental (EIS) al nivel de proyecto para evaluar el proyecto de bajo de la Acta Nacional de Política Ambiental (NEPA). Actualmente, el proyecto esta en la fase de determinación del alcance inicial, en el que se identifican cuestiones para consideración durante el estudio.

¿Cuales son los beneficios del proyecto?

Este proyecto proporcionara un alternativa de pasaje que es conveniente, fiable y segura cumpliendo con el aumento previsto de la población y el emplea en los condados de Tarrant y Dallas. El proyecto también proporcionaría conectividad a una red de trenes pasajeros de alta velocidad que emerge en Texas.

¿Se ha preparado una estimación de los costos?

Una estimación de los costos aun no se ha desarrollado y depende de numerosas variables, tales como la ruta seleccionada, la ubicación y el numero de estaciones, y el tipo de tren. Mas información acerca de los costos se preparara una vez que la alternativa

preferida ha sido seleccionada y analizada mas a través de la Declaración de Impacto Ambiental, mas tarde en el proceso de revisión ambiental.

¿Como se financiara el proyecto?

TxDOT recibió una donación de \$15 millones de dólares del FRA para estudiar las consecuencia ambientales posibles para trenes pasajeros de alta velocidad y exprés para el centro de Dallas y Fort Worth. Los fondos para la construcción aun no han sido identificados y pueden provenir de una variedad de lugares. TxDOT explorara oportunidades de alianzas publicas/privadas, así como otras opciones de inversión en los pasillos del estudio una vez que la ruta preferida ha sido identificado.

¿Quien será el propietario del proyecto?

La propiedad del proyecto se podría estructurar en una variedad de maneras, incluyendo la propiedad publica, la propiedad privada o una asociación publica-privada. Estructuras de propiedad potenciales serán exploradas como parte de la continuación del estudio.

¿Cuales son las áreas que están siendo consideradas para la ubicación de las estaciones?

Terminales propuestos incluyen áreas en la proximidad de la estación Unión en Dallas y el centro de transporte intermodal de Fort Worth. También se estudiaran las paradas intermedias.

¿Que tan rápido viajara el servicio de trenes pasajeros de alta velocidad y exprés?

La velocidad será determinada pro el tipo de tren finalmente seleccionado para el servicio de trenes pasajeros de alta velocidad y exprés. El servicio que se esta considerando esta entre tren exprés o tren de alta velocidad o entre 70 a 125 millas por hora.



¿Cuanto tiempo tomara para viajar entre D/FW?

La duración del viaje no se puede establecer hasta que se selecciona una ruta y un tipo de tren.

¿Quien toma la decisión final?

TxDOT seleccionara una alternativa preferida y remitida a la FRA, que emitirá un registro de la decisión final.

¿Cómo se tendrán en cuenta en la decisión final los comentarios de las agencias y el publico?

TxDOT compartirá todos los comentarios de las agencias federales y estatales, y los interesados de la comunidad recibidos durante el proceso de revisión ambiental con FRA.

¿Cual seria el proceso para la adquisición de propiedad si se necesitan derechos de vía nuevos?

En esta fase de el proyecto, corredores amplios, incluyendo los de carretera y de riel, han sido identificados como lugares potenciales para el servicio de trenes pasajeros de alta velocidad y exprés. Los derechos de vía actuales y la alineación no se determinara hasta después de la finalización de los estudios ambientales. Una vez que se identifique una alternativa preferida, tendremos que considerar los impactos potenciales a la propiedad comercial y residencial. Si las propiedades se ven afectadas por la alternativa preferida, TxDOT pondrá en contacto con los propietarios directamente para discutir el proceso de adquisición de al propiedad y compartir información adicional.

¿Cuando comenzara la construcción y cuanto tiempo podría durar?

Hay varios factores que podrían influenciar el marco de tiempo para el inicio de la construcción. El financiamiento es un componente clava para el avance del proyecto. Esta aun por determinarse si el proyecto sería financiado por recursos públicos o privados, o una combinación de recursos. Además, los estudios ambientales, el diseño preliminar y final, y la determinación correcta de derecho de vías se necesita llevar a cabo antes de que comience la construcción (Otoño 2017).

¿Será que este proyecto va a proporcionar una conexión al proyecto de trenes pasajeros de alta velocidad dentro de Houston y Dallas que actualmente se esta estudiando?

Este proyecto buscara oportunidades para proporcionar conectividad con otras formas de instalaciones ferroviarias, tránsito, bicicletas y peatones y automóviles, incluyendo otras líneas posibles de trenes de alta velocidad desde Dallas a Fort Worth, Oklahoma City a Laredo, y Fort Worth a Austin. La conectividad es de suma importancia, por lo que TxDOT y la FRA están coordinando con el consejo de gobiernos de el área de Texas en el norte

central, las agencias de transporte regionales y las ciudades locales en el proceso de estudio.

¿Como puedo participar en el proceso del estudio?

Usted puede participar en el proceso con asistir a las juntas publicas, inscribirse para recibir actualizaciones del proyecto y/o visite las pagines de TxDOT en el Facebook de TxDOT (facebook.com/TxDOT) y el Twitter (TxDOT) paginas. Para inscribirse a las actualizaciones de proyectos, envíe su pedida por correo electrónico en DFW Core Express@TxDOT o visite el sitio de web del proyector en www.txdot.gov (Palabra clave: DFW Core Express). Los comentarios sobre el proyecto se pueden enviar por correo electrónico en una pagina web del proyecto.

¿Cuál es el estado actual de otros proyectos ferroviarios en Texas?

Información sobre otros proyectos ferroviarios de Texas están disponibles en el sitio de web del proyecto y en la página de la división de tren de TxDOT al TxDOT.gov

¿PREGUNTAS O COMENTARIOS ADICIONALES?

Texas Department of Transportation
Rail Planning Section Manager
125 E. 11th Street
Austin, TX 78701
(512) 486-5137

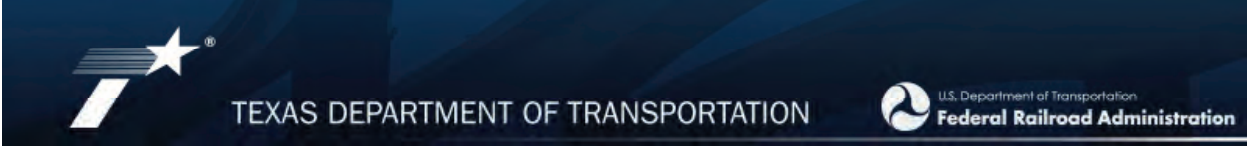
MANTEGASE INFORMADO

Visite nuestro sitio de web y inscríbese en nuestra lista de correo electrónico para recibir actualizaciones del proyecto:

www.TxDOT.gov

Palabra clave: DFW Core Express

 [Facebook.com/TxDOT](https://www.facebook.com/TxDOT)
 [@TxDOT](https://twitter.com/TxDOT)

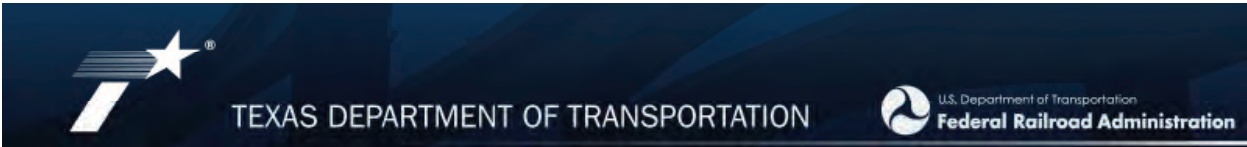


**Proyecto de servicio exprés para el centro de Dallas y Fort Worth
Tarjeta de comentario verbal**

Invitamos sus comentarios verbales sobre el proyecto. Rellene esta tarjeta y comparte tu comenta verbalmente en la mesa del reportero de la corte - o - llene la tarjeta para hablar durante el período de comentarios públicos que empieza a las 6:30 p.m.

Si quieres compartir sus comentarios verbales durante el período de comentarios públicos, envíe esta tarjeta a un miembro del equipo del proyecto o entrégalo en la mesa de registro. Vamos a llamar a su nombre en el orden que recibamos su tarjeta de registro. Cuando llegue a el micrófono por favor indique su nombre, dirección, y que organización usted representa en su caso (por ejemplo, una empresa).

Con el fin de escuchar a todos, estamos pidiendo al público a limitar su comentarios a 3 minutos y que enfoquen sus comentarios sobre el proyecto de servicio exprés para el centro de Dallas / Fort Worth.



**Proyecto de servicio exprés para el centro de Dallas y Fort Worth
Tarjeta de comentario verbal**

Invitamos sus comentarios verbales sobre el proyecto. Rellene esta tarjeta y comparte tu comenta verbalmente en la mesa del reportero de la corte - o - llene la tarjeta para hablar durante el período de comentarios públicos que empieza a las 6:30 p.m.

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Con el fin de escuchar a todos, estamos pidiendo al público a limitar su comentarios a 3 minutos y que enfoquen sus comentarios sobre el proyecto de servicio exprés para el centro de Dallas / Fort Worth.





Nombre _____

Organización _____

Dirección _____ Código Postal _____

Correo electrónico (opcional) _____

(Código de Transporte de Texas, §201.811(a)(5)): indique cada uno de los cuadros siguientes que se aplican a usted:

- Soy empleado de TxDOT
- Hago negocio con TxDOT
- Podría beneficiar monetariamente del proyecto u otro elemento sobre que estoy comentando



Nombre _____

Organización _____

Dirección _____ Código Postal _____

Correo electrónico (opcional) _____

(Código de Transporte de Texas, §201.811(a)(5)): indique cada uno de los cuadros siguientes que se aplican a usted:

- Soy empleado de TxDOT
- Hago negocio con TxDOT
- Podría beneficiar monetariamente del proyecto u otro elemento sobre que estoy comentando





B. Agency Scoping Meeting Agenda



I. Letters of Invitation to Potential Cooperating Agencies

Dallas / Fort Worth Core Express Service Project

List of Invited Cooperating Agencies

Agency	Contact	Address
U.S. Army of Corps of Engineers Fort Worth District	Mr. Darvin Messer	819 Taylor Street, Room 3A37 Fort Worth, TX 76102
U.S. Fish and Wildlife Service	Dr. Benjamin Tuggle	PO Box 1306 Albuquerque, NM 87103-1306
Federal Transit Administration	Mr. Robert C. Patrick	819 Taylor Street, Room 8A36 Fort Worth, TX 76102
U.S. Environmental Protection Agency	Mr. Craig Weeks	1445 Ross Avenue Dallas, TX 75202
Federal Aviation Administration	Mr. Kelvin Solco	2601 Meacham Blvd. Fort Worth, TX 76137
Federal Highways Administration	Mr. Mike Leary	300 East 8 th Street, Room 826 Austin, TX 78701



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

U.S. Army Corps of Engineers Fort Worth District
Senior Regulatory Project Manager
Mr. Darvin Messer
819 Taylor Street, Room 3A37
Fort Worth, TX 76102

Dear Mr. Darvin Messer:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of U.S. Army Corps of Engineers Fort Worth District as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

The EIS will evaluate environmental implications of route and operation alternatives for a passenger rail between the two cities which currently has rail service only by Amtrak's limited long distance Texas Eagle. The EIS is being prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and the preparation is being managed by TxDOT. FRA is the lead federal agency providing oversight and responsibility for the final decision on project implementation.

The rail service will be by means of an as-yet undetermined technology and will establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems serving Dallas – Houston and Dallas – Austin – San Antonio. The final alignment has not been determined, but it is anticipated that the rail service could utilize one of a number of existing transportation corridors with other existing linear infrastructure, such as railroads, roads, and utilities. The results of the EIS will inform and support FRA's decision on technology, route alignment, rail service station location, operational configuration and other project details.

FRA published a [Notice of Intent](#) on September 5, 2014 and will be holding public scoping meetings in mid-November. TxDOT also has additional information on their [Commission for High-Speed Rail in the Dallas/Ft. Worth Region](#) website.

The primary federal action(s) for the proposed project are regulatory approvals. Under the National Environmental Policy Act (NEPA), the FRA is the lead federal agency and the Texas Department of Transportation (TxDOT) has agreed to serve as the co-lead state agency. Your and other federal agencies will likely have other regulatory approvals for the final proposed action.

This project will be coordinated under Section 139 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 USC). As a Cooperating Agency your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the third-party EIS. We suggest that your agency's role in the development of the above project should

include the following as they relate to your area of expertise:

1. Participate in coordination meetings.
2. Provide meaningful input on refining the purpose and need, determining range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
3. Identify issues, concerns and any studies that the third-party EIS should address and assist the agency in determining appropriate mitigation strategies
4. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document.

Once again, FRA and TxDOT are inviting U.S. Army Corps of Engineers Fort Worth District to serve as Cooperating Agency. Please respond to FRA in writing with an acceptance or denial of the invitations within 30 days receipt of this letter. In making your determination and response to FRA please consider whether or not your agency:

- Has jurisdiction or authority with respect to the proposed project
- Has expertise or information relevant to the proposed project
- Intend to submit comments on the proposed project

An invitation to attend one of two upcoming Agency Scoping meetings was sent to you last week. Those meetings will be held from 9 a.m. to noon on **Wednesday, October 22**, North Central Texas Council of Governments, Fred Keithly Conference Room, 616 Six Flags Drive, Arlington, TX; and **Monday, October 27**, Texas Department of Transportation, Conference Room 1-A2, 200 E. Riverside Drive, Austin, TX.

If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,



FOR

David Valenstein
Environment & Systems Planning Division Chief



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

U.S. Fish and Wildlife Service
Regional Director, Southwest Region
Dr. Benjamin Tuggle
PO Box 1306
Albuquerque, NM 87103-1306

Dear Dr. Benjamin Tuggle:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of U.S. Fish and Wildlife Service as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

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If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". Below the signature, the letters "FVR" are written in a smaller, simpler font.

David Valenstein
Environment & Systems Planning Division Chief



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

Federal Transit Administration
Regional Administrator
Mr. Robert C. Patrick
819 Taylor Street, Room 8A36
Fort Worth, TX 76102

Dear Mr. Robert C. Patrick:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of Federal Transit Administration as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

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The primary federal action(s) for the proposed project are regulatory approvals. Under the National Environmental Policy Act (NEPA), the FRA is the lead federal agency and the Texas Department of Transportation (TxDOT) has agreed to serve as the co-lead state agency. Your and other federal agencies will likely have other regulatory approvals for the final proposed action.

This project will be coordinated under Section 139 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 USC). As a Cooperating Agency your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the third-party EIS. We suggest that your agency's role in the development of the above project should

include the following as they relate to your area of expertise:

1. Participate in coordination meetings.
2. Provide meaningful input on refining the purpose and need, determining range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
3. Identify issues, concerns and any studies that the third-party EIS should address and assist the agency in determining appropriate mitigation strategies
4. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document.

Once again, FRA and TxDOT are inviting Federal Transit Administration to serve as Cooperating Agency. Please respond to FRA in writing with an acceptance or denial of the invitations within 30 days receipt of this letter. In making your determination and response to FRA please consider whether or not your agency:

- Has jurisdiction or authority with respect to the proposed project
- Has expertise or information relevant to the proposed project
- Intend to submit comments on the proposed project

An invitation to attend one of two upcoming Agency Scoping meetings was sent to you last week. Those meetings will be held from 9 a.m. to noon on **Wednesday, October 22**, North Central Texas Council of Governments, Fred Keithly Conference Room, 616 Six Flags Drive, Arlington, TX; and **Monday, October 27**, Texas Department of Transportation, Conference Room 1-A2, 200 E. Riverside Drive, Austin, TX.

If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,



David Valenstein
Environment & Systems Planning Division Chief



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

U.S. Environmental Protection Agency
Chief of Planning and Coordination, Region 6
Mr. Craig Weeks
1445 Ross Avenue
Dallas, TX 75202

Dear Mr. Craig Weeks:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of U.S. Environmental Protection Agency as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

The EIS will evaluate environmental implications of route and operation alternatives for a passenger rail between the two cities which currently has rail service only by Amtrak's limited long distance Texas Eagle. The EIS is being prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and the preparation is being managed by TxDOT. FRA is the lead federal agency providing oversight and responsibility for the final decision on project implementation.

The rail service will be by means of an as-yet undetermined technology and will establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems serving Dallas – Houston and Dallas – Austin – San Antonio. The final alignment has not been determined, but it is anticipated that the rail service could utilize one of a number of existing transportation corridors with other existing linear infrastructure, such as railroads, roads, and utilities. The results of the EIS will inform and support FRA's decision on technology, route alignment, rail service station location, operational configuration and other project details.

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The primary federal action(s) for the proposed project are regulatory approvals. Under the National Environmental Policy Act (NEPA), the FRA is the lead federal agency and the Texas Department of Transportation (TxDOT) has agreed to serve as the co-lead state agency. Your and other federal agencies will likely have other regulatory approvals for the final proposed action.

This project will be coordinated under Section 139 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 USC). As a Cooperating Agency your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the third-party EIS. We suggest that your agency's role in the development of the above project should

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Once again, FRA and TxDOT are inviting U.S. Environmental Protection Agency to serve as Cooperating Agency. Please respond to FRA in writing with an acceptance or denial of the invitations within 30 days receipt of this letter. In making your determination and response to FRA please consider whether or not your agency:

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If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,



David Valenstein
Environment & Systems Planning Division Chief



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

Federal Aviation Administration
Regional Administrator, Southwest Region
Mr. Kelvin Solco
2601 Meacham Blvd.
Fort Worth, TX 76137

Dear Mr. Kelvin Solco:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of Federal Aviation Administration as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

The EIS will evaluate environmental implications of route and operation alternatives for a passenger rail between the two cities which currently has rail service only by Amtrak's limited long distance Texas Eagle. The EIS is being prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and the preparation is being managed by TxDOT. FRA is the lead federal agency providing oversight and responsibility for the final decision on project implementation.

The rail service will be by means of an as-yet undetermined technology and will establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems serving Dallas – Houston and Dallas – Austin – San Antonio. The final alignment has not been determined, but it is anticipated that the rail service could utilize one of a number of existing transportation corridors with other existing linear infrastructure, such as railroads, roads, and utilities. The results of the EIS will inform and support FRA's decision on technology, route alignment, rail service station location, operational configuration and other project details.

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The primary federal action(s) for the proposed project are regulatory approvals. Under the National Environmental Policy Act (NEPA), the FRA is the lead federal agency and the Texas Department of Transportation (TxDOT) has agreed to serve as the co-lead state agency. Your and other federal agencies will likely have other regulatory approvals for the final proposed action.

This project will be coordinated under Section 139 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (23 USC). As a Cooperating Agency your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the third-party EIS. We suggest that your agency's role in the development of the above project should

include the following as they relate to your area of expertise:

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Once again, FRA and TxDOT are inviting Federal Aviation Administration to serve as Cooperating Agency. Please respond to FRA in writing with an acceptance or denial of the invitations within 30 days receipt of this letter. In making your determination and response to FRA please consider whether or not your agency:

- Has jurisdiction or authority with respect to the proposed project
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If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,



For

David Valenstein
Environment & Systems Planning Division Chief



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 10, 2014

Federal Highways Administration
Director of Planning and Program Development
Mr. Mike Leary
300 East 8th Street, Room 826
Austin, Texas 78701

Dear Mr. Mike Leary:

The Federal Railroad Administration (FRA) with Texas Department of Transportation as a co-lead agency is initiating a third-party Environmental Impact Statement (EIS) for the proposed Dallas to Fort Worth Express Passenger Rail Service, previously referred to as the Dallas to Fort Worth Core Express Service. FRA, along with other federal agencies must issue approvals for the application.

Your agency has been identified as an agency that might have interest in the proposed project due the requirements of various environmental regulations. Furthermore, FRA and TxDOT invite the participation of Federal Highways Administration as a Cooperating Agency in preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA.

The EIS will evaluate environmental implications of route and operation alternatives for a passenger rail between the two cities which currently has rail service only by Amtrak's limited long distance Texas Eagle. The EIS is being prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and the preparation is being managed by TxDOT. FRA is the lead federal agency providing oversight and responsibility for the final decision on project implementation.

The rail service will be by means of an as-yet undetermined technology and will establish connectivity with other transportation services in Dallas and Fort Worth, including two planned high-speed rail systems serving Dallas – Houston and Dallas – Austin – San Antonio. The final alignment has not been determined, but it is anticipated that the rail service could utilize one of a number of existing transportation corridors with other existing linear infrastructure, such as railroads, roads, and utilities. The results of the EIS will inform and support FRA's decision on technology, route alignment, rail service station location, operational configuration and other project details.

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The primary federal action(s) for the proposed project are regulatory approvals. Under the National Environmental Policy Act (NEPA), the FRA is the lead federal agency and the Texas Department of Transportation (TxDOT) has agreed to serve as the co-lead state agency. Your and other federal agencies will likely have other regulatory approvals for the final proposed action.

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Once again, FRA and TxDOT are inviting Federal Highways Administration to serve as Cooperating Agency. Please respond to FRA in writing with an acceptance or denial of the invitations within 30 days receipt of this letter. In making your determination and response to FRA please consider whether or not your agency:

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If you have any questions or require any further information please contact Michael Johnsen (michael.johnsen@dot.gov; 202-493-1310) or Jamie Maughan (james.maughan@dot.gov; 617-494-2881).

Sincerely,



David Valenstein
Environment & Systems Planning Division Chief



II. Agency Scoping Meetings List of Invited Agencies

Dallas / Fort Worth Core Express Service Project
Agency Scoping Meetings - October 22 & 27,2014
List of Invited Agencies

Agencies
U.S. Army of Corps of Engineers Fort Worth District
U.S. Fish and Wildlife Service
Federal Transit Administration
U.S. Environmental Protection Agency
Federal Aviation Administration
Federal Highways Administration
Texas Historical Commission
Texas Parks and Wildlife Department
North Central Texas Council of Governments
Tarrant County
Dallas County
City of Dallas
City of Fort Worth
City of Arlington
Dallas Area Rapid Transit
The Fort Worth Transportation Authority
Denton County Transportation Authority
North Texas Tollway Authority
Dallas/Fort Worth Airport
Trinity River Authority



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

Texas Historical Commission
Executive Director
Mr. Mark Wolfe
1511 Colorado Street
Austin, TX 78701

October 8, 2014

Dear Agency Representative,

The Federal Railroad Administration (FRA) and the Texas Department of Transportation (TXDOT) will host agency scoping meetings regarding the Dallas to Ft. Worth Passenger Express Service Environmental Impact Statement (EIS) Project during the month of October 2014. This project envisions express passenger rail service connecting Dallas and Ft. Worth.

In accordance with the National Environmental Policy Act (NEPA), FRA and TXDOT are inviting comments and suggestions regarding the scope of the project. For your convenience, two agency scoping meetings will be held – one in Arlington and one in Austin as follows:

October 22, 2014

9:00 AM to 12:00 PM

North Central Texas Council of
Governments
Fred Keithly Conference Room
616 Six Flags Drive
Arlington, TX 76005

October 27, 2014

9:00 AM to 12:00 PM

Texas Department of Transportation
Room 1-A2
200 E. Riverside
Austin, Texas

Please feel free to attend the location nearest to you. If requested, a call-in number will also be provided.

Your input as an interested and/or overseeing federal or state agency to the EIS scope and any other aspect of the project is critical in the preparation of the EIS. At the agency scoping meeting, your agency will be provided information pertaining to the purpose and need, study area, logical termini, and schedule. This will be provided to your agency for review and comment.

We ask that you or a representative of your agency please attend the agency scoping meeting to provide valuable insight and feedback on the preparation of the EIS and any associated issues or concerns that should be addressed early in the project.

PLEASE RSVP TO james.maughan@dot.gov (or hit 'reply' if received via e-mail) by

close of business on October 17, 2014, and include your name and contact information.

Our team looks forward to meeting with you to discuss this exciting project. If you have any questions in the interim, please contact Jamie Maughan at 617-494-2881, Michael Johnsen at 202-493-1310, or Melissa Neeley with TxDOT at 512-335-2906.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael M. F.", with the word "FOR" written in smaller letters below the signature.

David Valenstein

Division Chief, Environment and Systems Planning Division



III. Agency Scoping Meeting Agenda



**Dallas / Fort Worth Core Express Service
Agency Scoping Meetings**

**Wednesday, October 22, 2014
9 a.m. to Noon**

North Central Texas Council of Governments - Fred Keithly Conference Room
616 Six Flags Drive, Arlington, Texas

**Monday, October 27, 2014
9 a.m. to Noon**

Texas Department of Transportation - Room 1-A2
200 E. Riverside, Austin, Texas

AGENDA

- | | | |
|-------|---|----------------------------------|
| I. | Welcome and Introductions | Melissa Neeley, TxDOT |
| II. | Overview of Passenger Rail in Texas | Erik Steavens/Mark Werner, TxDOT |
| III. | Project Description | Mark Werner, TxDOT |
| IV. | NEPA Process Overview | James Maughan, FRA |
| V. | Project Schedule | Melissa Neeley, TxDOT |
| VI. | Agency and Public Participation Process | Susan Howard, TxDOT |
| VII. | Next Steps | Mark Werner, TxDOT |
| VIII. | Discussion & Questions | All |


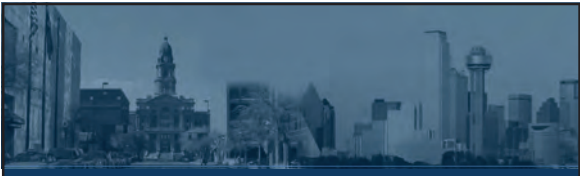




IV. Agency Scoping Meeting Presentations

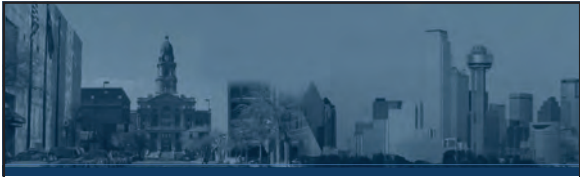


Agency Scoping Meetings
 Dallas/Fort Worth Core Express Service
 October 22, 2014 - Dallas, Texas
 October 27, 2014 - Austin, Texas

Erik Steavens, Director of Rail, TxDOT (Dallas)
 Mark Werner, Rail Planning Section Manager, TxDOT (Austin)

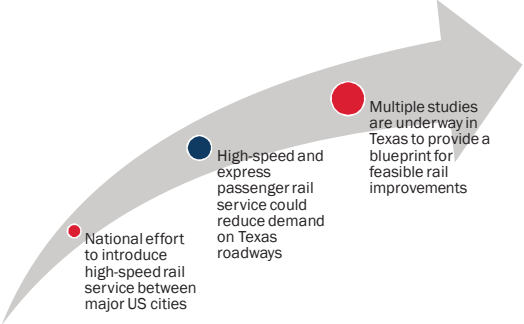
PASSENGER RAIL IN TEXAS



Melissa Neeley, Rail Projects Mgr., Environmental Affairs Div., TxDOT

WELCOME & INTRODUCTIONS

High-Speed Rail in Texas




- National effort to introduce high-speed rail service between major US cities
- High-speed and express passenger rail service could reduce demand on Texas roadways
- Multiple studies are underway in Texas to provide a blueprint for feasible rail improvements

Today's Agenda

Item	Speaker
Welcome & Introductions	Melissa Neeley, TxDOT
Passenger Rail in Texas	Erik Steavens, TxDOT
Project Description	Mark Werner, TxDOT
NEPA Process	James Maughan, FRA
Project Schedule	Melissa Neeley, TxDOT
Agency and Public Participation Process	Susan Howard, TxDOT
Next Steps	Mark Werner, TxDOT
Discussion & Questions	

Ongoing Rail Studies

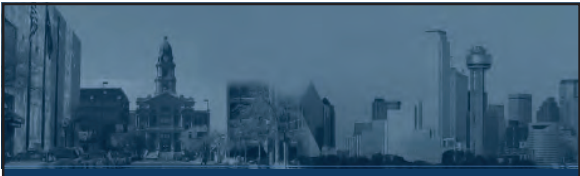
Texas Oklahoma City Passenger Rail Study	Dallas to Houston High-Speed Rail	Dallas / Fort Worth Core Express Service
<ul style="list-style-type: none"> • Oklahoma City to South Texas • Tier 1 EIS • FRA/TxDOT Co-Lead Agencies • Evaluating a range of passenger rail service options • 850-mile corridor 	<ul style="list-style-type: none"> • Houston to Dallas • Tier 2 EIS • FRA/TxDOT Co-Lead Agencies • Texas Central Railway – private applicant 	<ul style="list-style-type: none"> • Dallas to Fort Worth Rail Service • Tier 2 EIS • FRA/TxDOT Co-Lead Agencies • Topic of Today's Meeting



Mark Werner, Rail Planning Section Manager, Rail Division, TxDOT

PROJECT DESCRIPTION

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James Maughan, NEPA Lead, Federal Railroad Administration

NEPA PROCESS OVERVIEW

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Project Description

- ★ TxDOT and FRA preparing a Tier 2 Environmental Impact Statement (EIS) for the Dallas / Fort Worth Core Express Project
- ★ This project is a component of a larger high-speed and intercity rail system planned for Texas
- ★ Will evaluate route and operational alternatives for core express intercity passenger rail between Fort Worth and Dallas

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Purpose and Need

Formal P&N statement under development.

- ★ **Purpose**
To provide reliable, safe and an economically viable express passenger rail transportation between Dallas and Fort Worth.
- ★ **Functional Need**
To address mobility- and congestion-related issues in the Dallas / Fort Worth Metroplex.

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Study Area Map



TARRANT COUNTY DALLAS COUNTY

LEGEND: Interstate 30 Issues (Yellow), Tier 1 Rail Express Issues (Red)

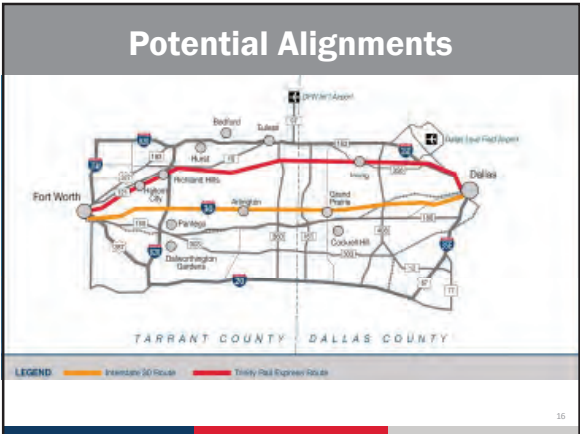
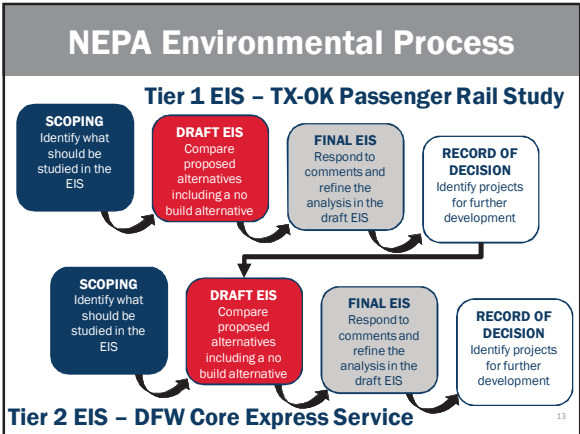
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Tiered EIS Process

A phased environmental review process used in the development of complex projects.

- ★ **Tier 1 EIS** addresses broad, corridor-level issues and alternatives
- ★ **Tier 2 EIS** addresses individual component projects of the selected alternatives from the Tier 1 EIS in more detail

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- ### Scoping Objectives
- ★ Identify any significant environmental conditions or resources that may be affected by the project;
 - ★ Specify study methods and determine data needed to assess potential impacts;
 - ★ Define reasonable alternatives for avoiding specific impacts, either as individual scenarios or a range of alternatives; and
 - ★ Specify possible measures for mitigating potential impacts, to the extent that they can be identified at the time of scoping.

- ### Additional Areas of Study
- The EIS will also consider alternatives for the following:
- ★ Station locations
 - ★ Maintenance and operation facilities
 - ★ Connectivity

- ### What is Being Studied?
- A broad range of topics including:
- | | |
|---------------------------|----------------------------|
| Natural Resources | Community Resources |
| ★ Air quality | ★ Cultural resources |
| ★ Energy | ★ Economic development |
| ★ Fish & wildlife habitat | ★ Historic properties |
| ★ Wetlands | ★ Land use |
| ★ Water quality | ★ Noise & vibration |
| | ★ Safety & security |
| | ★ Transportation |

- ### Section 106
- National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties.
- Four Step Process:**
- ★ Initiate the process
 - ★ Identify historic properties
 - ★ Assess effects of undertaking on historic properties
 - ★ Resolve any adverse effects



Melissa Neeley, Rail Projects Mgr., Environmental Affairs Div., TxDOT

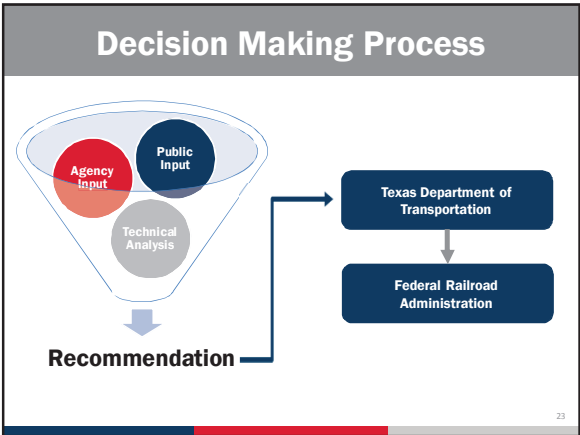
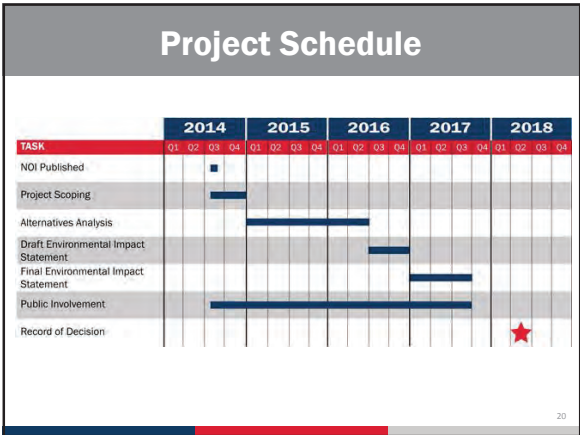
PROJECT SCHEDULE

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Communication & Engagement

- ☆ Cooperating Agencies
- ☆ State, Regional and Local Agencies
- ☆ Railroads and Other Property Owners
- ☆ Section 106 Consulting Parties
- ☆ Public Stakeholders
- ☆ Environmental Justice Communities
- ☆ Other Interested Groups and Individuals

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Susan Howard, Office of Public Involvement, TxDOT

AGENCY AND PUBLIC PARTICIPATION PROCESS

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Contact Information

FRA: Michael Johnsen
Lead Environmental Protection Specialist
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590
Michael.Johnsen@dot.gov; 202.493.1310

TxDOT: Melissa Neeley, Rail Projects Manager
Environmental Affairs Division
Texas Department of Transportation
118 E. Riverside Drive, Austin, Texas 78704
Melissa.Neeley@txdot.gov; 512.416.3014

Website: TxDOT.gov (search DFW Core Express)

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Mark Werner, Rail Planning Section Manager, Rail Division, TxDOT

NEXT STEPS

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Thank You!

Agency Scoping Meeting

Dallas/Fort Worth Core Express Service





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Next Steps

- ★ Public Scoping Meetings, Nov. 18-20
- ★ Scoping Summary
 - Review Agency and Public Scoping Comments
- ★ Data Collection and Environmental Surveys
- ★ Preliminary Alternatives Evaluation
- ★ Continued Agency and Public Coordination

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Susan Howard, Office of Public Involvement, TxDOT

DISCUSSION AND QUESTIONS

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V. Agency Scoping Meeting Minutes

Dallas / Fort Worth Core Express Service Agency Scoping Meeting Minutes

Meeting Purpose:	Scoping meeting for the Dallas / Fort Worth Core Express Service Project with cooperating and other public agencies.
Meeting Date/Time/Place	October 22, 2014 / 9 AM – 11:30 AM / North Central Texas Council of Governments Regional Transportation Council Room, 611 Six Flags Road, Arlington, Texas
Attendance:	29 including Project representatives

Handouts: Agenda
Copy of Meeting Presentation
Copy of Federal Register Notice of Intent
High-Speed Rail Commission Overview
D/FW Core Express Service (CES) fact sheet

Attendees:

Federal Railroad Administration (FRA): James Maughan
Federal Transit Authority (FTA): Lynn Hayes
US Environmental Protection Agency (USEPA) Reg. 6: Michael Jansky
US Army Corps of Engineers (USACE): Darvin Messer, Billy Standridge
Federal Highway Administration (FHWA): Anita Wilson
North Central Texas Council of Governments (NCTCOG): Tom Shelton, Kevin Feldt, Jeff Neal
DFW Airport: Greg Royster, Kristine Lloyd
Fort Worth Transit Authority (The T): Curvie Hawkins
North Texas Tollway Authority (NTTA): Lori Shelton
DART (Dallas Area Rapid Transit): Chad Edwards
Tarrant County: Randy Skinner
City of Fort Worth: Bryan Beck
City of Dallas: John Brunk
Public Participant: Stanford Lynch, Fort Worth Chamber of Commerce
TxDOT Fort Worth District: Curtis Loftis
TxDOT Dallas District: Godfrey Sendawula, Michael Peters
TxDOT: Mark Werner, Melissa Neeley, Becky Ozuna, Jefferson Grimes, Susan Howard
Parsons Brinckerhoff (Consultant): Ed Campbell, Lisa Nungesser, Leslie Wade
Public Involvement Associates (Subconsultant): Judy Meyer

Summary:

Tom Shelton of the North Central Texas Council of Governments (NCTCOG) welcomed the group to the agency's facilities and provided safety and housekeeping information.

Melissa Neeley, the Project's environmental manager with the Texas Department of Transportation (TxDOT), welcomed the group and reviewed the agenda. A copy of the agenda appears at the end of this summary.

Erik Steavens, TxDOT Rail Division Director, provided a description of passenger rail activities taking place in Texas. These included a study of high-speed rail between Houston and Dallas and another passenger rail study between Oklahoma City, OK, and Laredo, TX. Mr. Steavens also

explained that express passenger rail service between Dallas and Fort Worth would serve as a critical link in the effort to provide fast, reliable passenger rail service between major cities in Texas. At the same time, the project has independent utility as a transportation option within the Dallas/Fort Worth region.

Mark Werner, TxDOT project manager, and James Maughan, representing the Federal Railroad Administration (FRA), explained the purpose of the D/FW Core Express Service project and outlined the process for the development of the Environmental Impact Statement (EIS). Mr. Werner described the potential rail alignments that were identified in Tier 1 EIS conducted for the Texas to Oklahoma Passenger Rail Study (TOPRS). The study considered six potential alternatives, all within existing transportation corridors, and recommended two for more detailed analysis: the Trinity Railway Express (TRE) corridor and the Interstate 30 (I 30) corridor. Mr. Maughan described the scoping process under the National Environmental Policy Act (NEPA) and the type of input that was being sought from meeting participants.

Susan Howard with the TxDOT Office of Public Involvement reviewed the agency and public participation process that will be conducted to ensure there is stakeholder and public input into the D/FW Core Express Service Project. As a part of the input process from the agencies participating in the scoping meeting, Ms. Howard then led a discussion regarding opportunities, concerns, impacts and communications with the group.

The following is a summary of the questions, comments and responses.

GENERAL QUESTIONS OR COMMENTS

Tom Shelton, on behalf of the NCTCOG, noted high-speed rail has been discussed by the NCTCOG Regional Transportation Council (RTC) for several years. There is a subcommittee of the RTC dedicated to high-speed rail, which TxDOT may wish to use to facilitate discussions with local government officials. Tom also noted the current long-range transportation plan in place, Mobility 2035, includes a policy statement and potential corridor for high-speed rail. He stated any adjustments to the route would be adjusted as needed through the amendment process.

PROJECT OPPORTUNITIES/BENEFITS

Highlights:

- Potential benefits to the economy, mobility and air quality
- Connections to local transit and other transportation networks
- Create a lynch-pin in a larger statewide high or higher speed rail network
- Build on investments already made in a rail corridor in the region (TRE)

Discussion:

Lynn Hayes, on behalf of the Federal Transit Administration (FTA), said transit systems within the region will benefit from the connections to high-speed rail.

John Brunk with the City of Dallas noted the city's excitement about high-speed rail and the good that would come from a connection at Union Station to the Dallas to Houston high-speed rail project and to Dallas Area Rapid Transit (DART) service. With the development of Houston-to-

Dallas high-speed rail, the opportunity exists for a one-seat ride to and through D/FW. He added that high-speed rail would have a positive impact on the Dallas economy.

Michael Jansky with the federal Environmental Protection Agency (EPA) applauded the effort to bring express passenger rail service to the region. More rail options help reduce the number of cars and vehicles on the road, which results in reduced emissions. The Project is the linchpin between two high-speed rail efforts. High-speed rail alignments that cross/meet south of Dallas would create new connections to the south. Opportunities exist to use an existing transportation or utility corridor for the Project.

U.S. Army Corps of Engineers (USACE) representative Darvin Messer noted a response to join the study as a cooperating agency has been drafted and would be sent to FRA. He explained the USACE looks for the least impact to waterways and wetlands in EIS documents. He also noted the agency neither supports nor opposes any project or alignment, but tries to maintain neutral.

Chad Edwards with DART suggested that agency's preliminary work on the TRE corridor may be helpful to the Project study team. He also noted that TxDOT may want to strengthen language in the Purpose and Need for both the D/FW Core Express EIS and the Dallas to Houston high-speed rail EIS to make sure a connection at Union Station is included. He also noted that DART sees opportunities to improve the TRE corridor and provide express passenger rail that could reduce headways to between 19 and 25 minutes. Currently, TRE service is an hour-long trip along 37 miles, with 10 station stops between Dallas and Fort Worth. Investments already have been made in that corridor and it seems appropriate to build on that investment, he stated.

The Fort Worth Transportation Authority's (The T's) Curvie Hawkins, Jr., noted TRE's importance to the region and the importance of having the discussion about the Project taking place with local and regional agencies. He noted The T has done a lot of work to improve stations on the TRE line (T&P and Intermodal Transportation Center stations). He added that capacity is an issue at these locations.

Bryan Beck of the City of Fort Worth said that Fort Worth will make room for the project and a downtown station.

CHALLENGES/CONCERNS

Highlights:

- Potential impacts to historic properties in downtown Dallas and Fort Worth
- Potential impacts to EJ populations
- Potential impacts to TRE service, ridership and pricing
- Noise and vibration evaluation/methodologies
- Ridership modeling methodology
- Need to align the Dallas-to-Houston high-speed rail EIS and the Project to ensure connectivity at Union Station
- Potential impacts to Union Station

Michael Jansky, EPA, noted during prior discussion that a challenge or concern with the Project is addressing historic preservation and EJ issues that likely exist at both project termini locations.

Curvie Hawkins, The T, noted physical constraints at the T&P and ITC stations in downtown Fort Worth. He also indicated The T will want to know what impacts express passenger rail service implemented through this study would have on TRE service, ridership and pricing. If the T&P station is the end-of-line station, issues at Tower 55 may be involved.

Lynn Hayes, FTA, expressed that the noise and vibration components of the EIS should be all-encompassing and the EIS should address EJ issues, cumulative impacts and communications. James Maughan, FRA, responded by saying that the methodologies for evaluating a range of impacts are being developed. He requested agencies to review the methodologies and provide suggestions.

John Brunk, City of Dallas, recommended that TxDOT and FRA tightly align the EIS process with that of the Houston-to-Dallas high-speed rail project to coordinate alignments and station planning around Union Station.

Chad Edwards, DART, echoed that the Project should provide a link to the Dallas to Houston high-speed rail project by incorporating such language in the Project's Purpose and Need Statement.

Erik Steavens noted that TxDOT will strive to achieve system connectivity, but the Project will be considered to have utility separate from any other rail service. The customer experience will be a key consideration as both projects are developed. This may include such aspects as ticketing, baggage handling, cross platforms, etc.

POTENTIAL PROJECT CONSTRAINTS

Highlights:

- Union Station capacity
- TexRail stations and development near T&P station
- Interstate 30 interchanges and managed lanes
- Transportation rights-of-way around DFW Airport

Chad Edwards indicated that DART has several projects in the works that could provide connectivity to high-speed rail in downtown Dallas, including: 1) planned tunnel project to increase capacity into downtown; 2) streetcar connections; 3) platform extensions on Red and Blue light rail lines. Mr. Edwards said that DART will need to know the potential ridership impacts to Union Station.

Tom Shelton, NCTCOG, said that improvement projects, including managed lanes, SH 360, and future interchanges, could be an issue at various locations along I 30.

Curvie Hawkins, The T, noted plans for new TEXRail stations at T&P and ITC, as well as new housing near the T&P station location.

Greg Royster, DFW Airport, said the east-west rail connections now in place could potentially be impacted and added that the airport has been working on a north-south connection and collaborating with TxDOT to preserve right of way.

Randy Skinner, Tarrant County, reported that Tarrant County Judge Glen Whitley is working to address transportation needs and linkages for growth of population in western Tarrant County. He suggested that the Project team research any projects being planned by the Fort Worth hospital district and Texas Christian University (TCU) that could impact or be impacted by the Project.

KNOWN FATAL FLAWS THAT COULD IMPACT THE PROJECT

None noted.

QUESTIONS AND ANSWERS

Q: *While focus of termini stations in Dallas and Fort Worth, isn't there a potential stop in Arlington being considered?*

A: Tom Shelton of NCTCOG said the Regional Transportation Council supports a three-station alternative for the Project. NCTCOG has done preliminary work to identify where a station might be located in Arlington. He stated discussions with Arlington city leaders suggested the city may be more favorable to integrating transit. NCTCOG recognizes the need to serve the entertainment venues in Arlington, but also recognizes the need to connect people to DFW Airport. Different markets will dictate different needs.

Q: *Will TxDOT/FRA move ahead with the Project following receipt of a Record of Decision to proceed, or will a private investor be necessary to move forward?*

A: It is TxDOT's intention to move forward. The EIS will identify opportunities for a third-party developer to invest in high-speed/intercity passenger rail between Dallas and Fort Worth.

Q: *Will the Project EIS speak to the customer experience elements?*

A: This level of operational detail will not be included in the EIS, but could be recommended as necessary to mitigating a connectivity impact.

Q: *Who will use the D/FW Core Express Service? Commuters or people who ultimately want to go to Houston?*

A: There is no predominant market identified as of yet, and it is possible the project could be phased. Initially, the Project might serve only commuters, and later, when high-speed rail is fully implemented, through travelers may become the predominate users.

Q: *How are you determining ridership?*

A: The Project team currently is attempting to develop a more investment-grade ridership model. The team will investigate running the model for the Project with and without Dallas-to-Houston high-speed rail service in place.

Q: How will the high-speed rail and transit lines connect? Is there guidance for details of connections?

A: Not specifically, but FRA can specify mitigations to enhance connectivity. NEPA provides that opportunity.

Q: Will the Dallas to Houston high-speed rail project affect decisions about the Dallas/Fort Worth Core Express Service Project?

A. No. This is a stand-alone project.

FUTURE AGENCY COORDINATION AND COMMUNICATIONS PREFERENCES

Highlights:

- Establish a local Technical Advisory Committee
- Work closely with transit agencies
- Provide ample lead time for agency review of documents
- Obtain input from future users of system
- Emails work best to communicate with agency representatives

Several attendees suggested strong regional involvement. Some suggested that TxDOT convene a Technical Advisory Committee or other similar panel that would provide input on the Project. Erik Steavens of TxDOT indicated that agency coordination was a priority and would continue, but that a formal advisory committee was not planned.

Lynn Hayes, FTA, noted it will be critical for the Project team to work closely with DART and The T.

Chad Edwards said DART has a great deal of information available and would like to assist with corridor identification.

Curvie Hawkins, The T, echoed that a great deal of work has already been done in planning the TexRail project and indicated that he would be happy to support EIS process.

Darvin Messer, USACE, said more lead time to review environmental documents is desirable.

Michael Jansky, EPA, offered assistance in identifying environmental resources.

Kevin Feldt, NCTCOG, recommended gaining input from the potential users of the service and recommended going beyond typical public meetings and reaching out to young people including high school children. Kristine Lloyd of DFW Airport added that TxDOT could use social media to reach younger audiences.

Communications with agency representatives is best done via email.

Meeting adjourned.

Dallas / Fort Worth Core Express Service Agency Scoping Meeting

Minutes

Meeting Purpose:	Scoping meeting for the Dallas / Fort Worth Core Express Service Project with cooperating and other public agencies.
Meeting Date/Time/Place	October 28, 2014 / 9 AM – 12 PM/ Texas Department of Transportation – Room 1-A2 200 E. Riverside, Austin, Texas
Attendance:	23 including Project representatives

Handouts: Agenda
 Copy of Meeting Presentation
 Copy of Federal Register Notice of Intent
 High-Speed Rail Commission Overview
 D/FW Core Express Service (CES) fact sheet

Attendees:

Federal Railroad Administration (FRA): James Maughan
Federal Highway Administration (FHWA): Tom Bauchert
US Fish & Wildlife Service (USFWS): Darren LeBlanc
Texas Historical Commission (THC): Linda Henderson
Texas Parks & Wildlife Department (TPWD): Laura Zebehazy
Texas Dept. of Transportation (TxDOT): Mark Werner, Melissa Neeley, Jefferson Grimes, Susan Howard, Julie Beaubien, Jon Budd, Jay Carsten, Carolyn Nelson, John Young, Doug Booher, Tim Wood, Becky Ozuna, Ray Umscheid, Nicolle Kord
Parsons Brickerhoff (Consultant): Ed Campbell, Lisa Nungesser, Linda Vela, Tusi Partsch

Summary:

Melissa Neeley, the Project's environmental manager with the Texas Department of Transportation (TxDOT), welcomed the group and reviewed the agenda. A copy of the agenda appears at the end of this summary.

Erik Steavens, TxDOT Rail Division Director, provided a description of passenger rail activities taking place in Texas. These included a study of high-speed rail between Houston and Dallas and another passenger rail study between Oklahoma City, OK, and Laredo, TX. Mr. Steavens also explained that express passenger rail service between Dallas and Fort Worth would serve as a critical link in the effort to provide fast, reliable passenger rail service between major cities in Texas. At the same time, the project has independent utility as a transportation option within the Dallas/Fort Worth region.

Mark Werner, TxDOT project manager, and James Maughan, representing the Federal Railroad Administration (FRA), explained the purpose of the DFW Core Express Service project and outlined the process for the development of the Environmental Impact Statement (EIS). Mr. Werner described the potential rail alignments that were identified in Tier 1 EIS conducted for the Texas to Oklahoma Passenger Rail Study (TOPRS). The study considered six potential alternatives, all within existing transportation corridors, and recommended two for more detailed analysis: the Trinity Railway Express (TRE) corridor and the Interstate 30 (I 30) corridor. Mr. Maughan described the scoping process under the National Environmental Policy Act (NEPA) and the type of input that was being sought from meeting participants.

Susan Howard with the TxDOT Office of Public Involvement reviewed the agency and public participation process that will be conducted to ensure there is stakeholder and public input into the D/FW Core Express Service Project. As a part of the input process from the agencies participating in the scoping meeting, Ms. Howard then led a discussion regarding opportunities, concerns, impacts and communications with the group.

The following is a summary of the questions, comments and responses.

GENERAL QUESTIONS OR COMMENTS

Q: What agencies attended the Agency Scoping Meeting in Arlington?

A: NCTCOG, DART, FHWA, FTA, EPA, Army Corps of Engineers, DFW Airport, City of Dallas, City of Fort Worth, Tarrant County, and The T.

Tim Wood with TxDOT said that an EPA requirement that applies is general conformity. He also said do not forget to address indirect and cumulative air quality effects. He suggested reaching out to Jeff Riley (EPA).

Q: How much of the two alternatives fall within existing rail rights-of-way (ROW)?

A: The TRE corridor is existing rail ROW and the I 30 corridor is not.

Need to invite historic preservation offices for each city. We may want a separate meeting for historic issues and Section 106 materials for inclusion in public meeting.

John Budd, TxDOT archaeologist, mentioned there is a very important cemetery on the alignment and we need to be proactive in planning upfront with how to deal with cemeteries.

POTENTIAL CHALLENGES

- Archaeological studies/issues
- Potential liabilities
- Property owner by train station (TMP Warehouse)
- MPO coordination (i.e. air quality analysis)
- Ensure constraints analysis is completed

Q: Has there been any discussion regarding crossings?

A: That will depend on the technology. We will be considering speeds from 70 - 150.

Q: Has anyone done a background study on archaeological issues?

A: The Project team is using Cox Mclain to assist with various environmental issues including archaeological issues.

Linda Henderson, with the Texas Historical Commission, mentioned there is a property owner of a historic building that could not get HUD financing due to noise levels and it may be a public concern. She suggested using HUD levels in noise quality analysis because they are much stricter than TxDOT's current thresholds.

POTENTIAL IMPACTS

One of the goals in defining alignment is to focus on existing transportation corridors to help avoid greater impacts. Need to look into the Texas Conservation Action Plan. There are tools to help us minimize impacts. Most of the concern is with Trinity River.

Identify non-significant impacts and gain agreement amongst agencies. (I.e. indirect/cumulative air quality impacts needs EPA concurrence)

KNOWN FATAL FLAWS THAT COULD IMPACT THE PROJECT

- Cemeteries- There is a database available to search cemeteries. Need to engage County historical societies may have information.
- Failure to show general conformity
- Noise (i.e. floating slabs, opera houses, etc.)

BEST PRACTICES FOR COORDINATION

- Quality monthly status reports with key contacts
- Be considerate with review times and allow time for data recovery
- We anticipate executing the programmatic agreement upfront that will lay out the time frames.
- Suggestion to include Section 106 public involvement
- Incorporate stakeholder lists into public involvement outreach

COMMUNICATION PREFERENCES

- Electronic
- General Project coordination preference is emails with purpose and deadline clearly shown.
- Historic Commission will need one hard copy.
- Habitat Assessment – Instead of sending to Carter Smith please send to Julie Wicker.
- Tribal consultation – A preliminary list of two tribes has been created and we will coordinate.

WHAT WILL YOU NEED MOVING FORWARD?

- Revised scoping document
- An official cooperating agency letter is not needed.
- On I 30 corridor we may need an Interstate Access Justification Report (IAJR)
- A separate air quality coordination meeting.

Meeting adjourned.



C. Public and Agency Comments and Responses

Dallas - Fort Worth Core Express Service Project
Public Scoping Meeting Comments and Responses

TxDOT and FRA received more than 90 comments from members of the public, elected officials and local or regional government agencies during the Project scoping period between September 5 and December 15, 2014. The comments are categorized for further analysis by FRA, TxDOT and the Project team into 11 major themes that cover the following topics:

Public Scoping Comment Categories and Topics	
<ol style="list-style-type: none"> 1. Project Purpose and Need 2. National Environmental Policy Act (NEPA)/Environmental <ol style="list-style-type: none"> 2A. Human Environment <ul style="list-style-type: none"> ▪ Land Use and Land Use Plans <ul style="list-style-type: none"> - Agricultural Land - Regional and Joint Development Opportunities ▪ Social and Economic <ul style="list-style-type: none"> - Neighborhoods - Community Facilities - Environmental Justice - Economic Impacts - Relocations and Acquisitions 2B. Physical Environment <ul style="list-style-type: none"> ▪ Aesthetics and Visual Resources ▪ Air Quality ▪ Hazardous Materials & Solid Waste Disposal ▪ Health, Safety, and Security ▪ Indirect and Cumulative Impacts ▪ Noise and Vibration ▪ Topography, Geology & Soils ▪ Cultural Resources <ul style="list-style-type: none"> - Archaeological Resources - Historic Resources ▪ Parks and Recreation Resources <ul style="list-style-type: none"> - Parks & Recreational Areas and Facilities - Section 4(f)/6(f) 2C. Natural Environment <ul style="list-style-type: none"> ▪ Aquatic Habitat ▪ Ecological Systems ▪ Habitat & Wildlife (Non-Wetlands, including Refuges) ▪ Hydrology & Water Resources ▪ Water Quality ▪ Wetlands <ul style="list-style-type: none"> ▪ Endangered, Rare and Threatened Species 3. Alignments/Alternatives 4. Construction/Operation/Design/Technology 	<ul style="list-style-type: none"> ▪ Construction Issues ▪ Design Quality ▪ Implementation Planning ▪ Maintenance & Support Facilities ▪ Mitigation ▪ Operational Issues ▪ Rail Service/Operations ▪ Utility Issues <ol style="list-style-type: none"> 5. Cost/Funding/Governance <ul style="list-style-type: none"> ▪ Commission for High-Speed Rail ▪ FRA ▪ Funding ▪ Government/Elected Officials/Legislative Policy ▪ Project Cost ▪ TxDOT 6. Multimodal Planning <ul style="list-style-type: none"> ▪ Bike/Pedestrian ▪ Consistency with Other Plans ▪ Regional Growth/Planning ▪ Ridership ▪ Right of Way ▪ Traffic and Roadway ▪ Transit Impacts/Connectivity ▪ Transportation-Other 7. Process/Stakeholder Involvement/Legal <ul style="list-style-type: none"> ▪ Environmental Impact Statement (EIS) ▪ Environmental Process ▪ Legal/Litigation ▪ Project Description ▪ Public/Agency Involvement ▪ Request for Meeting ▪ Schedule ▪ Scoping Process 8. Statewide Rail System 9. Station Planning, Location, and Land Use 10. Comment(s) Noted 11. Outside of Project Scope

Official Responses to Scoping Comments

Per Texas Administrative Code, TxDOT developed responses to comments received. The majority of the responses explain how a question will be answered or an issue addressed as part of the environmental review process. As indicated above, response codes were generated for each theme and correspond to the number indicated. The responses, by theme, are as follows:

1. Project Purpose and Need

A draft proposed Purpose and Need statement was developed to obtain public and agency comment during the scoping process, as required by the National Environmental Policy Act (NEPA). The comments received as part of the scoping process will be used to inform potential revisions to the Project Purpose and Need statement for the Draft Environmental Impact Statement (Draft EIS). The Draft EIS will provide the documentation to justify the Project need.

2. NEPA/Environmental Issues

2A – Human Environment

The Draft DEIS, will include an evaluation of potential impacts to land use, neighborhoods, community facilities, relocations, the socio-economic conditions in the region, and the economic impact from the Project.

2B – Physical Environment

The Draft EIS will include an evaluation of potential impacts to aesthetics and visual resources, air quality, hazardous material sites, health and safety, noise and vibration, historic and cultural resources, and parks and recreational areas.

2C- Natural Environment

The Draft EIS will include an evaluation of potential impacts to aquatic and terrestrial habitats, wildlife, wetlands, streams, water quality, and threatened and endangered species.

3. Alignments/Alternatives

Following preparation of the Purpose and Need statement for the Draft EIS, TxDOT and FRA will undertake an alternatives screening process to identify the range of reasonable alternatives to be studied in detail in the Draft EIS. These alternatives, including alignments and station areas, will build upon those recommended in the Texas Oklahoma Passenger Rail Study (TOPRS), as well as other potential alternatives identified by members of the public, agencies, and other stakeholders during the public scoping process. The alternatives analysis will be shared with the public. It is anticipated that the Draft EIS will identify a preferred alternative.

4. Construction/Operation/Design/Technology

Design and construction-period impacts of intercity passenger trains with diesel or electric propulsion, as well as track design, operational issues, social and environmental impacts, ridership, and other potential Project impacts or benefits will be evaluated and included in the Draft EIS. It is anticipated that a preferred alternative will be identified in the Draft EIS from these alternatives, which will be shared with the public for review and comment.

5. Cost/Funding/Governance

As part of the Project, potential preliminary estimated costs for construction, operations, and right-of-way acquisition, as well as potential funding sources and public-private investment opportunities for rail operations and development adjacent to station locations will be identified. This information will be considered, along with other factors, in the identification of a preferred alternative for public review and comment in the Draft EIS. One of the alternatives evaluated in the Draft EIS will be a “no build” alternative, which will consider the impacts to the human and natural environment if the project were not built and will serve as the basis of comparison for the “build” alternatives.

6. Multimodal Planning

The Draft EIS will include an analysis of the existing transportation systems in the region (automobiles, transit, air, pedestrian/bikes), as well as other existing and proposed passenger rail services connecting major cities within and outside of Texas. Part of the proposed draft Purpose and Need Statement is to develop an intercity passenger rail system that enhances connectivity between the varying systems already in the study area.

7. Process/Stakeholder Involvement/Legal

Stakeholder participation and transparency are essential elements of the Project and the NEPA process. TxDOT and FRA will evaluate many factors in the development of the Draft EIS including public and agency comments. Additional opportunities for public engagement and stakeholder input will be provided throughout the environmental review process.

8. Statewide Rail System

The purpose of the Project is to provide a financially viable, safe, reliable, congestion-relieving and environmentally sustainable intercity passenger rail service connecting Dallas and Fort Worth that provides a key link between the existing and developing Texas high-performance passenger rail service. While standing on its own as a critical part of the region’s transportation infrastructure, the Project will be evaluated for its potential to provide a critical link in a future state and/or national passenger rail system, including the proposed high-speed rail line between Dallas and Houston on the east, and existing passenger rail line from Oklahoma City through Fort Worth, and future connectivity to Austin and/or South Texas on the west.

9. Station Planning, Location, and Land Use

The Draft EIS will include an evaluation of station area alternatives. The analysis will include reviews of existing land use plans and development potential, population and projected ridership for the new passenger rail service, access and connections to other modes of transportation, and other social and environmental considerations. It is anticipated that a preferred alternative, including general station areas will be identified in the Draft EIS for public review and comment.

10. Comment(s) Noted

Thank you for your comment(s). They have been noted as part of the Project record.

11. Outside of Project Scope

This issue falls outside the scope of the Project under NEPA.

Record Number	Name	Public Stakeholder Comments/Issues Identified	Theme	Response Code(s)
1	Unknown	Because I am legally blind I need mass transit options. It will be important for our area. We cannot build enough roads. It has to be part of our future plans.	Purpose and Need; Multimodal Planning	1, 6
2	Jerri Anderson	Affordable, long-term parking at key stations.	Multimodal Planning; Station Planning/Location/Land Use	6, 9
3	Doug Cannon	Texas needs more rail. Congestion is becoming overwhelming and we are experiencing exponential population growth. In order for Texas to remain a viable option for both business and residents we need more efficient methods of transportation.	NEPA (Environmental) - Human Environment; Multimodal Planning; State HSR	2A, 6, 8
4, 61	Hon. Kathryn Wilemon	<p>Dear Manager:</p> <p>My name is Kathryn Wilemon and I serve on the Arlington City Council and have for the past 11 years. I also serve as Mayor Pro Tempore. At this time I am also chair of the North Central Texas Council of Governments Executive Committee and member of the Regional Transportation Council (RTC).</p> <p>Transportation is a top priority for the City of Arlington. Our City supports the Dallas to Fort Worth High Speed Rail corridor along Interstate 30. I want to extend thanks to the Federal Railroad Administration for initiating this process to move this project forward. We are very excited about High Speed Rail - it will transform our metro area and the North Texas region. We have experienced tremendous growth in our population and economy, and improving mobility is very important to us.</p> <p>There are a variety of reasons high-speed rail will enhance our region. Some of the reasons include reducing highway congestion, making travel more reliable, improving air quality, providing more transportation choices, increasing the safety of travelers, and promoting our economic growth.</p> <p>We support a three station concept in downtown Dallas, Arlington and Fort Worth, which is also part of the RTC's Mobility Plan. There is fantastic economic development potential with a station located in Arlington. We are the home to various entertainment venues including AT&T Stadium, Globe Life Park, Six Flags Over Texas, and Hurricane Harbor amusement parks. The City of Arlington also is home to the University of Texas at Arlington. Riders will get unparalleled access to these and other destinations in Arlington that</p>	NEPA (Environmental) - Human; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	2A, 3, 6, 9

DFW CORE EXPRESS

Record Number	Name	Public Stakeholder Comments/Issues Identified	Theme	Response Code(s)
		<p>they would not otherwise have. For these reasons, a station located along the I-30 corridor makes the most sense.</p> <p>(Verbal Testimony) Well, thank you so much. And I, first of all, want to thank the FRA and TxDOT for holding this public hearing and what it means to us. I'm here to speak on behalf of the citizens of Arlington and, as you know, we are regional, we are part of the region, and that's the reason we're here. But we would like to also emphasize why it's important to our city that, you know, transportation is a priority for Arlington. And our city supports the Dallas-to-Fort Worth high-speed rail corridor along the Interstate 30 corridor.</p> <p>We have experienced tremendous growth in Arlington, and as you know, the reasons that we really need this high-speed rail, too, is we're reducing highway congestion, we're making travel more reliable, improving air quality, providing more transportation choices, increasing the safety of travelers, and promoting our economic growth.</p> <p>We support this three-station concept in Dallas, Arlington and Fort Worth. It has also been endorsed by the RTC, the mobility plan of the RTC. In Arlington there's been fantastic economic development and with a lot of potential. As you know, we're home to the University of Texas at Arlington, the AT&T Stadium, Cowboys, Globe Life Park, home of the Texas Rangers, Six Flags Over Texas, Hurricane Harbor, the Bowling Museum and the Arlington Convention Center. Those are right along the corridor that we're discussing right now. And yes, we would like that stop to be on that corridor to emphasize our entertainment district. It's one of the top entertainment districts in the whole State of Texas.</p> <p>Our riders will get unparalleled access to destinations in Arlington that they would not otherwise have. And for these reasons, a station located along this corridor will make the most sense. In addition, their plans for a transportation connection link the high-speed rail to central Arlington and to D/FW. Again, this region needs these three stations.</p> <p>The City of Arlington is prepared to assist the FRA and TxDOT in this study, and we thank you for the opportunity tonight to speak, and we encourage --</p>		

DFW CORE EXPRESS

Record Number	Name	Public Stakeholder Comments/Issues Identified	Theme	Response Code(s)
		<p>well, we encourage you to build this rail. And let's get those three stops in. And for the great State of Texas, North Texas region and for Arlington, and thank you for having us tonight.</p> <p>In addition, there are plans for a transportation connection to link the High Speed Rail to central Arlington and DFW Airport. Again, the region needs a station in Arlington. The City of Arlington is prepared to assist the FRA with its study. We look forward to working with you help enhance regional mobility in North Texas.</p>		
5, 63, 70	Kevin Feldt	[See Record # 77]	NEPA (Environmental) - Human; Alignment Alternatives; Construction/Operation/Design; Multimodal Planning; Station Planning/Location/Land Use	2A, 3, 4, 5, 9
6, 10	Nanci Johnson-Plump	<p>Attempt to keep along current roadways/railways if possible.</p> <p>It will be imperative to keep signage directional & other consistent with "in place" standards around the world!!! For all visitors to our region. This applies to directional to multi-modal connections! Cities can promote themselves at their stations & not impact critical signage.</p> <p>Access to major economic drivers impact the entire region!</p>	NEPA (Environmental) - Human; Construction/Operation/Design; Multimodal Planning; Station Planning/Location/Land Use	2A, 4, 6, 9
7	Roy Miliner	For Arlington, connections to Dallas and Fort Worth is vital for our environment and overall economy. I really think the Interstate 30 route is the better route period. With at stop close to the entertainment district would be a benefit for the [entire] region. Air quality is the main reason for supporting this rail system.	Purpose and Need; NEPA/Environmental - Human and Physical Environment; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	1, 2A, 2B, 3, 6, 9
8	Susan Au	<p>Station placement & impacts in these areas</p> <p>DFW area is in non-attainment area. We need to know type of rail going to be used & parking areas for commuters to use with currently existing</p>	NEPA (Environmental) - Human, Physical, and Natural; Alignment Alternatives;	2A, 2B, 2C, 3, 4, 5, 6, 7, 9

DFW CORE EXPRESS

Record Number	Name	Public Stakeholder Comments/Issues Identified	Theme	Response Code(s)
		<p>infrastructure.</p> <p>Keep in mind future 2018 Hard Rock hotel & Indoor Ski Resort in Grand Prairie (I-30 & Beltline)</p> <p>Depending on placement, who (housing) will be displaced & will there be a budget to move residents?</p> <p>Wetlands exist in West Dallas along I-30, for pockets of potential environmental issues. What will be done? How will design be to avoid these areas/issues?</p> <p>Please keep me informed.</p> <p>Transportation placement directly affects my planning for housing placement & community services.</p>	<p>Construction/Operation/Design; Cost/Funding/Governance; Multimodal Planning; Process/Stakeholder Involvement/Legal; Station Planning/Location/Land Use</p>	
9	Kevin Janni	<p>Think it is important to have an Arlington stop between Dallas & Fort Worth.</p> <p>Not in favor of any construction that would alter any important natural resources, like wetlands, flood plains.</p>	<p>NEPA (Environmental) - Natural; Station Planning/Location/Land Use</p>	2C, 9
11	Unknown	<p>Social equity & Economic development. What riders will the proposed rail capture who are not currently riding the TRE? Accessibility vs. Mobility: Limited stops between CBD's of Dallas & FW will improve travel time appeal of rail; however limits development & travel in between the two central cities. Station locations/alignment is difficult to separate from political issues of which municipal development competition & who subsidizes the transit service.</p> <p>Are we going to provide additional mobility for folks who would most benefit? What about public transit in Arlington? It seems likely that this particular transit line would only serve large event traffic. Is the traffic congestion saved worth the cost? Need more public transit in Arlington to increase social benefit of HSR between Dallas & FW. Also, a rail stop generates pedestrians; in Arlington they would face a sea of parking. Is that the best land use? Can we use this rail development to force a land use change?</p> <p>I-30 corridor alignment would likely be better to serve Arlington event venues:</p>	<p>Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Multimodal Planning; Construction/Operation/Design; Cost/Funding/Governance; Sentiment; Station Planning/Location/Land Use</p>	1, 2A, 3, 4, 5, 6, 9

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		e.g. AT&T Stadium, Ranger Ballpark. Station design is critical because highway ROWs usually are very bad/dangerous pedestrian environments. Need to reconcile the cost of ROW in relation to pedestrian access upon alighting/boarding.		
12	William Limer	<p>Parks could be added or improved allow lines which would include parking for Park & Ride, Ride Share, [illegible]. High speed over such a short distance 30 -40 miles does that make sense & this would limit the number of stations which are needed to make this useful. Look @ Sky Frame.</p> <p>I work with the Arlington Master Composters, and would like to have some of us [involved] in planning of this task.</p> <p>There needs to be a station in Arlington on I30 Route and there is a great spot at I30 & Collins where 18 acres are being cleared for some use to be determined.</p>	NEPA/Environmental - Physical; Alignment Alternatives; Construction/Operation/Design; Multimodal Planning; Process/Stakeholder Involvement/Legal; Station Planning/Location/Land Use	2B, 3, 4, 6, 7, 9
13	William Vidaud	<p>Two high population areas along the existing TRE Line, being Irving and HEB. Stations at these two locations only (except for terminus stations) should be adequate to maintain high-speed service.</p> <p>Keep maintenance facilities local, for future job opportunities.</p> <p>Maintain some continuity or integration among the various rail systems by using common Rights of Way, Stations and maint. facility locations. Specifically - Electric Light Rail, Diesel Push-Pull, High Speed Electric/[Diesel], etc.</p> <p>If I-30 line is used, it is critical that an Arlington stop be provided.</p>	Purpose and Need; NEPA/Environmental - Physical; Alignment Alternatives; Construction/Operation/Design; Multimodal Planning; Station Planning/Location/Land Use	1, 2A, 3, 4, 6, 9
14	Regaynal B. Poplion	This study should address the rail connection(s) to the southern Dallas County area. A connection near the 67/20 corridors. Also, some input & thought should be considered for connections from Love Field Airport to the DFW Airport.	Purpose and Need; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	1, 3, 6, 9
15	Mark Greene	Electrified system only - air quality	NEPA (Environmental) - Human	2A
16	Joel Ballew	I am the Vice President of Government and Community Affairs for	Purpose and Need;	1, 3, 6, 9

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		<p>Texas Health Resources, one of the nation's largest faith-based, nonprofit health care systems, and the past chairman of the Arlington Chamber's Public Policy Advisory Council.</p> <p>As you all know, transportation is an extremely important priority for north Texas, and I support High Speed Rail along the 1-30 corridor with three stations in downtown Dallas, Arlington and Fort Worth for our fast-growing region.</p> <p>The High Speed Rail initiative will help address several critical needs, including reducing highway congestion, improving air quality and providing additional transportation options and economic development opportunities.</p> <p>An Arlington station is critical to serve the region's Entertainment District, which is home to the Dallas Cowboys, Texas Rangers and Six Flags, as well as one of the state's largest and fastest growing public universities-the University of Texas at Arlington.</p> <p>I urge your support for this important initiative and appreciate the opportunity to speak. Thank you.</p>	<p>Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use</p>	
17, 68	Robert Cluck (Mayor)	<p>Dear Manager:</p> <p>Transportation is a top priority for the City of Arlington; and as such, we support the Dallas to Fort Worth High Speed Rail corridor along Interstate 30. I want to extend thanks to the Federal Railroad Administration for initiating this process to move this project forward. We are very excited about High Speed Rail - it will transform our metro area and the North Texas region. We have experienced tremendous growth in our population and economy, and improving mobility is very important to us.</p> <p>There are a variety of reasons high-speed rail will enhance our region. Some of the reasons include reducing highway congestion, making travel more reliable, improving air quality, providing more transportation choices, increasing the safety of travelers, and promoting our economic growth. We support a three station concept in downtown Dallas, Arlington and Fort Worth, which is also part of the RTC's Mobility Plan. There is fantastic economic</p>	<p>Purpose and Need; Alignment Alternatives; Multimodal Planning; Process/Stakeholder Involvement/ Legal; Station Planning/Location/Land Use</p>	1, 3, 6, 7, 9

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		<p>development potential with a station located in Arlington. We are the home to various entertainment venues including AT&T Stadium, Globe Life Park, Six Flags Over Texas, and Hurricane Harbor amusement parks.</p> <p>The City of Arlington also is home to the University of Texas at Arlington. Riders will get unparalleled access to these and other destinations in Arlington that they would not otherwise have. For these reasons, a station located along the I-30 corridor makes the most sense. In addition, there are plans for a transportation connection to link the High Speed Rail to central Arlington and DFW Airport. Again, the region needs a station in Arlington. The City of Arlington is prepared to assist the FRA with its study. We look forward to working with you help enhance regional mobility in North Texas.</p> <p>Sincerely, Robert N. Cluck, M.D.</p> <p>(Verbal Testimony) First of all, thank you all for coming to Arlington today. It's really important to us that we see you and hear you. I'm very impressed with the public process you just described. Public process is so important to everybody. Of course, being mayor of Arlington, which is approaching -- I don't know exactly what the population is. Approaching 400,000 people. And this whole area, Dallas, Fort Worth, Arlington is exploding with people, and that's a good thing for most of us. Of course, I support high-speed rail between Dallas/Fort Worth and Arlington with a stop here in Arlington. I think that all three mayors that you're going to hear will indeed support that. Because we understand that there are activities in all three of those cities that need support, transportation support.</p> <p>For us, of course, it's the Dallas Cowboys. Some people call them America's team. Not me, but some. But of course, they have so many big events here in Arlington and not just football. There are concerts. We're estimating that with the Cowboys and with the Texas Rangers and with Six Flags there are probably 8 million plus people who visit this area, this concentrated area every year, and we're proud of that. Clearly they need to have a way to get here more painlessly than what they can do today.</p>		

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		We do need high-speed rail. We support it. We want to help you any way we can because it's kind of vital to the entire region. On big days when we have large numbers of people coming, 100,000 people for a ballgame, people have trouble getting here because of the I-30 congestion. And to me having a stop in Arlington is a perfect scenario for success here. So I urge you to consider Dallas, stop in Fort Worth, stop in Arlington. And I want to tell you that again we will support you any way we can during this process. It's a lengthy process but one that's necessary for everybody to have a say in. So that's all I have. Thank you very much.		
18	Unknown	1) Can the IH30 HOV lanes be used for the high-speed rails? 2) Are there viable alternate technologies?	Purpose and Need; Alignment Alternatives; Multimodal Planning; Construction/Operation/Design/Technology	1, 3, 4, 6
19	Unknown	To be successful the rail must be truly rapid transit & connect to transit in Dallas/Fort Worth & Arlington. 1) If ROW needed, I-20 corridor is best. 2) Noise or stopping for crossings makes it very unattractive g) South of DFW & Dallas/Arlington/FW very underserved By DART & transit. Unfair to southern residents.	Purpose and Need; NEPA (Environmental) - Physical; Alignment Alternatives; Construction/Operation/Design; Multimodal Planning; Station Planning/Location/Land Use	1, 2B, 3, 4, 6, 9
20, 81	Patrick L. Boyd-Lloyd	Ease of use, with more than one mid-city stop; Multi-modal connectivity; Connectivity As little impacts on wildlife habitat as possible. As both Arlington and Grand Prairie have "Entertainment Districts" it's imperative to have stops in both locations. TxDOT/DART are building a Park 'n' Ride @ Beltline & I-30 so a station there makes sense. (Verbal Testimony) I'm a lifelong resident. I definitely agree with Mr. Taylor on traveling the world and seeing places with rail, it's definitely -- it's time has come for us, across the state. He brings some valid points and the gentleman just now about the cost of it and is it the right type of rail system.	NEPA (Environmental) - Human; Multimodal Planning; Station Planning/Location/Land Use; Alignment Alternatives; Construction/Operation/Design; Process/Stakeholder Involvement/Legal	2A, 2C, 3, 4, 5, 7, 9

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		<p>I've gone to school at UT Arlington and everyone asks why do they not have rail to there and public transportation. My comments to this are -- I keep hearing I was at the Fort Worth meeting for a little bit yesterday. I keep hearing Dallas/ Arlington/Fort Worth I think -- I live in Dallas. I think they are missing opportunity in Grand Prairie. I think with TRE in Hurst/Euless/Bedford -- I think we need more alignments in time and if we can only get one now, that's great.</p> <p>I think we have to think about the future. I think I-20 is definitely -- I don't use it that much, but I'm sure there's a lot of people that could use it.</p> <p>And I'm just curious since TxDOT is involved, everyone is asking right now -- you hear out in the public they are rebuilding LBJ, for instance, and I-30. I watched it be built, torn apart and rebuilt with HOV.</p> <p>Why are we not putting rail lines in the middle of these freeways like they did in Chicago? When you go from O'Hare to downtown, it's right in the middle of the Kennedy Expressway. It only makes sense. I don't understand why that's not being done. I think, as a taxpayer, it will save some money also.</p>		
21	Unknown	How will DMWBE's be included in the Construction/Outreach and Public Information processes. What DMWBE Organizations will the DFW Core Express Service Project partner with?	Construction/Operation/Design; Process/Stakeholder Involvement/Legal	4, 7
22, 46	Jason Smith	<p>I believe the Arlington stop should utilize the Lamar Blvd Park and Ride, located on the north side of IH-30, on Lamar Blvd just west of Cooper Street. This P & R is very large and highly underutilized. Much easier to utilize an existing facility.</p> <p>Dallas Station should be at old Reunion Arena site.</p> <p>(Verbal Testimony) I wanted to thank Mr. Steavens for coming to Dallas and presenting the Dallas-Fort Worth Core Express project. I am a BIG supporter of the project and although the ones who chose to comment may have been negative, I wanted to assure him there are plenty in FAVOR of this project, especially along IH-30. Please pass this along to him.</p>	Alternative Alignments; Multimodal Planning; Station Planning/Location/Land Use	2, 6, 9
23	Unknown	The (High-Speed Rail) should be (Downtown Dallas) in the stop from Houston to Dallas it [stopped] in with light rail stop from Houston to (Downtown	Alignment Alternatives; Station	3, 9

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		(Dallas). Then from Downtown Dallas the light rail - high-speed train can go the (way) of Interstate 30. Then stop at [Pinnacle] Park in Oak Cliff then the high-speed rail [illegible] stop at (Six Flag) or really AT&T Cowboy Stadium then University of Texas Downtown Ft. Worth to the Intermodal Center Trinity Rail Station in Downtown Ft. Worth	Planning/Location/Land Use	
24	R. Scott	The economies & efficiencies that can be [illegible] by the most direct corridor. Using existing Class I lines have costs associated with at grade crossing for high-speed rail. Economic costs (capital & operational) should be kept at a minimum. The DFW link should not be allowed to slow the Dallas - Houston segment from being implemented.	Alignment Alternatives; Construction/Operation/Design; Cost/Funding/Governance	3, 4, 5
25	Duane Hengst	I support the project. It obviously has to be done right & have sufficient cost/benefit ratio, (although < 1.0 not necessarily required), & sufficiently address public concerns.	Cost/Funding/Governance; Process/Stakeholder Involvement/Legal	5, 7
26	Unknown	Access to stations by other means of transportation (LRT, Car, Parking) Accessibility to stations, platforms, security & safety Fastest most direct route = I-30 Plan for future expansion East & West (Lubbock, Tyler, Longview)	NEPA (Environmental)- Physical; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	2B, 3, 6, 9
27	Unknown	Connectivity Feasibility Economic Development Potential Noise Economic Development Approval Access Consider widening scope to IH20 at IH45 to include station locations being studied in Dallas - Houston HSR EIS at IH20 and also at Loop 12. Both of which could provide more area available for adjacent economic development that would help provide catalysts for southern Dallas County. Downtown Union Station Area is built out therefore less opportunity for adjacent new development.	Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Cost/Funding/Governance; Multimodal Planning; Station Planning/Location/Land Use	1, 2A, 3, 5, 6, 9
28	E. Alexander	Cost to the public - taxes & fares; Ease & cost of access to stations; Locations of the stations (e.g. Ft Worth Arts Dist.); Need org to run the service after completion & structured to be responsive to public (as opposed to NCTCOG)	Purpose and Need; NEPA (Environmental) - Physical; Construction/Operation/De	1, 2B, 4, 5, 6, 7, 9

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		<p>& safeguards to avoid corruption (e.g. NTTA)</p> <p>Exhaust pollution; noise pollution; visual pollution; protect adjacent home owners from above impacts</p> <p>Would like public meetings at each step of the process for public review.</p> <p>Station locations: Would like a station in Ft Worth Arts Dist.</p> <p>This project seems to be to remedy what DART/TRE should have been designed to do already.</p>	<p>sign;</p> <p>Cost/Funding/Governance;</p> <p>Multimodal Planning;</p> <p>Process/Stakeholder Involvement/Legal; Station Planning/Location/Land Use</p>	
29	Unknown	<p>All options clearly presented. Presenters did a good job on showing the process, but didn't answer why this study came about. Where is the demand? I am a supporter of the rail line but there should be more background on why - The planning process.</p> <p>How will ridership on the TRE be addressed?</p> <p>Will the two rail lines compete with each other?</p> <p>The TRE should be improved rather than HSR.</p>	<p>Purpose and Need; NEPA (Environmental) - Human; Construction/Operation/Design; Multimodal Planning; Process/Stakeholder Involvement/Legal</p>	1, 2A, 4, 6, 7
30	Hon. Vonciel Jones Hill	<p>Dear Mr. Johnsen:</p> <p>I appreciate the opportunity to provide comments on the proposed Dallas-Fort Worth Core Express service and the scope of the Environmental Impact Statement (EIS) as published in the 5 September 2014, Federal Register. As a member of the Commission for High-Speed Rail in Dallas-Fort Worth and chair of the Dallas City Council's Transportation and Trinity River Project Committee,</p> <p>I would like to offer my support for the proposed Dallas-Fort Worth Core Express Service project.</p> <p>The Dallas-Fort Worth Core Express high-speed rail project is key to establishing connectivity with other transportation services in Dallas, Fort Worth, and Arlington. The project will help to alleviate congestion on roadways and provide a faster alternative to driving. Given the region's continued population growth, this project presents an innovative opportunity to address the increasing traffic delays through an interconnected and multimodal transportation system vision. Successful regional transportation planning and</p>	<p>Purpose and Need; NEPA (Environmental) - Human; Multimodal Planning; Cost/Funding/Governance; Station Planning/Location/Land Use</p>	1, 2A, 6, 7, 9

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		<p>investment are critical to managing the region's growth.</p> <p>The City of Dallas requires a variety of safe and efficient, multimodal transportation options to meet a diverse range of needs for a community of approximately 1.2 million. The City not only promotes an efficient transportation network, but also encourages a variety of transit options such as commuter rail, light rail, street car, and local bus. The expansion of the region's transit network with high-speed rail could link all forms of transit to major destinations within Dallas and create key regional connections.</p> <p>Finally, the proposed project has the potential to connect to other future high-speed rail corridors, such as the proposed Dallas to Houston high-speed rail project. The goal would be to allow a rider to depart Houston and ride all the way to Fort Worth without having to change trains in Dallas, allowing for a "one-seat ride." This is consistent with the region's adopted mobility plan and its three station policy.</p> <p>Again, I fully support high-speed rail service between Dallas and Fort Worth and support the scope of the EIS. If you have any questions, please contact me at (214) 670-0777 or vonciel.hill@dallascityhall.com.</p> <p>Sincerely,</p> <p>Judge Vonciel Jones Hill Councilmember, City of Dallas Member, TTC Commission on High Speed Rail</p>		
31	Jere Thompson	<p>Dear Mr. Johnsen:</p> <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</p>	Construction/Operation/Design; Multimodal Planning; Statewide Rail System (Systems Plan), Station Planning, Location & Land Use	4, 6, 8, 9

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		<p>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.</p> <p>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.</p>		
32	Bill Thornton	<p>To Whom It May Concern:</p> <p>On behalf of the Fort Worth Chamber of Commerce, and our 1,900 member businesses, I am writing in support of the proposed Fort Worth to Dallas high-speed rail line. Transportation infrastructure is one of our top policy issues and as one of the fastest growing cities in the United States, it is imperative that we keep up with that population growth with smart infrastructure investments.</p> <p>In order to reduce traffic congestion and provide greater travel options for our businesses, employees and residents, the City of Fort Worth and the region must have a multi-modal transportation system that is inter-connected. Along</p>	<p>Alignment Alternatives; Construction/Operation/Design; Multimodal Planning; Statewide Rail System (Systems Plan); Station Planning/Location/Land Use</p>	3, 4, 6, 8, 9

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		<p>with our existing roadway improvements, bus system, commuter rail service, and planned TEXRail, the Chamber believes this high-speed rail line project will create jobs, stimulate the economy and enhance regional and state mobility.</p> <p>The Chamber would also request that any proposed high-speed rail station be located in downtown Fort Worth at a location that provides access to our multi-modal passenger rail and bus services. The station location should also be positioned in a way to provide for connectivity to a north/south high-speed rail system providing future service to locations such as Austin, San Antonio and Oklahoma City.</p> <p>The City of Fort Worth is one of the country's historic "rail" cities and the freight rail industry continues to thrive here today and is the headquarters for Burlington Northern Santa Fe Railway. With the recent completion of Tower 55 enhancements, one of the most congested rail hubs in the country, we are poised to continue those successes in high-speed passenger rail.</p> <p>As a city of over 800,000 residents and growing, the Chamber believes this project will thrive and add connectivity to not only the region but the State of Texas.</p>		
33	Michael Hogan	<p>Downtown Fort Worth to downtown Dallas One stop in the Arlington entertainment area Involve Jerry Jones Must have long-term parking available at stations Create a Facebook page dedicated to this one project. I'll help promote it.</p>	<p>Purpose and Need; Alignment Alternatives; Multimodal Planning; Process/Stakeholder Involvement/Legal; Station Planning/Location/Land Use</p>	1, 3, 6, 7, 9
34	Travis Malone	<p>I attended the High Speed and Express Rail Public Meeting On November 18th at the Fort Worth ITC Station. I am excited to see these projects in their very beginning stages.</p> <p>Specifically on the DFW High Speed Rail I support the 3 stations stopping in Fort Worth, Then Arlington, and then to Dallas. It is important to me that Arlington has a stop on this line. And on the rail line itself I would like it to be put [through] areas with building already in the process of being demolished.</p>	<p>Purpose and Need; NEPA (Environmental)- Human; Cost/Funding/Governance; Station Planning/Location/Land Use</p>	1, 2A, 5, 9

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		<p>This might make it easier for the local cities to agree to have the rail go [through] their area. And maybe the local cities will pay for the buildings to be demolished. This would save money for the developer or the tax payer.</p> <p>It is also important to me that the DFW Metroplex be connected to all other High speed rail lines coming to Texas. I am legally Blind and of course not able to drive due to my [condition]. If DFW was connected to all other future High Speed Rail lines it would give me and many disabled citizens a way to move all around the state and into other states.</p> <p>Finally I want to say that high-speed rail must be an option for our local transportation needs. Our population is growing by huge numbers. We will only have so much room for roads. High speed rail must be part of future use for transportation planning in our area. Thank you for taking the time to read my comments.</p>		
35	Elena Andro	I believe a high-speed [corridor] would be a great public service to all the citizens of North Texas and serve to equalize and enhance the economic health of the area.	NEPA (Environmental)	2A
36	Karen Garrett	I'm for it - DFW Core Express Service, the proposed 32-mile, high-speed/express rail line between Dallas and Fort Worth.	Comment Noted/General Project Support	10
37	Philip Hansen	This will be another waste of taxpayer money. There are very few commuter rail lines that break even. Only know of one. The money could be better spent on a different type of system or not spent at all.	Purpose and Need; Cost/Funding/Governance; Multimodal Planning	1, 5, 6
38	Daniel Melendez	Please follow through on this idea.	Comment Noted/General Project Support	10
39	Tejas Soni	Can we use Evacuated Tube Transport Technology (ET3)? ET3 is silent, low cost (1/10th cost of High Speed Rail), safe, faster than jets & is electric. It has been used in countries Spain, Japan, Italy & China in past years.	Construction/Operation/Design	4
40	Mark Schatzman	I've lived in Arlington since 1976 and we've needed mass transit the entire time. However now with the influx of people for special events (as Arlington is now known for) we need it EVEN more. Please put at the very least one rail stop in Arlington - high-speed, slow speed, medium - I don't care. Give us transit! Thanks.	Purpose and Need; Alignment Alternatives; Station Planning/Location/Land Use	1, 3, 9
41	Richard Weber	Instead of wasting all that money and federal money on a grossly overpriced, useless rail project, spend it on the many miles of road you are supposedly	Purpose and Need; Cost/Funding/Governance;	1, 5, 6

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		maintaining...	Multimodal Planning	
42	William Nelson	We already have TRE in Arlington but if high-speed rail is to come, current TRE station is nowhere close to where events are i.e. Cowboys, Rangers, Six Flags. TRE already runs between Dallas / Ft. Worth, let's connect to other cities in Texas with high-speed rail. I would ride it to Houston, even Corpus Christi if built.	Purpose and Need; Alignment Alternatives; Multimodal Planning; Statewide Rail System (Systems Plan); Station Planning/Location/Land Use	1, 3, 6, 8, 9
43, 92	Chris Suderman	I attended the public meeting on Wednesday. I understand why the each route was picked. However, I am concerned about the lack of supporting facilities in the Arlington (Cowboys stadium) area. There is very little public transportation and such a station in the area would require lots of vehicle support and parking spaces to support it. (Verbal Testimony) I heard on the radio that there were public meetings this week. Under "get involved" there list no meetings for this week. However, if you open the newsletter for October, there are three meetings listed this week (along with dates / times / locations). Why isn't these meetings listed under "get involved"....	Station Planning/Location/Land Use; Process/Stakeholder Involvement/Legal	7, 8
44	Tom Schlueter	I am strongly in favor of this project. Provide a stop in Arlington.	Station Planning/Location/Land Use	9
45	Gloria Marino	Dear Project Manager: It will be nice if you consider North East side like Rockwall, Roisey, Forney Cities we take too long to get to Denton, Grapevine or Irving for example, all jobs are there and it's very difficult the travel with accidents, traffic etc.	Purpose and Need; Alignment Alternatives; Station Planning/Location/Land Use	1, 3, 9
47, 50, 51	Cameron Atkins	The high-speed rail may be too costly to build on the best route. I would highly suggest maybe using express lanes on I-30 to fund a like Trinity Rail Express along the Union Pacific rail through Arlington from downtown Fort Worth to Dallas. This would serve the same traffic and could have the potential to have more stops. High speed rail from Dallas and fort worth would be nice but the ridership would that support the cost? This would only be successful with a Stop in	Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Station Planning/Location/Land Use	1, 2A, 3, 9

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		<p>Arlington as that's the southern gateway to the Airport. Three stops are a must. DALLAS, FORT WORTH and ARLINGTON.</p> <p>Now with Amtrak relocating to the TRE rail line. I believe a cheaper and more serviceable travel [option] opposed to high-speed rail would be another commuter rail down the Union Pacific line through Arlington. This would be great on game days and open the door for future stops in other cities. Start with Downtown Dallas, FTW, and Arlington.</p>		
48	Lesley Slaughter	I would be very interested in an express/high-speed rail between downtown Dallas and downtown FW. I live in west fort worth and work in downtown Dallas. I know many people that do the same and would take the express or high-speed rail daily. I used to take the TRE every day and DART but since having a baby I choose to drive because it is shorter.	Station Planning/Location/Land Use	9
52	David Lyes	I believe our public transportation infrastructure is in need of revitalizing. North Texas is long overdue for such a program. I would like to see the I-30 corridor project pursued. Thank you.	Alignment Alternatives; Multimodal Planning	3, 6
53	Ken Duble	I was unable to make the hearing due to a scheduling conflict, but I disagree with opinions expressed that the Metroplex should satisfy its rail aspirations with upgrades to the TRE. I happen to think the TRE would benefit from upgrades, particularly double-tracking its entire length and 7-day-a-week service. But, I envision the TRE's role as more to collect passengers from the mid-cities and feed them into high-speed rail terminals in Dallas and Fort Worth rather than to take the place of high-speed rail. In particular, the idea of the TRE providing express service and skipping stops makes little sense to me. If the train isn't going to go any faster than 79 mph, then skipping a few stops wouldn't save enough time to justify the inconvenience of the more complicated schedule, unless this involved doubling the number of trains and running express trains in between the trains being run at present. Even then, I doubt express trains would be worth the bother absent a commitment to run faster than 79 mph. If we couldn't build tracking along I-30 to accommodate 205-mph trains, that isn't to say a track wouldn't be worth building. Trains from Houston ought to be extended to Fort Worth at some level of speed in between 79 mph and — mph, as there will always be the potential for expansion toward Albuquerque some day. We ought to expand HSR with this in mind.	Purpose and Need; Alignment Alternatives; Construction/Operation/Design; Station Planning/Location/Land Use	1, 3, 4, 9

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Record Number	Name	Public Stakeholder Comments/Issues Identified	Theme	Response Code(s)
49,54	Jeffrey & Laurel Stvan	<p>I would like to convey my VERY STRONG support for the Dallas-Fort Worth Core Express Service. More specifically, I endorse the suggested Interstate 30 alignment, the adoption of the same advanced motive technology and dedicated right-of-way being proposed for the Dallas to Houston line, and a commitment to construct the two lines concurrently.</p> <p>*****</p> <p>Echoing the comments made by Fort Worth Mayor Betsy Price at the public scoping meeting which took place at the Fort Worth ITC on 11.18.14, we would like to convey to both TxDOT and FRA our VERY STRONG support for the Dallas-Fort Worth Core Express Service, the proposed high-speed passenger rail connection between downtown Dallas and downtown Fort Worth that is currently under study. More specifically, we endorse the suggested Interstate 30 alignment, the adoption of the same advanced motive technology and dedicated right-of-way being proposed for the Dallas to Houston High-Speed Rail Project, and a commitment to construct the Dallas-Fort Worth Core Express Service concurrently with the proposed Dallas to Houston line.</p> <p>We would also note that, having utilized both JR Centrals Tokaido Shinkansen (Japan) and Renfes Ave (Spain) - as well as various high-speed lines in the UK and Germany - we have witnessed firsthand the dramatic and overwhelmingly positive economic impact that these lines have had on their respective regions. We sincerely thank you for the opportunity to weigh in on this matter - especially at this early point in the process.</p>	Alignment Alternatives; Construction/Operation/Design; Multimodal Planning	3, 4, 6
55	Ricardo Garcia	<p>Please consider adding a station of some type in the college area of TCU. It is with firm belief that the rail system could be utilized by students attending the college, visitors attending football games and every day citizens like myself. I understand there is always some sort of opposition when it comes to a project like this however, the 8th Avenue train yard (in Fort Worth) is an excellent choice. It is already being used as a train yard with daily activity and traffic, and it could accommodate the addition of parking and the infrastructure needed for a depot. Please consider the area with the possibility of it tying into the medical district and downtown. I have seen this advantage in Dallas where it works to benefit their residents and visitors alike. Please help us secure our future with the transportation that we need to serve our community and visitors. Thank you for your time.</p>	Alignment Alternatives; Station Planning Location and Land Use	3, 9

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56	Jason Crawford	The purpose of the Core Express Service must be clearly defined as serving the cores of Dallas and Fort Worth. I am opposed to a regular and frequent stop in Arlington along the high-speed rail route. I believe that having a stop in Arlington negates the benefits a high-speed rail would offer. I don't see how the train would reach a beneficial speed only to begin decelerating for the Arlington stop. If a stop in Arlington is planned, I would hope that it would be served less frequently by the high-speed rail, or served by a wholly other rail connection.	Purpose and Need; Station Planning/Location/Land Use	1, 9
57	Tormaine Thompson	Fort Worth-Dallas: Use TRE corridor & multi-connect station at Centreport to promote more public transit development to/from Arlington attractions. Fort Worth & Dallas stations: Must be at FTW ITC and Dallas Union Station for the most access to local rail service. Dallas-Houston: Need fenced, grass-lined animal migration paths for animal safety.	Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	1, 2A, 3, 6, 9
58	Lupe Minter	A thought came to me in my mind, it's just like American Airlines right now, it's putting a hold on everything on account of that Ebola stuff. So I'm thinking, well, American Airlines somehow or another checks people before they board the plane. So how is this, where people that's going to be bringing the fast-moving train get to where they and so many people, how will they make it to where they can train people to check them and to investigate them or what? That's my question. How will they -- what check system will they have in place to check all those people because that's not a playing game. And it travels so fast. That disease travels about as fast as that train, you know. I would hate it to be known that there was a person on that train that was not investigated before they boarded it. That's what I wanted to ask.	Outside Scope	11
59, 86	Hon. Betsy Price	Well, good evening. Thank you for having me, it's great to be here and we appreciate the Texas Department of Transportation, the Commission and FRA and everyone else, and we appreciate all of our citizens who are here who are interested. There are many people in this audience who have helped shape this entire North Texas region and indeed Fort Worth and made a major impact on our community. You know, there's a lot of discussion about high-speed rail, as there should be, as we go through this NEPA period.	Statewide Rail System	8

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		<p>Texas is committed to the high-speed rail projects and we must continue to push that forward. We're delighted to have Bill Meadows and his Commission, I saw Dee Kelly here. They're working hard on this important issue. From the business community standpoint it is an issue. High-speed rail is a monumental long-term and visionary decision.</p> <p>Just like 40 years ago, the founders of D/FW Airport, the leaders of Dallas and Fort Worth and the region came together to found the airport, this is 40th anniversary of our airport. Look at what it has done for our region and for Texas in general.</p> <p>*****</p> <p>Dear Administrator Szabo,</p> <p>On behalf of the citizens of Fort Worth, I thank you for visiting Fort Worth and taking a moment to speak with us about collaborative statewide efforts to bring high-speed rail to Texas.</p> <p>As you know, a process is already underway to evaluate the plan to link Dallas and Houston with high-speed rail service. Additionally, high-speed rail studies are underway for the Oklahoma City-San Antonio corridor, which would include a stop in Fort Worth. With the various projects and studies, it is clear that the State of Texas is committed to developing a statewide system of high-speed rail service. I believe Texas is an ideal location to successfully implement high-speed rail service in the United States.</p> <p>Furthermore, I believe that the proposed high-speed rail link between Dallas and Fort Worth would be a linchpin for the broader statewide system.</p>		
60	Hon. Sal Espino	<p>Well, Mayor Price said everything pretty much. I would just add to think about the vision. Imagine a city in a region in Texas in our country where you have not only bus transit options, streetcars, trails, bikes, commuter rail, airlines a great airport, but also high-speed rail connecting Fort Worth to Dallas to Houston, connecting high-speed rail to Austin, San Antonio and yes to the border.</p> <p>I was recently in Mexico with our sister city of Toluca and also in Mexico city. High-speed rail is the future. The future of transportation is to provide</p>	Multimodal Planning; Statewide High Speed Rail; Station Planning/Location/Land Use	6, 8, 9

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		<p>options to our citizens and residents not only here in Fort Worth-Dallas but throughout our great State of Texas and our country. And a high-speed rail corridor between Fort Worth and Dallas to Houston, the rest of the state makes sense.</p> <p>Our visionary leaders here in Fort Worth, here in North Texas, in the state and our country realize the next option in transportation is rail. And I strongly support high-speed rail for this region, for our state and our country and strongly support the comments made by our great Mayor Betsy Price. Thank you very much.</p>		
62	Hon. Gary Fickes	<p>Yes, thank you. Appreciate the opportunity, and I want to thank y'all for you being here tonight and bringing this concept to the public. This is something that a number of people in our region have been working on for many, many years. And as a member of the RTC, as Ms. Wilemon is also, we as a region have looked at this as one seat, one ticket process to go from Fort Worth to Houston through Dallas.</p> <p>For that to happen we have to have a station in Downtown Dallas. I noticed that the hearings that were held a few weeks ago there were other stations that were discussed that were not downtown. Of course, this gives the provider, Texas Central, the opportunity to own large tracts of land and benefit from the development of those large tracts of land that they might not be able to do in downtown.</p> <p>My question and my concern is, if that's what they do, the two routes that are identified for the Dallas to Fort Worth both go to downtown. So I see some concerns there to provide that connectivity. I want us to keep that in mind that this is a region, it's not one city, it's a region. And let's bring this together and it will happen. And this will be a model, not just for the United States but for the world. Thank you.</p>	Purpose and Need; Alignment Alternatives; Multimodal Planning; Station Planning/Location/Land Use	1, 3, 6, 9
64	Randle Howard	<p>My name is Randall Howard. I'm President of R.D. Howard Construction. We do construction management and contracting, 68-year-old Fort Worth business. I'm a lifelong resident of Fort Worth and I'm here to speak in favor of the three-station concept including Downtown Fort Worth, Arlington and Dallas.</p> <p>I've traveled all over the United States and I see mass transportation systems</p>	NEPA (Environmental) - Human; Alignment Alternatives; Multimodal Planning	2A, 3, 6

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		<p>in cities half the size of Fort Worth that are very efficient. And the idea of high-speed rail from Houston to Dallas only is a bit difficult to understand. There's a reason that that rail system is coming from Houston to Dallas as opposed to from Houston, the largest city to San Antonio, which is now the second largest city in our State. And the reason is Fort Worth and Arlington, that's the difference, because of all the mass of people. So we don't want to be cut short by having the rail system stop short of coming all the way through to the Downtown Fort Worth.</p> <p>We are excited about the prospects of this happening. There are certainly a number of economic development benefits. There are a number of contracting opportunities, but we are really, really thrilled our Mayor Betsy Price is spearheading the movement towards mass transportation on the west side of the Metroplex, and we commend her on doing that. And we thank you-all for this hearing, and we just want you to know, we don't want Fort Worth and Arlington to be left out. Thank you.</p>		
65	Stanford Lynch	<p>Thank you. I'm Stanford Lynch. I'm the Chairman of the Transportation Committee for the Fort Worth Chamber of Commerce. I'm here to represent the Chamber and tell you that we support what you're doing with respect to the study for high-speed rail between Fort Worth and Dallas through Arlington. We very much support what you're doing, and we think that it's the right thing to do at this point in time in Texas.</p> <p>We've made a lot of improvements within our region recently, but there's still more that we can do and we think that high-speed rail is part of that. In looking at the high-speed rail system, we want to make sure that the station locations within the City of Fort Worth are such that we provide adequate connection to multi-modal transportation, including transit and commuter passenger rail within the region. So we think that's important. We also think that the location of the station within the City of Fort Worth needs to be in such a location that continued access to the south and to the north for high-speed rail in the future to, say, Austin, San Antonio, Oklahoma City at some point in the future.</p> <p>So we think that's all important. We also want to stress that from a Chamber's standpoint, this is truly important to our business community. We feel like for the continued growth of our business community the economics</p>	NEPA (Environmental) - Human; Alignment Alternatives; Station Planning/Location/Land Use	2A, 3, 9

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		<p>of the State of Texas and the City of Fort Worth, Tarrant County and the region, we think it's important that high-speed rail be part of that overall growth and that plan.</p> <p>The Board of Directors will be sending a letter and a Resolution in support of this effort, and that will be forthcoming. Thank you.</p>		
66, 87	William Wright	<p>The cost & who will bear it? Will the annual deficits be acceptable (it will never operate at breakeven)? For workers in FW who commute to Dallas the RT fare will have to be at least \$12 daily / \$240/mo, plus parking at each end, say \$10/day / \$200/mo = \$440/mo. How many are willing to pay this amount? Will the people have a vote on this project, or will it be shoved down our throats, a la the trinity river vision project?</p> <p>As for a public/private partnership, usually the public pays through the nose and the private partner laughs all the way to the bank. And tell us the initial capital cost plus the annual operating costs.</p> <p>You-all have no idea what this is going to cost, right? And do we get to vote on it? Do we get to vote on it or is it gonna be crammed down our throats like the Trinity River Vision Project? And where did this idea come from? Did it just spring up out of the brain of some guy down in Austin who says; well, you know, I think we ought to spend about \$4 billion between Dallas and Fort Worth and maybe, let's see, maybe a hundred-billion dollars between Dallas and Houston. That sounds like a very good idea, we don't know how we're gonna pay for it, but we're gonna do it anyway.</p> <p>Also, I'm going to get in touch with this analyst at the CATO Institute. He has done a half a dozen studies on light rail and high-speed rail and why it is only feasible in two or three cities in the United States, two or three areas in the United States. And I'm gonna to see if he won't take this up as a project to help you-all see that it's just a millstone around our necks. That's all it is. And it's just a way for this contractor who spoke and consultants and lawyers to cut a big fat melon; that's what it's all about. And the taxpayers will be paying for this. What will happen is, they'll get it started, and then after they spend about -- well, they're gonna spend 15 million on the study, all right, and then when they see that it's not going to pay for itself within the first 15 years, they're going to say, oh, well, that's all right, because this is going to be for the</p>	Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Cost/Funding/Governance; Multimodal Planning	1, 2A, 3, 5, 6

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		<p>next 40 or 50 years, and certainly by that time it'll be self-sustaining and all that sort of thing. And by that time we'll be out of office and dead and gone. And so we're going to have fun while we can. You know in your heart that it is a boondoggle.</p> <p>Look, if we had the density, I don't know how many people live in Fort Worth and work in Dallas, or how many people live in Arlington and work in Dallas. And so somebody in Fort Worth is going to get in their car, they're going to drive down to wherever they can park, where you gonna park the cars that want to ride this thing? And high-speed rail is an oxymoron if you're going to stop in Arlington. I mean, c'mon. So then they park their car here, they get on the train, they stop in Arlington, they finally get into downtown Dallas, but they don't work in downtown Dallas. They work in North Dallas or South Dallas or anywhere but downtown Dallas. How are they gonna get from there without their car?</p> <p>Look, if they worked in downtown Dallas they would they would take the TRE; come on. And well, I don't know how you can get into this with no idea about what it's going to cost, who's going to use it; it just doesn't work. I mean, what they should do is build a high-speed rail between here and the airport. That's what we really need. I mean, everybody would use that. Do they have a DART from Dallas to the airport? I can see the rationale for a line between this area and Houston, but all this is is just; oh, my God, we can't let the people in Fort Worth sit there in the dark, we've got to spend \$4 billion to get them over to Dallas so they can get to Houston. And I'm just wondering, eventually, you know, they've split 35 into East and West, so there should be a way to tie in and do something like that, have a Y coming and then that gets them down to Houston, but that doesn't solve the problem of Fort Worth to Dallas.</p> <p>On their thing there, there are four major highways already between Fort Worth and Dallas, four – no, there are five; two north, two south and then 30 in the middle. They have just spent I don't know how many billions of dollars on highways out in North Richland Hills. I really do recommend that everyone concerned with this go to the CATO Institute and download all their studies about light rail and high-speed rail and why it is just not a very good idea in this area.</p>		

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		<p>And I'm going to personally contact the analyst up there and ask him to get involved with this thing, do some studies and give them some good advice about why not to do it. Thank you.</p> <p>*****</p> <p>The crying need for Fort Worth is high-speed rail from Ft. Worth to DFW. DART connects Dallas to DFW. A simple solution – High-speed rail from Ft. Worth to DFW. Those wishing to continue to Dallas can transfer to DART. Voila - two birds killed with one stone.</p>		
67	J. Luke	<p>These are my comments on the Dallas/Fort Worth Core Express Service. I'm very much in favor of an express train service that will continue the bullet train project that's coming from Houston to Dallas to continue on from Dallas through Arlington to Fort Worth, Texas. I believe that a station in Arlington -- well, I should back up and say I'm in favor of a corridor coming along Interstate 30 with a station stop in Arlington near Ballpark Way, which is also called Stadium Drive. I believe with the number of events and people coming to Arlington and the AT&T stadium, Rangers stadium, Six Flags Over Texas that a station in that location near I-30 and Ballpark Way would be very helpful in transporting people around the Metroplex that need to get here. And ultimately that would be able to serve people of the Metroplex in a more efficient way. My suggested location for the station, I believe, is centrally located and would help people that would come to the events in Arlington, not only from Dallas but also from Fort Worth as well as perhaps coming on the high-speed rail from Houston. So both directions, I believe, the public needs for transportation in the form of rail would be very much enhanced by the I-30 station in Arlington.</p>	Purpose and Need; NEPA (Environmental) - Human; Alignment Alternatives; Cost/Funding/ Governance; Station Planning/Location/Land Use	1, 2A, 3, 4, 9
69	Jeff Williams	<p>Thank you, Mayor. We appreciate that support. And it is exciting to be here in North Texas right now, isn't it? People are wanting to live here and businesses are wanting to move here. And yet we are at a time when we need to be planning for these people to come here. And transportation, of course, is an integral part of success for any region. Well, I've had the opportunity to experience high-speed rail. And it was a very pleasant experience in which I was able to ride on the high-speed rail, enjoy reading, enjoy the scenery and to not be tired when I got there at the end and not be stressed out over traffic. Well, quality of life is one thing that is very important, but also relieving congestion is another one.</p>	Purpose and Need; NEPA (Environmental) - Human and Physical; Alignment Alternatives; Cost/Funding/ Governance; Multimodal Planning	1, 2A, 2B, 3, 4, 6

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		<p>We cannot build enough roads to take care of the growth that is being documented here. 3 million people are moving here in the next couple of decades, and that is an incredible amount of people. And every day we see that congestion there because it really is getting worse because as we said, several hundred people are moving in every day even to North Texas, so we need to provide for that.</p> <p>But other benefits of high-speed rail beyond relieving congestion, beyond quality of life is the opportunity to bring jobs and also the opportunity for people to be able to get to their jobs. There is a cumulative effect of being able to help in the transportation sector here in bringing in high-speed rail. And, of course, bringing jobs and getting people to their jobs is very critical for what we're trying to do here in North Texas. Also when we start boiling it down to the route, being able to come right through the heart of the Metroplex and the heart of North Texas is very critical. Connecting our region and improving that connectivity is very important.</p> <p>And, of course, going from Dallas to Arlington to Fort Worth, you are going to actually connect world class attractions and places that people want to come, not only the people that live here but also our visitors from outside. And you're going to hear from our Arlington Convention and Visitor's Bureau about a lot of these attractions and things we need to do here. Well, moving along, you may be saying when can we experience this? And that's something here on the high-speed rail commission that we're very interested in. Right now it's been documented, the efforts are being put forth to try to get it in by fall of 2021. It's a very ambitious, very aggressive schedule, but yet the people are coming. And we've got to accommodate the traffic and also to help with the success of North Texas.</p> <p>Well, our high-speed rail commission has been created to try to help with that implementation plan and to help move this along. And that's very important there as we do. And Commissioner Meadows that is leading our commission has done an incredible job. He is out of town today, and he sends his regard. But we are going to continue that aggressive mode that TxDOT has already set in trying to help, because as I stated, traffic is coming, the people are coming. And of course a big part of our success here in North Texas is going to make sure that we are looking at and providing every mode of transportation that we can to try to help move our people because we all</p>		

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		know that the success of any region is dependent upon the transportation. So thank you for coming. Just to express that one more time, coming down Interstate 30 through the heart of the Metroplex and having a station in Dallas, Arlington and Fort Worth, I think, is very key and very needed here as we move forward here in the region. Thank you.		
71	Jim Brothers	Good afternoon. I am Jim Brothers with Six Flags Over Texas and Hurricane Harbor. I wanted to let you know that we are very supportive of this initiative. We believe that high-speed rail moving down I-30 from Dallas to Fort Worth with a stop in Arlington is paramount. We think that this is a terrific opportunity to people into the entertainment district in Arlington. We think that – we think the demand is already there. We believe it will be a benefit to people from all over the Dallas/Fort Worth area plus other parts of Texas who are visiting the Dallas/Fort Worth area. And, you know, quite honestly we look forward to working with all of the organizations involved in this. And we think it's a futuristic opportunity, and we're glad to be a part of it. Thank you.	NEPA (Environmental) - Human; Statewide Rail System	2A, 8
72	Rob Matwick	Good afternoon. I'm Rob Matwick. I'm executive vice president of business opportunities for the Texas Rangers. I'm here just to represent the organization and say that we are also very supportive of the development of high-speed rail along the I-30 corridor from Dallas to Arlington and over to Fort Worth. There really is no off season any longer in the entertainment district here in Arlington when you consider six months of baseball season, all the activities at AT&T stadium, certainly with Six Flags Over Texas and then the Arlington Convention Center. As Mayor pointed out and Jeff talked about, we probably have more than 8 million visitors that come in the district every year. Anything we can do to relieve congestion and make that move easier, we can certainly support. And we appreciate the opportunity to make these comments today. Thank you very much.	Purpose and Need; NEPA (Environmental) - Human	1, 2A
73	David Cozad	My name is David Cozad. I'm the president of the nonprofit corporation Keep America Moving. Our purpose is to develop energy and transportation alternatives to the current systems. Your high-speed rail system is an exceptionally good idea. What I'm wondering is whether you're including all your options. I notice that you didn't have personal rapid transit systems as part of your list of options. There are companies here in the United States who are using this century's transportation technology as opposed to the last century's. And I would like you to include that in your discussions. The primary company I'd like you to	Purpose and Need; Construction/Operations/Design; Cost/Funding/Governance; Multimodal Planning	1, 4, 5, 6

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		<p>take a look at is SkyTrain who is building a system over in Tel-Aviv right now. The second question is the history of Arlington of not paying for public transportation systems.</p> <p>So that brings into the question of funding of the construction and essentially the funding of the continued operations. If public money is being done and taxpayer money is being used, you're going to have a real problem here in Arlington. No matter what the officials publicly say, I've listened to the personal comments, and that is going to be one of your biggest blocking moments. And you need to address that even in this part of your study. Back to personal rapid transit -- I've got maybe a few more seconds -- those systems are cheaper than all the alternatives you have there to construct and operate. And I believe it can be built in half the time in which your plan and can probably start in 2017 if you work now. Thank you.</p>		
74	Ronnie Price	<p>Good afternoon, everyone. Ronnie Price, I'm the president of the Arlington Convention and Visitor Bureau. And just a few comments and just to echo what Mayor and Jeff have said. In looking at this, obviously I'm looking at it to improve tourism. And we know what a major impact that this is going to have to Arlington. As you know, we are the epicenter for a lot of the entertainment here. And the opportunity to have three stops along I-30 is going to be critical, one in Dallas, one in Arlington and one in Fort Worth. I like the comment that was said by Rob with the Rangers earlier. There is no off season. And if you look at what we've done over the past last several years, we'll continue to bring more and more major events to our region. So this opportunity to have this type of transportation in our region is not only going to be incremental for just Arlington alone but for our entire Metroplex. That's what we're looking for. That would put us on the world stage more often. So I appreciate your time. Again, we do support this opportunity and look forward to three stops along I-30, one in Dallas, one in Arlington and one in Fort Worth. Thank you.</p>	NEPA (Environmental) - Human; Alignment Alternatives; Multimodal Planning	2A, 3, 6
75	Laura McCormick	<p>Thank you. I'm just a resident. I'm not with anybody. I really support the idea of a high-speed rail system. I've experienced it. I've lived on the East Coast and San Francisco, Europe and taken high-speed rail, different forms of public transit. And that's something when I moved here that I immediately noticed, you know, the lack of. You really have to have a car here to get anywhere. So I'm excited that there's talk about doing this.</p>	Purpose and Need; NEPA (Environmental) - Human; Multimodal Planning	1, 2A, 6

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		<p>I do have a couple comments. I have some concerns about eminent domain and about properties being, you know, taken for this project. So I want you all to really consider that and try to limit that as much as possible. I also encourage you to put stations at major employers as well as UTA. For example, Lockheed which is in White Settlement, Fort Worth, they have, I think, it's six to 10,000 employees. And I think having a connecting bus or even a station there would be really beneficial. I also -- it's a little off topic, but Arlington really needs to get a bus system and put in bike lanes. And that would enable people to get to the rail station, and it would also limit the number of cars that are on the roads, which is a huge problem and only increasing. Also I think that the system should be a nonprofit system. I think being nonprofit would keep the rates reasonable so people would be able to afford to take the train. And I think it should be run by the State or by -- yeah, by the State of Texas. I don't think it should be run by a private corporation because it's for the benefit of the citizens of Texas. And when you're considering environmental impact, I think you need to look at when you divide environments, you need to have connecting bridges so that you know the wildlife can get from one habitat to another habitat so we're not just severing those. And that can be done and has been done in other systems. So, again, I'm excited about this. And I really support all well thought-out forms of public transit. And helping us to get over our car addiction, I think, would be a wonderful thing. So thank you.</p>		
76	Tony Rutigliano	<p>Thank you. Tony Rutigliano, president and CEO of the Downtown Arlington Management Corporation. I think we all know that effective transportation system is multimodal. I believe high-speed rail from Dallas to Fort Worth with a stop in Arlington is going to be an important part of that transportation system. We all know that we have a growing university in Arlington called the University of Texas in Arlington. Today they have over 35,000 students, 4,000 of which are international and are used to high-speed rail systems from countries where they live. So having a high-speed rail system with stops in Arlington with a connection to the university is going to be pretty important for us and benefit for the region as a whole. Thank you.</p>	Station Planning/Location/Land Use	9
77	Jahnae Stout	<p>Good evening. Thank you very much for allowing me to speak on behalf of the North Central Texas Council of Governments. The Council of Governments supports investigating multiple stations and alignment options between Dallas and Fort Worth. Of particular interest is the approach to both central business districts and potential connectivity to other high-speed rail</p>	NEPA (Environmental) - Human; Alignment Alternatives; Construction/Operation/Design; Multimodal	2A, 3, 4, 5, 9

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		<p>corridors.</p> <p>We believe high-speed rail connection between Fort Worth, Arlington and Dallas is not only a needed transportation system but also an economic development generator. Furthermore, the proposed project is consistent with the region's mobility plan and the Regional Transportation Council's three station policy.</p> <p>Finally, we support leveraging existing freight and passenger rail corridors to help address community issues. As always, the last mile connection to final destinations will be very important. Connectivity to existing and planned systems throughout the corridor, particularly in Fort Worth, Arlington and Dallas will help address community concerns.</p> <p>Again, thank you for the opportunity to speak tonight.</p>	<p>Planning; Station Planning/Location/Land Use</p>	
78	Al Taylor	<p>Thank you. My name is Al Taylor. I moved to Dallas in 1971. I'm a Dallas citizen by choice, not chance. I have had the blessed opportunity to ride on high-speed rail in Japan and Europe and I'm a big supporter and strong advocate for high-speed rail, especially the system that's being proposed for Dallas to Houston. In fact, I think that is something that's way overdue. And I'd like to add one other thing to that, the station should be in downtown Dallas at Union Station. We have billions of dollars of infrastructure that's bringing traffic to the Union Station area. That's where that station should be.</p> <p>As far as this project is concerned between Dallas and Fort Worth, to be quite honest, I don't think this is a good idea. I'm not against high-speed rail. I think a better alternative – because I've heard estimates of 4 to 5, \$6 billion in cost to do this. I think a better alternative would be to upgrade the TRE. Spend about one-third of that money to upgrade the TRE. You can even put a spur from say Center Port Station down to Arlington and you'd save a lot of money.</p> <p>I believe for the benefit of the taxpayers we have to look at this with a very critical eye. There's been – since I've been in Dallas, a lot of great ideas, but it takes a lot of money and a lot of these ideas never saw the light of day because there's not the money there. Especially now when funds are tight, we've got to take all these ideas with a critical eye. So I'm for some kind of</p>	<p>Alignment Alternatives; Cost/Funding/Governance; Station Planning/ Location/Land Use</p>	3, 5, 9

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		transportation between Dallas and Fort Worth, but I think this idea is a little too expensive. Thank you.		
79	Kylar Boyd	Hello, my name is Kylar Boyd and I've been dreaming and visioning about something like this for a long time. It's great something like this is becoming a reality. It would be interesting to see how this will help communities in the future, including helping bridge some communities that without the system would be disenfranchised or would be isolated. Thanks.	NEPA (Environmental) - Human	2A
80	Brian Tindle	<p>Hi, my name is Brian Tindle. I work in the railroad industry selling rail cars. I agree wholeheartedly with Mr. Taylor.</p> <p>High-speed rail between Dallas and Fort Worth isn't really going to be that high-speed by the time it needs to start braking to get into Fort Worth. There's a large curvature getting into the Fort Worth, as you can see. It's Dalworth Junction.</p> <p>So you are going to have to slam a train into dynamic braking at an earlier time frame. The speed is just not going to be there.</p> <p>Is the juice worth the squeeze? Are we really going to see a difference between a hundred miles an hour and 80 miles an hour?</p> <p>Right now the TRE does not run an express train Dallas to Fort Worth. They stop at every station stop. Why not have an express train? Every other city that has passenger rail, heavy rail, runs an express train during rush hour. You know, 7:00 a.m. to 9:00 a.m. maybe around lunchtime and the same during later afternoon. We don't run an express train. And the TRE can do 80 miles an hour as it is now.</p> <p>I agree with improving the TRE. Bring it up to a hundred miles an hour. Passenger trains 50 years ago had no problems doing a hundred miles an hour. Why we can't do that now, I have no idea, other than stupidity of drivers that decide I'm going to stop when red lights start flashing.</p> <p>For a lower cost, we can upgrade the TRE even more and run express trains between Dallas and Fort Worth and save the taxpayer a lot of coin. That's just my opinion. I'm okay with the HSR. That's great. But HSR between Fort Worth and Dallas is 35 miles.</p>	Purpose and Need; Alignment Alternatives; Construction/Operations/Design; Cost/Funding/Governance	1, 3, 4, 5

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82	Bryan Slaton	<p>Thank you. I was raised in Dallas County. I work in Dallas now. What I was going to say is if there was a need for the road -- for the rail, I think you would see it in numbers.</p> <p>And if you go to DART's Web site -- get on your phone, you type in DART, facts about -- or just type in "facts about DART," their Web site will come up. If you look at Dallas Light Rail, you'll see for fiscal year '13 ridership, they had 29.5 million passengers. And then it was subsidized to the tune of \$3.82 per passenger.</p> <p>So if you just do some math, \$3.82 per passenger times \$29.5 million. It's being subsidized a \$112 million -- \$112,690,000. People aren't riding to make it sustainable. If you do the math from the same Web site for TRE, it's being subsidized with tax dollars at \$12 million.</p> <p>So where is the need? Where are all the people that are riding DART that would make you think people are going to ride the high-speed. They are already not riding the TRE to Fort Worth, and you are talking about putting rail all over the state of Texas.</p> <p>Texans don't want it. They didn't want the TransTexas corridor. And when I say, Texans don't want it, the numbers show it. People don't ride rail in Texas. We are too spread out. The numbers aren't there to show there's a need. I'm sorry. This is about pet projects. Thank you.</p>	<p>Purpose and Need; NEPA (Environmental) - Human; Cost/Funding/Governance; Multimodal Planning</p>	<p>1, 2A, 5, 8</p>
83	Mike Slaton	<p>Thank you. From East Dallas County for those of you who don't know Sunnyvale. I'm a native Dallasite. I'm an accountant for 31 years here in Dallas with my own accounting firm.</p> <p>I'm concerned from the taxpayer standpoint. This -- we just keep spending money on these things. I could talk much longer than three minutes about our national debt. It all just keeps adding up. We've got great roads. It's been improved. We have the TRE. We have DART. All those are good. But as the gentleman here, to go from Dallas to Fort Worth, a high-speed train, you can't get started, if you are going to stop in Arlington. Just think about that, okay.</p> <p>Now, if it went from -- and I'm not so sure I'm -- you know, from Oklahoma City to Houston, I'm not so sure I'm even for that, but that makes some sense. I</p>	<p>Purpose and Need; NEPA (Environmental) - Human; Statewide Rail System; Costs</p>	<p>1, 2A, 5, 8</p>

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		<p>also have to kind of say that's not going to help Fairfield, Madisonville. They are going to blow through there. So it's not going to bring economic development. We've got to start doing some things that doesn't – all this money comes from you taxpayers that work. Our national debt is what it is today, a terrible amount of money. And to do something like this, some of the people here have made excellent remarks about how it's a waste of our money on our taxpayers. People can get around.</p> <p>Texans primarily drive cars, vehicles. I'm kind of proud of that myself. I don't know about you. And we can get around. We have excellent roads. We probably should spend some more money on some roads, keeping them up and that sort of thing. But that's the thing to do, and you can do it a whole lot cheaper than you can do something like this that most of us in this room wouldn't even ride on. Thank you very much.</p>		
84	Jeff Hoel	<p>Yeah, I thought about this back in 2010 or 2011 when Biden was pushing for high-speed rail around the country. I think a big issue is that in order to make – in order to create the corridors, a bunch of expensive buildings will have to be bulldozed down, which requires lots and lots of money. And our current transportation system works fine right now.</p> <p>I think that we should go and decide where a future high-speed rail system will be built and then in maybe – in the year 2035 or year 2050, we go – we go and build it then. We give those expensive buildings time to depreciate and keep people from investing further money into – into the places that are going to get bulldozed to make them for high-speed rail. We don't need it right now, but it would be nice to eventually have it.</p> <p>So – and as some other people here have indicated, Texans are cheap. So if we can save money by waiting some time to build it and allocate the corridor right now, I think we should do that.</p>	Statewide Rail System; Costs	4, 8
85	Tiffany Long	<p>I want to come here tonight and I guess my first question is: What is the purpose of this meeting? I hear we are here to discuss NEPA. I hear we are here to discuss the environmental process. But we are not given any facts to discuss. I don't know why you bring us here and spend millions of dollars to have this meeting if true facts are not going to be presented. This meeting is about saying we are in favor of a project we don't even have full information and disclosure. I heard a gentleman – the gentleman that spoke at the very</p>	NEPA (Environmental) - Human; Funding	2A, 5

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		<p>beginning at the opening of the meeting, he discussed we are here to choose the flavors of the milkshake. What I did not hear was that maybe we don't want a milkshake. Maybe that's not the option that people here want. It seems like, when these meetings are conducted, that is the purpose.</p> <p>So I have three different perspectives that I want to bring about each issue that I want to talk about tonight. My first one is about environmental, my second is going to be the economic impact and the third is going to be the financing and the cost involved in this. When we talk about the environmental process, we have to consider the fact that we are in a drought. In fact, Texas is in the worst drought we've had since the '50s. And I don't know how it would be possible to do a true effective environmental impact statement if we are in this drought. So I guess -- I hope someone will address that when I'm finished here, how you guys intend to fully vet these areas where sometimes there's a marsh land when we have our normal weather conditions and now it is drought. The animals have left those areas, and they are no longer there. You can't study what's not there.</p> <p>The second issue I want to talk about is the economic impact. A lot of people think this is great. This is going to be business and development. I've got news for you, if this is going from Dallas to Fort Worth and really be an effective rail system, it's not going to stop off in any of these communities. They are not going to benefit from it. The only people that are going to benefit are the people at point A and point B and anybody else that you add to the segments in the map later on. I don't see any economic development, not that I favor spending taxpayer money for economic development. I don't think that's right. But that's an argument that I hear from a lot of people about these types of projects.</p> <p>Lastly, I want to talk about our spending on this. Who is going to pay for this? Can anybody tell me over there on the panel? You guys that are handling the environmental impact studies, how much was allocated and approved to be spent for that study? No, the \$15 million grant, is not free money. Where is that money coming from, the federal government? Okay. So the taxpayers are already spending \$15 million on a project when we have existing roads that need to be developed. These projects repetitiously fail. We just heard from a gentleman that said we have \$3.82 subsidy for DART, \$3.82, and</p>		

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		<p>that's just to maintain the existing system. That is not to advance, build, correct, provide any additional services. We have a \$5.94 subsidy. So this project is not just going to cost the \$15 million that we are spending and all the money we spend on these meetings. The taxpayers are going to have to pay a lot more than \$15 million.</p> <p>And I want to hear tonight who is going to pay for this. You brought us here to this meeting. I want to hear who is funding this project. You say that a private company may fund this project. Who are you talking to? Who are your companies that may fund this? I want some answers. Thank you. But if we ask the questions out there, nobody else gets to hear them. We are paying for this meeting. \$15 million is being allocated for this study, can we not finish asking our questions and get answers while we are here?</p>		
89	Dale Petroskey	<p>Resolution of Support for High-Speed Passenger Rail</p> <p>WHEREAS, On June 25, 2014, the Federal Railroad Administration (FRA) published a Notice of Intent to prepare an Environmental Impact Statement (EIS) in cooperation with Texas Department of Transportation (TxDOT) for the Central Texas High-Speed Rail Corridor, connecting Dallas and Houston (DAL-HOU) with a dedicated High Speed Rail (HSR) system proposed by a private company, Texas Central Railway (TCR); and</p> <p>WHEREAS, On September 5, 2014, the FRA published a Notice of Intent to prepare an EIS for the Dallas - Fort Worth Core Express passenger rail service under a grant issued to TxDOT and FRA by the United States Department of Transportation, potentially connecting the DAL-HOU HSR system west to Fort Worth; and</p> <p>WHEREAS, TCR is a Texas-based company formed in 2009 to bring HSR to Texas as a private-sector venture, and is focused on delivery of the DAL-HOU HSR system using only private funding; and</p> <p>WHEREAS,</p>	Cost/Funding/Governance	5

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		<p>In January 2014, TxDOT formed the Commission for High-Speed Rail in Dallas/Fort Worth to advise on the development of intercity rail corridors, new transportation policies and funding and procurement strategies as they relate to the implementation of a proposed HSR system, and to lead the effort to advance the DAL-FTW Core Express service; and</p> <p>WHEREAS, TCR is working closely with Central Japan Railway Company (JRC), and proposes deployment of the Tokaido Shinkansen System technology on the DAL-HOU route, a technology which has operated safely for over 50 years in Japan and carries 400,000 passengers daily; and</p> <p>WHEREAS, The DAL-HOU project, as proposed by TCR, will not require operational or maintenance subsidies, and is estimated to create 10,000 full-time construction jobs each year during the anticipated four-year construction period, and nearly 2,000 full-time jobs after the HSR system goes into revenue service, anticipated in 2022; and</p> <p>WHEREAS, A strong transportation system is fundamental to Texas' quality of life and economic vitality, attracting new businesses and generating new jobs; and</p> <p>WHEREAS, A connected HSR service between Houston and Dallas extending west to Fort Worth is a shared goal for the North Texas Region.</p> <p>NOW THEREFORE BE IT RESOLVED the Dallas Regional Chamber strongly supports the thorough environmental studies, development, construction and operation of a high-speed passenger rail system between Dallas and Houston, and extending west to Fort Worth as appropriate funding and procurement strategies can be identified.</p> <p>Stephen Mansfield, Chairman of the Board Dallas Regional Chamber</p>		

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		<p>Dale Petroskey President & CEO Dallas Regional Chamber</p>		
90	AC Gonzalez	<p>Dear Mr. Johnsen:</p> <p>The City of Dallas appreciates the opportunity to submit comments on the scope of the Environmental Impact Statement (EIS) for the Dallas Fort Worth Core Express Service.</p> <p>Dallas is the nation's 9th largest city with a population of approximately 1.2 million. The City is the largest central city in the Dallas-Fort Worth-Arlington Metropolitan Area, the nation's fourth largest metropolitan area, with a population of more than 6.4 million. The Dallas-Fort Worth-Arlington Metropolitan Area boasts the 12th largest metropolitan economy in the world and is home to 25 Fortune 500 corporate headquarters. The City of Dallas and the Dallas-Fort Worth-Arlington Metropolitan Area have seen tremendous population and economic growth in recent years. Local and regional planners anticipate that population and economic growth will remain robust in the coming years and decades. Successful regional and statewide transportation planning and investment will be critical to managing this growth.</p> <p>The City of Dallas commends the Federal Railroad Administration for initiating this EIS. The development of high-speed passenger rail service provides an opportunity to transform intercity travel in Texas in a manner that absorbs population growth and increased travel, meets the needs of changing demographics, addresses airport and highway congestion and spurs downtown revitalization with minimal impacts to the natural and built environment.</p> <p>Careful planning is needed to ensure the success of high-speed passenger rail between Texas cities. The location of stations and local connections at either end of the corridors being studied for high-speed intercity passenger rail service will be paramount to the success of any proposal. In particular, the City of Dallas strongly believes that a downtown station will be critical to the success of high-speed intercity passenger rail in Texas.</p> <p>Downtown Dallas provides numerous trip generators for intercity passenger</p>	<p>NEPA (Environmental) - Human; Cost/Funding/Governance; Multimodal Planning; Station Planning/Location/Land Use; Public/Stakeholder Involvement/Legal</p>	2A, 5, 6, 7

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		<p>rail and has the potential to accommodate many more. The past 20 years have seen remarkable residential and commercial growth in Downtown Dallas and adjacent neighborhoods.</p> <p>Downtown Dallas and adjacent central city neighborhoods are home to over 40,000 residents and 135,000 jobs, including the corporate headquarters of AT&T, Comerica Bank, Dean Foods, HollyFrontier Corporation, and Tenet Healthcare. Downtown Dallas is also a government and education hub, with thousands of federal, state and local government workers, including the Federal Reserve Bank of Dallas, US Department of Health and Human Services, US Patent and Trademark Office, US District Court- Northern Texas District and the University of North Texas System Headquarters. The Downtown Dallas Arts District draws visitors from throughout the world to its world class cultural institutions, including the Nasher Sculpture Center, the Dallas Museum of Art, the Morton H. Meyerson Symphony Center, the Winspear Opera House and The Trammell and Margaret Crow Collection of Asian Art. Fair Park, the largest collection of Art Deco buildings in the nation, located immediately east of Downtown Dallas, is home to the Texas State Fair which draws over 3 million visitors each fall, the Cotton Bowl and several museums.</p> <p>Located in the southeast corner of Downtown Dallas, City-owned Union Station historically served as the gateway to Dallas. Although the decline of intercity passenger rail in the latter half of the 20th century diminished this role, the development of the Dallas Area Rapid Transit (DART) light rail system and the Trinity Railway Express (TRE) commuter rail service have since brought it back to life as a hub for intra-city and regional travel.</p> <p>2,061 rail passengers pass through Union Station each weekday with DART light rail Blue Line and Red Line trains stopping at Union Station 12 times per hour during most of the day. In addition, TRE provides commuter rail service between Union Station and Downtown Fort Worth and serves over 2.3 million riders per year. Since its launch in 1996, TRE has grown from a service centered on morning and evening commuters to a daylong service with more than 20 departures per weekday in each direction. Union Station also hosts Amtrak's Texas Eagle, Dallas' lone surviving intercity passenger train.</p>		

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		<p>The City's long-term plans envisions Union Station as an intermodal hub providing travelers with a seamless connection between intercity passenger rail (including high-speed rail), commuter rail, light rail and local surface transit (streetcar and bus). In addition to Union Station's current transit service, DART and the City are working with the Federal Transit Administration on construction of a second Downtown light rail alignment that will include a second light rail connection to Union Station. Next year, the City will inaugurate streetcar service between Union Station and North Oak Cliff, a historic neighborhood south of the Trinity River. In conjunction with the construction of the second Downtown light rail alignment, DART and the City are planning for extension of the Dallas Streetcar from Union Station into the heart of Downtown Dallas and onward into Uptown Dallas.</p> <p>All of the plausible rights-of-way for Dallas Fort Worth Core Express Service are easily accessible from Union Station:</p> <ul style="list-style-type: none"> • The Trinity Railway Express alignment, which runs on the former Rock Island Railroad mainline between Dallas and Fort Worth, directly serves Union Station; • The Union Pacific mainline between Dallas and Fort Worth runs on tracks immediately behind Union Station, and • The 1-30 corridor runs immediately behind Union Station. <p>In addition, the area around Union Station offers considerable potential for station-oriented development. Despite the impressive growth of central Dallas, much of that growth has been focused on the northern portion of Downtown and on Uptown. Much of the land near Union Station and the southern portions of Downtown continue to be occupied by surface parking, vacant lots and other suboptimal uses of urban land. In addition, City plans call for the revitalization of the land along Riverfront Boulevard between Union Station and the Trinity River, much of which is similarly occupied by surface parking and vacant lots.</p> <p>We would also like to stress the importance of coordinating the DFW Core Express EIS with the Dallas to Houston High Speed Rail EIS. We are aiming for the existence of a "one-seat ride" that will allow the rider to depart on a train in Houston and ride all the way to Fort Worth without having to change trains</p>		

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		<p>in Dallas. We believe that the success of both projects will rely heavily on this "one-seat ride" experience.</p> <p>The City of Dallas is prepared to provide FRA with additional background and information and to answer any questions. If FRA needs to make site visits as part of the EIS, City staff are available to assist with those visits. In addition, should FRA require space for public meetings or hearings, the City would be pleased to help arrange for space and to help with logistics.</p> <p>Thank you for the opportunity to file these comments. We look forward to working with FRA on this exciting project.</p>		
91	Hon. Brad LaMorgese	<p>CITY OF IRVING TRANSPORTATION AND NATURAL RESOURCES COMMITTEE RESOLUTION NO. 1</p> <p>WHEREAS, In January 2014 TxDOT formed the Commission for High Speed Rail in Dallas/Fort Worth to advise on the development of intercity rail corridors, new transportation policies, funding and procurement strategies as they related to the implementation of a proposed High Speed Rail system, and to lead the effort to advance the Dallas-Fort Worth Core Express Service; and</p> <p>WHEREAS, On September 5, 2014 the Federal Railroad Administration (FRA) published a Notice of Intent to prepare an Environmental Impact Statement (EIS) for the Dallas-Fort Worth Core Express passenger rail service under a grant issued to TXDOT and FRA by the United States Department of Transportation ; and</p> <p>WHEREAS, The Dallas- Fort Worth region is one of the fastest growing regions in the country with an estimated population of 10.5 million people and employment for more than 6.6 million people by 2040 ; and</p> <p>WHEREAS, A strong transportation system is fundamental to the City of Irving and the North Texas region's quality of life, economic vitality, economic development and job growth.</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION AND NATURAL RESOURCES COMMITTEE OF THE CITY COUNCIL OF THE CITY OF IRVING, TEXAS: SECTION I. THAT the Transportation and Natural Resources</p>	Cost/Funding/Governance	5

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		<p>Committee strongly supports the thorough environmental studies, development, construction and operation of a high-speed passenger rail system between Dallas and Fort Worth as appropriate funding and procurement strategies can be identified. SECTION II. THAT this resolution shall take effect from and after its final date of passage, and it is accordingly so ordered.</p> <p>PASSED AND APPROVED BY THE TRANSPORTATION AND NATURAL RESOURCES COMMITTEE or THE COUNCIL OF THE CITY OF IRVING, TEXAS, on December 10, 2014.</p>		