Comment No.	Date	Stakeholder	Zip Code	Topic	Source	Comment	Response
1	8/13/2020	Nancy Cline	75007	Right of Way	Online	I would prefer to see proven high speed rail technology (i.e. like Texas Central technology) and think it could be permitted sooner than technology that has not been tested. I also think more people would be more inclined to travel on proven technology. Would you let me know what other public comments were received about the technology and whether there are more public meetings scheduled? Additionally, I would prefer the high speed train route be parallel to the TRE route.	Nancy, Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. The Dallas-Fort Worth area has a population of 7.5 million today and is anticipated to be home to more than 11 million by 2045. As the region continues to grow, there is a need to study high-speed transportation choices in North Texas. This particular study is reviewing high-speed transportation options to enhance connectivity between Dallas and Fort Worth by analyzing potential routes, preliminary engineering and environmental documentation for high-speed passenger service. The proposed study area is approximately 31 miles and bounded by IH 35E, IH 35W, SH 183 and US 287/Spur 303/Loop 12. It expands across Dallas and Tarrant counties as well as the cities of Dallas, Irving, Grand Prairie, Arlington and Fort Worth. We appreciate your feedback and will take your comments into consideration. Please feel free to contact us with any further comments or questions.
2	9/14/2020	Andy Kunz	20002		E-mail	We saw your announcement and are excited you all are moving forward with this important work. However we really have to question how unproven technologies like hyperloop are even being considered for this when they have not carried a single passenger and have not proven out any part of the system and the claims they've made. How does this even meet the minimum requirements for viable technologies to be considered. Why aren't you also considering flying cars, hyrail, drone buses, and all sorts of other wacky ideas? One of the most important things you all need to consider is the passenger's experience. That alone should be your #1 criteria for making decisions. THE most important thing to deliver in terms of rail transport is a one-seat ride, ESPECIALLY anything related to an airport since people are always carrying bulky luggage. The rail system that gets people from Dallas HSR station to the DFW airport should be the same so the same train can continue on to the airport and that delivers people the one-seat ride. So a customer who is traveling from Houston can stay in their one seat all the way to DWF. They way you all are planning out some different system will force EVERY passenger to change trains in Dallas with all their luggage, etc. making the trip a total hassle. You need to consider the passenger's experience from door to door... and how many different changes of vehicles you will be forcing on them. More than likely there will be another people mover of some type at the DWF which they'll have to change to as well... so that will be 2 changes of vehicles!! This is very bad planning, and should be changed now while you are still early. A one-seat ride from Houston to DWF needs to be the goal and then design your system around that. Also, keep in mind eventually the trains will extend west from DWF, so once again you will want the same interoperable system to carry people from Texas to Colorado, and further... again without forcing everyone to change trains and technoolgies several times. Each extra change adds another layer of hassle and drives away another percent of the potential riders. The easier you make the entire journey, the higher the ridership will be.	Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. As is the requirement for all NEPA efforts, all reasonable alternatives addressing the project purpose and need are to be analyzed. We intend to meet this requirement. As part of the project alternatives analysis, we will analyze mode technologies and corridors appropriate for the region. Mode technology readiness will be a criteria used in the screening process. We appreciate your feedback and will take your comments into consideration. Please feel free to contact us with any further comments or questions.
3	9/16/2020	Andrew Wallace	75208	Traffic, Alignments	Online	For this to be a truly successful project I-30 needs to removed or converted to a boulevard from within Loop 12 as well as within I-820. Ideally, I-30 would be totally replaced by the high speed option by aligning it through the I-30 corridor. Are there any measures that will effectively lessen personal vehicle usage between the cities to encourage the use of the high	Thank you for your comment and interest in the Dallas to Fort Worth High-Speed Transportation Connections Study. The IH 30 corridor is one of several possible options for the system we are studying. In addition, we will be investigating future travel demand to determine the solution that best satisfies the project purpose.

4	9/19/2020	Oscar Slotboom	77040	Right of Way, Economic Development, Alignments	Online	1. If built, this high speed corridor will be in use for potentially hundreds of years into the future. It is very important to select the straightest, most efficient and most direct route. a. The most efficient route should be selected even if it requires more property displacements. b. Do NOT select a curving, inefficient route 2. In the presentation, there is no mention of a possible station in the Arlington area. The decision for a station in the Arlington area should be based on the transportation merits of a station and its ability to enhance mobility and promote economic development. There appear to be some people in NCTCOG who want to preclude a station in Arlington to punish Arlington for not having traditional bus service. That would be ridiculous. The decision about the location of a station should have NOTHING to do with the state of bus service in Arlington. 3. The best opportunities for economic development are for a station near the Arlington entertainment and stadium area. All three Interstate 30 routes are good options, with the middle option (passing through the site of Globe Life Park) probably the best option. 4. Hyperloop is an unproven technology and is still speculative. Recent information suggests that hyperloop will be very expensive, probably much more expensive than high speed rail. Bob Poole of the Reason Foundation regularly reports on the status of hyperloop efforts, including his surface transportation newsletter #201 published in July 2020. Recent analysis concluded that a. The earliest readiness date for the technology is around 2040 b. It will be more expensive than high speed rail c. None of the performance claims of hyperloop have actually be demonstrated, and the commercial viability of the technology is not known. Therefore, I think this study CANNOT recommend hyperloop until the technical feasibility is proven and the costs, both construction and operating, are clearly defined. 5. The presentation says HSR headways are as low as 3 minutes, while hyperloop is listed at 2 minutes. It is unclear if the hyperloop is a single pod or multiple pods. However, an HSR train can likely serve far more passengers in a surge situation, such as what may exist after a sports event in Arlington. 6. Using the same technology as Houston-Dallas HSR will prevent the need for users to make a transfer at the Dallas station. HSR has an established, long-term record for safety, whereas hyperloop faces huge technical challenges to ensure safety. In consideration of this and items 4 and 5, I think HSR is a better choice.	1. As part of the alternative analysis process, we will analyze corridors appropriate for the region based on design standards and potential affects/impacts to both the built and natural environments. 2. The number of stations/stops will be studied and would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth and Arlington. 3. NCTCOG appreciates your feedback and will take your comments into consideration. 4. Mode technology readiness will be criteria used in the screening process. 5. NCTCOG appreciates your feedback and will take your comments into consideration. 6. NCTCOG appreciates your feedback and will take your comments into consideration.
Phase 1 Virtual Public Meeting Series #1 -September 23 and 24, 2020							
5	9/23/2020	Gary Hennessey	76017	Environmental, Other	Online	I am a member of the general public and I am mostly interested in improving Texas in the most economical way. I have no comment on the corridor for the Study except to say it should not try to do too much. Each terminus should go to the best place to connect to existing mass transit in the best long-term way. The existing mass transit must include Lyft, Uber, Yellow Cab and the general public providing rides for family and friends. The corridor between DFW and Houston areas needs to be designed in an economical way that does the least to disrupt the area along the way. I think it is essential to create this new mass transit system to complement the existing mass transit of the airlines. The general public is perfectly comfortable going to the four major airports of DFW, Dallas Love Field, Hobby and Houston Intercontinental airports. It is essential to get the airlines at each airport to see this type of transport as complementary to their business and not as competition. This is a way to expand the size and scope of the destinations for each airline while reducing the need to provide flights between the DFW and Houston metro areas. The airlines need to be able to ticket passengers from their airlines through the DFW-HOU connection as partners and not be competitors to the new service. The airlines will be able to reduce the short haul connections between DFW and Houston thereby reducing congestion in the sky and reducing the associated pollution and carbon used for the short trips. This would economize each of the three major airlines while expanding their service area. For example a United flight to London could expand the possible base service area to draw passengers from by 8 million people in	NCTCOG appreciates your feedback and will take your comments into consideration. We strongly support our aviation system and connections to transit. Both Love Field and DFW International Airport are served by the Dallas Area Rapid Transit (DART) light rail system. Trinity Metro serves DFW International Airport with a commuter rail line (TEXRail) and DART has started construction of the Silver Line into the airport. The Dallas to Fort Worth High-Speed Transportation Connections Study is focused on connectivity between downtown Dallas and downtown Fort Worth. Depending on the alignment and technology recommended, future consideration of connections to DFW International Airport could be studied.

6	9/23/2020	Gary Hennessey	76017	Alignments, Other	Online	Hyperloop is an intriguing concept for High-speed transportation. The concept sounds good but the unknowns of the cost and construction makes this into a very big gamble for this corridor. I would prefer to see it tried first in a short route high volume scenario before it is attempted for a long distance and high cost project. Try to put it in between DFW airport and the Globe Life Field/Park and AT&T Stadium to test the feasibility first. Include the event venues and the airlines in the ticketing to enhance the viability and reduce the hassles.	NCTCOG appreciates your feedback and will take your comments into consideration. Mode technology readiness will be criteria used in the screening process.
7	9/23/2020	Michael McMicken	76102	Other	Collected at Meeting	will this presentation be publicly available?	The presentation is available on the project website at https://www.nctcog.org/dfwhstcs.
8	9/23/2020	EMMANUEL HOROWITZ	22315	Economic Development, Alignments, Other	Collected at Meeting	If the chosen technology is interoperable with either of the two HSR options at the ends, might there be a possibility of through service to the proposed DFW-HSTC Line?	Yes. The strongest desire is to have a one- seat ride. As an example, this would allow a person to get on in Fort Worth and go all the way to Houston. However, we are not letting that be a design constraint or affect our ability to evaluate other technologies. NCTCOG has an interagency agreement with Texas Central Partners to provide a cross platform transfer at the Dallas Station to minimize the impact on a person that is transferring modes. If we have a different mode of transportation between Dallas And Fort Worth, we would be optimizing it based on other criteria at the expense of losing a one-seat ride.
9	9/23/2020	Jeffrey Burton	75068	Right of Way	Collected at Meeting	Is the plan at this time to share the right-of-way with heavy rail or build a separate alignment in the general area?	An alignment has not been determined at this time. The study is currently evaluating 43 possible alignments. Some are adjacent to or within existing railroad rights-of-way.
10	9/23/2020	Richard Schumacher	75248		Collected at Meeting	Will comments and questions be posted?	The comments, questions, and answers will be available online (https://www.nctcog.org/dfw-hstcs). Additionally, there are frequently asked questions on the project website.
11	9/23/2020	Walter Shumac	75050		Online	Thank you for the presentation. Very well done and informative	NCTCOG appreciates your feedback and will take your comments into consideration.
12	9/23/2020	Danielle Tucker	76148	Economic Development	Collected at Meeting	food, retail, freelance and housing options.	It is inferred the comment was related to how a transportation investment like high-speed transportation could affect land use. A high-speed transportation system could change the potential locations of businesses and residences because of the decreased travel time and increase accessibility. In Phase 2, potential changes to land uses due to the project will be analyzed and presented as part of the environmental documentation for the project. This assessment will be done in coordination with local governments having jurisdiction over zoning and land use.
13	9/23/2020	JIM Coffey	75089	Economic Development, Alignments	Collected at Meeting	This will be a game changer for DFW	NCTCOG appreciates your feedback and will take your comments into consideration.
14	9/23/2020	Richard Schumacher	75248	Alignments	Collected at Meeting	If the Texas Central Railway is not completed when or as expected, what would be the Dallas terminus?	We are prepared for that particular option. We have worked with the Federal Railroad Administration to have a standalone project if that were to happen. We would still want to meet the objectives of connecting to the system of in region transit components we have. It would still have us focused on Downtown Dallas and Downtown Fort Worth. I don't think that would change. The specific location would maximize the magnitude of public sector investment with Maine. To the two rail lines that are in Fort Worth and to the TRE and the Light Rail system invested in Dallas. We stand ready to interface with the current high-speed rail station. If for whatever reason that were not to occur, we have a standalone project ready to go with a similar objective to get to Downtown Dallas and Fort Worth. I hope that answered the responder's question.
15	9/23/2020	Alicia Gray	76010	Traffic	Collected at Meeting	To help us understand the value a HSR would provide to my community, what is the expected travel time for trips between Dallas and Fort Worth, with a stop in some mid-city?	Travel time estimates are being developed. One of the initial screening criteria that will be used to evaluate the technologies and the corridor alignments is the ability to travel between Dallas and Fort Worth in 20 minutes or less.

16	9/23/2020	Mike Jones	76021	Alignments	Collected at Meeting	Why is air not considered part of the regional transportation system? In Western Europe and Eastern Asia, you can fly into a metro area and walk to high speed rail connections. Are we not considering that at all in DFW?	These are the aviation connections. We have a very strong sensitivity to our aviation system. Let's focus on Love Field just for a moment. Someone wishes to come into Love Field. Some of them from other parts of the country. You would be getting onto the Light Rail system at Love Field. You would be getting off at the Downtown Dallas station. To either continue your trip to Houston or to go to Fort Worth. Or maybe someday onto Austin, San Antonio. The reason why, and I'm glad that question was raised. The Arlington station is important. Arlington is a potential destination on its own. Only [inaudible 00:37:56] as a gateway to DFW International Airport. As we work on the fourth rail line to the airport, we have a Light Rail from [Arvin 00:38:08]. You have the rail line from Fort Worth. You have the Silver Line now go into construction. The fourth rail line is from the South. We will be providing rail and a high-speed rail connection to DFW International Airport. Imagine someone coming in from Paris. Landing in DFW Airport. Their connection would be either of those four rail lines. They could take Light Rail to Downtown Dallas. They could take the rail connection to the Arlington station. If they wish to go on to Laredo or Austin or San Antonio or somewhere else. The key part of the question, and we debated this, Kevin, six, seven years ago. Is in the future is key to get to the downtowns. If you want to get to the airports, you would just take a plane and go to the airport. This way, if your destination by plane is to Denton, Texas, you may take an airplane to DFW Airport to go to Denton, Texas. If your destination is to go to the downtowns or to go to the downtown areas that are connected by our rail system, then the high-speed rail becomes an opportunity for you. We have the benefit of linking to our aviation system as part of this specific particular vision. We also have the ability to get to our downtowns faster so you don't land at the DFW Airport and still be 45 minutes away from your final destination.
17	9/23/2020	Randy Hutcheson	76102		Collected at Meeting	What is the status of the proposed Fort Worth to Laredo line? How does the potential Fort Worth to Laredo line affect the ideal alignment in downtown Fort Worth?	We want the same system connection that we're talking about in Downtown Dallas. Houston to Dallas, we want to be coterminous with high-speed rail technologies going over to Arlington and Fort Worth. The same plan exists as you heard from our presenters to get to the intermodal facility in Downtown Fort Worth. To seamlessly connect to the two rail lines. Also as the person asked, to connect from Downtown Fort Worth to Waco, Temple-Killeen, Austin, San Antonio, and Laredo. Someday to Monterrey, Mexico. That coterminous situation is just as important. We finished up a preliminary effort. Kevin Feldt led an effort to engage those six communities I just mentioned. They are very interested in linking our six communities together. We have sent a letter to the Texas Department of Transportation. That area is obviously outside of our boundary at the Regional Transportation Council. Those six communities are working together to develop a presentation to go in front of the Texas Transportation Commission. To transition the previous study to a tier-two environmental asking [inaudible 00:41:24]. Those six communities will be asking TxDOT to engage in a tier-two environmental study similar to this effort. To advance alignment and technologies. Same as us. To go from Fort Worth to Laredo, Texas. This upside-down "u," Houston, DFW to Laredo is part of the state transportation plan. We are eager to try to get that advanced as fast as we possibly can.
18	9/23/2020	Cathy Stein	76015	Economic Development, Alignments	Collected at Meeting	How many stops if any are anticipated between Dallas and Fort Worth?	That would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth. In Arlington, as part of our regions, a policy to have three stations in the region. Depending on the technology, we could have additional stops depending on how the technology operates. At this point, we don't have an answer. We do know that it could be three. It could be several more. We'll know more about that as we go through the process and we come down to the one or so alternative to move into the second phase.

19	9/24/2020	Curtis Garrison	75074	Alignments	Collected at Meeting	BulletTrainsUSA.com strongly supports the alignment that goes through the Arlington area with a station location that is a destination itself and allows passengers to easily access the key attractions in that area.	NCTCOG appreciates your feedback and will take your comments into consideration. The number of stations/stops will be studied and would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth and Arlington.
20	9/24/2020	Andrew Taft	76110	Alignments	Collected at Meeting	Downtown Fort Worth, Inc. Has been following this project since its inception and feels strongly that connection to downtown Fort Worth is vitally important.	NCTCOG appreciates your feedback and will take your comments into consideration.
21	9/24/2020	Linda Pavlik	76102	Other	Collected at Meeting	Hi. I wanted to just ask a question to verify that the presentation, which I did not see because I was on the telephone, is online so that I can look at it later. What was presented today visually. Is that correct?	The pre-recorded presentation is available online (https://www.nctcog.org/dfwhstcs) in both English and Spanish under the Project Information tab. If needed, NCTCOG can always mail out printed copies of presentations to anyone who requests the information.
22	9/24/2020	Chad Edwards	76102	Other	Collected at Meeting	This is an exciting opportunity to extend the future HSR from Dallas to Fort Worth and beyond. The City is supportive of the downtown station and future economic development opportunities it provides. We look forward to refining the route options	NCTCOG appreciates your feedback and will take your comments into consideration
23	9/24/2020	Michael Rogers	75201	Other	Collected at Meeting	I know that this is early in the process, but I do have a preference of any option that goes along I-30. And there's a reason because you're close to a lot of vehicles that are going to be traveling, and really, when those vehicles on I-30 actually see this train that's passing them by, you might tend to see individuals change their mode and get out of their car and start then riding the train. So, that's one of the early preferences that I like.	NCTCOG appreciates your feedback and will take your comments into consideration. The IH 30 corridor is one of several possible options for the system being studied.
24	9/24/2020	Cara Mendelsohn	75201	Other	Collected at Meeting	Thanks for the great presentation and thanks for inviting the community to give this input. I just want to echo Michael Morris's ... I'm sorry. Not Mike Morris. Wrong Michael. I want to just also give my support for I-30 as a leading alternative and also a limited number of stops because I do think that the attraction for this direct downtown to downtown connection very much relies on speed. And I hope to go visit my colleagues over in Fort Worth and to spend a day in their museums and having some lunch and enjoying our sister city. So, I think this is a great project, and anything we can do to help people connect in this way in a fast way, I'm in support of. So, thanks again for offering this for community input.	NCTCOG appreciates your feedback and will take your comments into consideration. The IH 30 corridor is one of several possible options for the system being studied.
25	9/24/2020	Laruen Prieur	76102	Other	Collected at Meeting	This is an exciting opportunity to extend the future HSR from Dallas to Fort Worth and beyond. The City is supportive of the downtown station and future economic development opportunities it provides. We look forward to refining the route options	Do not send me a response
26	9/24/2020	Howard Davis Tubre	76148	Other	Collected at Meeting	High speed transportation necessitates a quick transport from origination to destination. How can this type transportation allow any more originations to retain the high speed transport. It seems that you must have different high speed vehicles to allow transport to/from these alternative locations.	The speed would depend upon the technology and number of stations/stops. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth and Arlington. Additional stops may be possible but depends on how the technology operates.
27	12/20/2020	Caleb Jiang	76092	Right of Way, Alignments, Other	Online	I do not think maglev or hyperloop technologies are a good idea for this corridor due to their cost and unproven track record. Higher speed or high speed is the way to go. Also, I think the alignment that uses the existing TRE ROW is best for its low cost of acquisition.	NCTCOG appreciates your feedback and will take your comments into consideration. Mode technology readiness will be criteria used in the screening process.

Comment No.	Date	Stakeholder	Zip Code	Topic	Source	Comment
28	1/23/2021	Anthony Nagy	76012	Traffic, Alignments, Other	Online	Goal: Transport the largest number of people between Fort Worth and Dallas Depots, in the shortest amount of time, at the lowest cost, without disrupting the environment and existing North-South traffic modes. Seems like the straightest alignment, with minimal stops, with the least capital cost and lowest maintenance is the way to go!
29	1/23/2021	Anthony Nagy	76012	Environmental, Economic Development, Other	Online	How will you or are you determining and justifying inclusion or exclusion stops along the originating and terminal points. Will you measure viability by the number of passenger trips? What are the times to accelerate and decelerate for each technology? What is the most energy efficient technology?
30	1/25/2021	Joseph Allen	75024	Right of Way, Alignments, Other	Online	I am in favor of the SH180 alignment options for two specific reasons. The first is the construction impact: Alignments along Interstate 30 would likely plow through existing developments and/or create significant traffic problems on a corridor that was just recently rebuilt. Second, the 180 alignments would favor the possibility of an Arlington station near the sports stadiums and Six Flags. Of course, if the purpose of the project is simply to travel between Dallas and Fort Worth without stopping, this is a moot point. However, I do believe one stop essentially at the midpoint would create better opportunities for use (i.e. major events and better commutes for those in the Mid Cities). With a greater degree of available land and connectivity along SH180, I would deem it the superior choice.
31	1/26/2021	Heidi Irgens	76109	Traffic, Other	Online	Please remember to supply ample parking at the highspeed stations. Fort Worth's transit system is not yet extensive enough to accommodate traveling to these stations without the use of a car. For example, our neighborhood has only 1 bus, that stops at the north end of the neighborhood. Some residents have a 2 mile walk to that bus stop. The bus also runs only once per hour. It is quite obvious that anyone who intends to take the high speed train will arrive at the station by car and needs a place to park.
Phase 1 Virtual Public Meeting Series #2 - January 27 and 28, 2021						
32	1/27/2021	Ear Mark	76131	Economic Development	Collected at Meeting	I didn't catch rather it was tax dollars or private money. Can you clarify?
33	1/27/2021	Paul Kerpoe	76112	Alignments, Other, Traffic	Collected at Meeting	I have two concerns about the SH180 alignments. 1. First is the impact this would have on the Handley Historic district which straddles SH180 east of IH820. 2. Second is the impact this would have on the BRT route that Trinity Metro is studying for SH180 from downtown Fort Worth to IH820
34	1/27/2021	Ear Mark	76131	Other	Collected at Meeting	Has the Mayor of Fort Worth voiced any concerns?
35	1/27/2021	Kate Norris	76102	Economic Development, Other	Collected at Meeting	What was the travel time used in Level 1 Screening?

36	1/27/2021	Michael Weiss	76102	Traffic, Right of Way, Alignments	Collected at Meeting	Why didn't you include the estimated design, right-of-way, utility relocation, construction, inspection, and program management costs as part of the alignment screening process?
37	1/27/2021	Zain Khan	75074	Traffic, Economic Development, Alignments	Collected at Meeting	How has China been able to fund and construct an intricate HSR in a decade or so; while the US lags in such domain?
38	1/27/2021	Andrew Taft	76102	Other	Collected at Meeting	Will a recording of this meeting be made available online?
39	1/27/2021	Robert McBroom	75056	Other	Collected at Meeting	The transcontinental railroad was built in six years almost entirely by hand. Workers drove spikes into mountains, filled the holes with black powder, and blasted through the rock inch by inch. How long do you anticipate the it will take to complete the high speed rail project we are discussing today?
40	1/27/2021	William Vidaud De La Vega	75001	Other	Collected at Meeting	Were existing rail modes considered in the screening process (e.g. commuter rail and potential HSR), since access to maintenance and support could be a big factor in profitably implementing new modes of transportation between Dallas and Fort Worth.
41	1/27/2021	Julie Ford	76103	Alignments	Collected at Meeting	Of the three options, High Speed, Maglev, and Hyperloop, which one looks to be the most cost effective?
42	1/27/2021	Zain Khan	75074	Economic Development	Collected at Meeting	Has the team studied China's HSR system?
43	1/27/2021	David Moore	75218		Collected at Meeting	Does this project have funding yet?
44	1/27/2021	Kevin Ceballos	76014	Environmental, Alignments	Collected at Meeting	As an Arlington resident, I am very familiar with the railroads right along the SH-180 corridor. If the project were to continue along that corridor, how would the existing infrastructure in the area be affected by the HST project? Would it replace or perhaps repurpose the existing rails?
45	1/27/2021	Laruen Prieur	76102	Alignments	Collected at Meeting	The alignment along IH 30 in Tarrant County seems to be the least impactful to residential areas when compared to the SH 180 corridor. The IH 30 alignment would be preferred.
46	1/27/2021	Paul McManus	76226	Environmental, Traffic, Alignments	Online	The presentation given on Wed., Jan. 27 at noon was excellent, as it was very thorough and easy to understand! Iâ€™m extremely supportive of any decision made, and I prefer a high speed train (similar to that of the Shinkansen train to be used by Texas Central on the Dallas-to-Houston route) on the I-30 corridor, as utilizing this corridor would be the most direct route between Dallas and Fort Worth. Utilizing this corridor could also potentially reduce vehicle traffic volume on I-30.

47	1/27/2021	David Moore	75218	Other	Collected at Meeting	Given the existence of a TRE line, could this project be considered a redundancy?
48	1/27/2021	Kay Shelton	75202	Environmental	Collected at Meeting	Since one of the objectives is connectivity with other systems like bus/rail, at what point will you begin to have estimates of demand and potential transfer activity that would inform capacity needs of the other systems?
49	1/27/2021	Ryan Lee	76182	Other	Collected at Meeting	Are there other similar projects in the US that are being used as case studies to determine how ownership and funding could work (understanding that these havenâ€™t been determined for this project)?
50	1/27/2021	Ryan Lee	76182	Traffic, Right of Way, Economic Development	Collected at Meeting	Understanding that profitability isnâ€™t necessarily a primary, although important driver in public projects, what is the likelihood of utilizing a grade-separated technology (and associated infrastructure costs) on the proposed alignments?
51	1/27/2021	Dennis Henning	75078	Other	Collected at Meeting	How could the cost of developing a new HS corridor between Dallas and Fort Worth possibly be justified when the existing TRE rail line could be upgraded (with more double-tracking and grade separations) for much less of an additional investmenr to operate very near to the 20 minute travel time Level 1 screening criteria?
52	1/28/2021	Phyllis Silver	75001		Tele Townhall	Hi. I would like a brief explanation of what magnetic levitation is and whether it has any effect on the passengers.
53	1/29/2021	Anna Laura Harmjanz	76226	Alignments	Collected at Meeting	Will there be a station in Arlington?
54	1/29/2021	Maribel Harmjanz	76226	Environmental, Traffic, Other	Collected at Meeting	We are for SH180

55	1/29/2021	Ruth Torres	75227	Other	Collected at Meeting	How are these criteria being objectively scored? For example, specifically, HOW is environmental justice being measured and WHO is contributing to that assessment? Pls be careful to include general public more than business leaders or potential or actual vendors or those who do not reside in the impacted communities.
56	1/29/2021	Tony Pham	75054	Economic Development, Alignments, Other	Collected at Meeting	1. Will there be a station in Arlington? 2. What will be the political challenges to the project, ie. from City of Arlington? 3. Will the project incorporate additional transit to stations located outside of Fort Worth and Dallas? 4. Has/will the project have meetings specifically with community leaders to ensure that this project will directly address inequity in the DFW Metroplex?
57	1/29/2021	Camille White	75227	Environmental	Collected at Meeting	Which of the three options has the most open undeveloped land?
58	1/29/2021	Ruth Torres	75227	Environmental, Other	Collected at Meeting	Have you connected with Sierra Club & other environmental groups and received their participation / blessing?

59	1/29/2021	Andrew Wallace	75208	Other	Collected at Meeting	How can you even entertain the Hyperloop option when in it's nascent stage is a disappointment and will likely never be viable as a means of transportation? Why waste time and effort on something when the technology that already exists actually works?
60	1/29/2021	Todd Bridge	29212	Traffic, Economic Development, Other	Collected at Meeting	What will top speed of the High Speed Rail train between downtown Dallas to downtown Fort Worth? Will this project work with the Texas Central Railroad?
61	1/29/2021	Andrew Wallace	75208	Alignments	Collected at Meeting	Now that Buttigieg is Transportation Secretary and he is in favor of highway removals, would you consider the idea of removing I-30 in favor of this high speed corridor?
62	1/29/2021	Howard Davis Tubre	76148	Other	Collected at Meeting	What are the tax implications of those who are outside the range of utilization for the high speed services. Those who would find outside the time between destinations on the line. (this is for those where the time to get to the destinations would be greater than the time to access the originating sites).
63	1/29/2021	Tony Pham	75054	Other	Collected at Meeting	Has the project team discuss with UTA or its students as part of the outreach to stakeholders
64	1/29/2021	Anna Laura Harmjanz	76226	Other	Collected at Meeting	Have Arlington neighborhoods and/or business groups had meetings with NCTCOG on the high speed transportation project? If so which ones?
65	1/29/2021	KEVIN LANDRUM	76116	Alignments	Collected at Meeting	Have you spoken to any leadership at UTA regarding the SH180 route?
66	1/29/2021	Amber Raley	75234	Economic Development	Collected at Meeting	What is the anticipated economic impact in terms of jobs and investment linked to the project?

67	1/29/2021	Todd Bridge	29212	Traffic, Right of Way, Economic Development	Collected at Meeting	I have relatives in Houston, Fort Worth, and Oklahoma City, and Dallas would be the hub city of my visits.
68	1/29/2021	Ruth Torres	75227	Other	Collected at Meeting	I just heard you say removing SM Wright to boulevard in downtown Dallas, is that definite??? I thought it was still in DOT discussions but not finalized. I do believe that is a good decision but would appreciate confirmation. Are there any commitment and goals for minority & women owned companies to participate as primes and subs for this project? If so, what is it?
69	1/29/2021	Ruth Torres	75227	Other	Collected at Meeting	Partying over here with that confirmation of removal on SM Wright & tech improvements , WHOO HOOOOO THANK YOU ! GOOD JOB> where can I get written info on this? 214-680-9119. RuthTorresCampaign@mail.com, Dallas City COuncil Candidate, D5, my territory
70	1/29/2021	Phyllis Silver	75001		Collected at Meeting	Hi. I would like a brief explanation of what magnetic levitation is and whether it has any effect on the passengers.
71	2/9/2021	Beth Knight	75219	Other	E-mail	Good Morning, After hearing the different options for high-speed trains, I am opposed to hyper-loop transit due to: the lack of safety backups (no, I donâ€™t trust Elon Musk), the lack of accommodation for wheelchairs or strollers, and the relatively unproven technology. Thanks for taking my comments! Sincerely, Beth Knight

72	2/11/2021	Allen Bussell		Other	E-mail	Agree with your preferred alignments and modes. I recommend using maglev or hyperloop over conventional bullet type because of reduced ROW and noise. Also, the scale of the vehicles - would assume time to speed for the larger bullet would restrict it from reaching its potential while making a stop at the Arlington sports venues. The bullet seems more appropriate for longer stretches like between DFW and Houston / Austin, Thank you for the excellent presentation and the amount of work being done. Q: What rails are planned from surrounding communities to connect to the Dallas and Fort Worth hubs where one will then catch the high speed to Arlington (for instance)? We live north of Frisco, near US380 and I've not seen the entire rail / mass transit plan that connects the region. Again, thank you! Allen
73	2/17/2021	William Mohamad	75052	Economic Development, Other	Online	I wish the connections study map extended further south, encompassing IH-20. I feel like not including the IH-20 area is missing out on a lot of economic hubs like the parks mall, the paragon outlets, etc.
74	2/18/2021	Andrew Armstrong		Other	E-mail	I am an eager supporter of a high speed transportation connection between downtown Dallas and Fort Worth. I travel between the two multiple times each year and would do so more often if the journey was quicker. Even if I didn't travel it I would support my tax dollars supporting projects like this as it is the future. Also, as exciting as Hyperloop technology is I strongly support high speed rail as it is a proven technology and already operational. I think total unique annual trips need to be taken into account when weighing whether a single mid-point stop should be placed near the stadiums or near UTA. Whichever has the largest total annual unique trips should get the station.
75	2/22/2021	Phyllis Silver	75001		US Postal Service	I participated in the Thursday, January 28, 6 pm virtual public meeting on DFW High-Speed Transportation. I found the concept to be very interesting. I contacted Rebekah Hernandez to determine the demand for high-speed service between Downtown Dallas and Downtown Fort Worth. Currently, We have TRE service running to and from both downtown areas. Rebekah mentioned that the question has come up and that a report should be released before the April 2021 Public Involvement Meeting. I would be interested in reading this report when it is published. Assuming that the project does go forward, I recommend that the following criteria be used to select the specific high-speed mode for the project: 1. Choose the mode that is the safest in terms of being the least likely to have accidents. 2. Choose an option that is cost effective to the user. Since there is an alternative mode of public transportation already in place, we would want the benefits of the new mode to outweigh the cost. In this way, it is more likely that enough people will favor the new mode. I am aware that costs will be analyzed at a later stage in the project. Thank you.

76	3/8/2021	Anna Laura Harmjanz	76226	Alignments	Online	My name is Anna Laura Harmjanz, I am a student at the University of Texas at Arlington. I wanted to ask a question about the DFW High Speed Rail Alignment. In the newsletter that was sent: https://hntb-geospatial.s3.us-east-1.amazonaws.com/PIMA/NCTCOG/DFWHighSpeedNews_1stedition.pdf, it mentions that the project is moving forward with 10 alignments, seven near the I-30 corridor and three traveling near SH180. How many alignments are there going to be in the final phase? Is there going to be one for I-30 and SH180? I also wanted to ask if there is some form of a message portal to submit questions about the corridor that I could share with my peers.
77	3/10/2021	Anna Laura Harmjanz	76226	Alignments	Online	I support an alignment that stops close to the University of Texas at Arlington. We have many students who live in Dallas and Fort Worth who would use this service, and students living on campus would use it to visit both downtown areas frequently. If this alignment is not possible (closer to the entertainment district rather than the University), there needs to be a free shuttle included to transport riders to the University (not Via system, but a continuous shuttle service instead).
78	3/11/2021	Derek Thompson	76006	Traffic, Economic Development	Online	build stations near major colleges and their stadium, college kids are not yet addicted to their cars and they have money to be life long riders
79	3/11/2021	Nicholas Raven	75244	Other	Online	Does this HSR provide wifi? and will the seats be more lounge type of seating or traditional bus seating?
80	4/12/2021	Kyle Stinson	75203	Alignments, Other	Online	The current TRE is plenty fast enough. The problem is that the TRE has minimal operating hours and is expensive. As a young adult I would like to ride the TRE from Dallas to fort worth on a Sunday afternoon and ride back Sunday at midnight for minimal cost. But due to the cost and hours I have to drive.
81	4/30/2021	Sue Murphy	75052	Traffic, Economic Development, Alignments	Collected at Meeting	I like Alignment #45 the least as it isn't a conducive route for economic development with no potential of going straight south to continue fast train to Austin area. I am assuming one stop in Dallas, one in Arlington and one in Fort Worth. Why does alignment #44 stop on the west side of the trinity river in Dallas? Can it be extended to downtown Dallas stations? It seems like straight alignment and environmental clearance would be easier along I-30, but I like alignment #44 the most IF it stops around Ballpark Way and Randol Mill in Arlington. This would accommodate GM employees, anyone going to the sports venues, six flags and NCTCOG thereby cutting down much of the traffic when special events occur and entice more major sporting events to come in the region. Why would Superbowl come again when it's not easily accessible, parking and traffic is horrible and without a vehicle the 2 major cities would not be connected. Having the alignments along I-30 with a stop along I-30 would require additional last mile support in an already congested area which seems counter productive in having a fast train stop. It wouldn't stop to anywhere where you could fully appreciate amenities (stadiums) quickly nor be impressed by the venues of the stop. Use what is already there to amplify the impressive surroundings and service.
82	4/30/2021	Michael Weiss	76102	Alignments	Collected at Meeting	too congested with existing rail and Arlington Roads. I like Alignment 12 if you can get TxDOT and UPRR to cooperate.
83	4/30/2021	Linda Brown	75208	Right of Way, Economic Development, Alignments	Collected at Meeting	Corridor between Downtown Dallas and Dallas City Limit
84	4/30/2021	Peter Malin	75220	Alignments	Collected at Meeting	I like alignment 12

85	4/30/2021	Elizabeth Alexander	75230	Alignments	Collected at Meeting	What are the factors that will go into pricing the service? Will you consider having several shuttles that will skip some stops in order to deliver overall fast service? Might some trips alternate stops missed along the way in order to reduce time in travel?
86	4/30/2021	Ryan Lee	76182	Right of Way, Economic Development, Alignments	Collected at Meeting	In the interests of expediency and to minimize disruptions to residents (and minimize future NIMBY/CAVE lawsuits). Any of the alignments that more closely follow the right of way on I-30 would be preferred. I would be concerned about the future implications of locating the line through Dealy Plaza, but I am not familiar with how the ROW works in that area. Understanding that there are larger FEMA concerns, would it not be possible to adjust the alignment and locate an elevated track along the Trinity River, circling into the proposed station from the southeast instead of the northwest?
87	4/30/2021	Mike Jones	76021	Alignments	Collected at Meeting	One of the stated goals is connection to other high speed transportation modes. Air travel is a high speed mode, so why is there no connection to DFW Airport? It seems we are missing an opportunity that other nations often referenced as models are leveraging to interconnect disparate national transportation systems. While regionally, DART rail is a nice way for locals to get to and from the airport, it is painfully slow to downtown Dallas. TEXRail is faster to downtown Fort Worth, but neither is ideal for a traveler coming from outside the region to get to downtown Dallas or Fort Worth, or to connect to a high speed option other than air to make a connection to another Texas city. Aren't we thinking too locally?
88	4/30/2021	Enghlab Eftekhari	75093		Collected at Meeting	Thank you
89	4/30/2021	Cathy Stein	76015	Right of Way, Alignments	Collected at Meeting	My biggest concern with projects such as this is the negative impact on existing developed properties, both commercial and residential. Alignment 15 appears to be the least disruptive along its entire route and can hopefully take advantage of sharing ROW with existing transportation infrastructure. Therefore that is the alignment I am most supportive of. Many of the other alignments anticipate taking out large portions of neighborhoods as well as large commercial or civic infrastructure.
90	5/1/2021	Jim Johnson	76109	Right of Way, Economic Development, Alignments	Collected at Meeting	I prefer alignment 45 because it has potential to bring economic development to east Fort Worth and could make a connections to TWU and UTA's main campus in Arlington. Of course, that would require making intermediate stop(s) between downtown Fort Worth and Arlington. There are problems with alignment 45, including that it uses Union Pacific ROW, particularly near the GM assembly plant. The pin I dropped is at a point where the alignment splits and runs along McLean St. in east Fort Worth. That is a bad idea, not only because it requires demolition of several buildings if built above-ground, but also because it locates a potential station further away from TWU. I guess if the purpose is to straighten the ROW for high-speed travel, there's not going to be a station there anyway. But you'll get (and deserve) a fight if you decide to demolish buildings through there to straighten the alignment without bringing any benefit whatsoever to the area.

91	5/3/2021	JOY LANDRY	76064	Other	Collected at Meeting	IS THIS GOING TO EXTEND TO MAYPEARL OR SOUTH OF MAYPEARL?
92	5/4/2021	Jerome Johnson	76134	Alignments	Collected at Meeting	I like Alignment 44.
93	5/5/2021	Zach Graves	76012	Environmental, Traffic, Alignments	Collected at Meeting	Alignment 45 gives the option for stopping in the heart of Arlington near 3 major hubs of activity: The entertainment district (Stadiums and Venues), UTA (region's largest University), and GM Plant (large regional employer).
94	5/7/2021	Eric Pruett	76205	Other	Online	The parameters of this study seem to have been set up to assume that a 20 minute travel time between Ft. Worth and Dallas is a hard requirement. I understand that a new alignment of high speed rail is likely the cheapest option to satisfy that requirement. But is it really a requirement? For less money as a new alignment, it seems highly likely that the existing TRE system could be expanded with a third rail to allow for express trains to bypass stations and reduce end-to-end transit time to 40-45 minutes. Plenty of money would be left over to reduce headways from 1+ hours to 15 minutes. A 15-minute headway system with night service and a 20 minute longer travel time than high speed rail seems like it could be vastly cheaper, more practical, and useful to residents with higher resulting ridership. I try not to be skeptical, and understand the need for long range planning. But this seems like an example of possible federal money determining the solution, providing a benefit to Arlington on the federal dime, and delivering a service which would be less useful than the alternative of improving existing rail (TRE, DART, DCTA) and bus service headways within the metroplex.
95	5/10/2021	Michael Hennig	76109	Right of Way, Economic Development, Alignments	Collected at Meeting	The chief priority for the alignment should be to ensure a fast, efficient, cost effective, and affordable connection between downtown Dallas and downtown Fort Worth as part of a broader state or multi-state high-speed rail network that connects the major metropolitan areas. The alignment between Dallas and Fort Worth should not be primarily designed as a replacement for regional commuter rail, especially if in doing so it reduces the performance of the overall high-speed rail network. (i.e. by adding more stops within North Texas, increasing travel time, accepting less frequent service, or taking the alignment out of the way in an attempt to promote small-scale economic development). On that basis, Alignments 13, 14, and 15 appear optimal.

96	5/10/2021	Kathryn Rush	75201	Alignments, Other	Online	I have a couple questions/comments: 1) Is it known what the allowable curvature of a hyperloop alignment is (for example, it it even feasible for the SH 180 alignment given the curves)? 2) What will STTC and RTC be asked to vote on in June and July? 3) In looking at the Level 2 Screening Results, why would Hyperloop score higher for ridership than High-Speed Rail or Maglev, why was the travel time threshold set at 22 minutes, and how do you know what the operational system capacity of hyperloop is? 4) Level 3 Screening Criteria: What about projected ridership and projected construction and operations cost per rider, permanent roadway impacts (required changes to roadway operations)? What is the projected construction and operations cost, and is it even remotely reasonable?
97	5/11/2021	Caryl Sherman-Gonzalez	76109	Environmental, Right of Way, Economic Development	Collected at Meeting	Areas of impact near residential neighborhoods where Industrial Zoning encroaches.
98	5/12/2021	Joe Atwood	76137	Environmental, Economic Development, Alignments	Collected at Meeting	I will not support any of these alignments because they fail to provide access within the City of Arlington. Why should 2 major cities and their constituents support such a costly endeavor in terms of lost jobs, displaced homes, additional noise, ugly overhead rail; then have no access (benefit)? I strongly oppose Alignment 45 due to its high potential to displace: jobs homes gravesites gas wells historic properties community resources It will create the eyesore due to its proximity to homes. Overall, alignment 45 will devalue Arlington property and substantial economic loss without providing the city any benefit to support the project.
99	5/12/2021	Cameron Atkins	76013	Traffic, Economic Development, Alignments	Collected at Meeting	Going through Arlington without a stop serves little to the mid-cities and to the Metroplex's 3rd largest city. A city with the regions highest tourist visits per year and top in the state. Out of the three largest cities in the region Arlington would be the closest to DFW airport serving more of a greater need and call for regional mobility.

100	5/14/2021	Barbara Salser	76010	Traffic, Right of Way	Collected at Meeting	Route along I-30 makes the most sense, economically, environmentally and for public safety. Right-of-way costs for any other site would be prohibitive and create more at-grade crossings (with potentially more safety issues) and the I-30 route would mean less destruction to the environment. All the other proposed routes would involve very costly buyouts and construction costs, and unless elevated or underground, would add to congestion, traffic slowing/waiting at crossings, etc. which would generate more pollution (from gas/diesel vehicles) and energy wasted while waiting (from electric vehicles).
101	5/17/2021	Dylan Santos	76137	Alignments	Collected at Meeting	This high-speed transportation project should not be treated as a Fort Worth to Dallas line. This high-speed transportation project ought to be treated as the northern end of a Fort Worth to Houston line, or as the northern end of a Dallas to San Antonio line. With that said, I have a problem with "Alignment 45" into Fort Worth. It would not allow for this project to be part of a Dallas to San Antonio line. And, since the the Texas Central project between Dallas and Houston would use high-speed rail technology, this project ought to use high speed rail technology as well to be compatible. This project would likely cost billions. That's too much money for this project to treated as a Fort Worth to Dallas line. It needs to be designed to allow trains to run to other Texas metro areas.
102	5/18/2021	Nick Donias	76117	Economic Development, Alignments	Collected at Meeting	Are there any plans to expand further into west Fort Worth?
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103	5/19/2021	Kevin Feldt	75071		Collected at Meeting	Please explain how the project and the design of IH-3-0 West will be combined. Which project will have priority if there are conflicts?
104	5/19/2021	Sandy Sorge	76247	Economic Development, Environmental, Other	Collected at Meeting	Bike traffic
105	5/19/2021	Regina Wearden	75247	Economic Development, Environmental,	Collected at Meeting	not specifically
106	5/19/2021	Derik Hayenga	75077	Alignments, Economic Development, Environmental	Collected at Meeting	No concerns
107	5/19/2021	Cathy Stein	76015	Other	Collected at Meeting	My major concern about hyperloop has nothing to do with being able to move pods quickly, but the loading and unloading of pods and throughput of passengers. To me hyperloop seems more like loading and unloading gondolas (slower, fewer people) rather than trains (faster, more people).
108	5/19/2021	Kevin Feldt	75071		Collected at Meeting	How will you be replacing the managed lanes on IH-30 affect traffic volumes and congestion?

109	5/19/2021	John Hixson	63011	Economic Development	Collected at Meeting	How will the Project Team evaluate the societal and economic impacts of the system, once implemented?
110	5/19/2021	Darryl Brewer	76104	Right of Way	Collected at Meeting	Has any consideration been given to using I-20 instead of I-30 as a route. If so what are the pros and cons?
111	5/19/2021	Sue Murphy	75052	Alignments	Collected at Meeting	When you go into Phase 2, will you plan with multiple routes in mind or just your top choice along I-30?
112	5/19/2021	EMMANUEL HOROWITZ	22315	Other	Collected at Meeting	As a Transp. Economist, I highly commend NCTCOG and its Consultant Team on the selection of HSR and Hyperloop as the 2 technologies to progress. Also agree with the NASA Level 9 vs. Level 6 degree of Current Readiness.
113	5/19/2021	Steven Monserrate	75248	Traffic	Collected at Meeting	What is the anticipated level of ridership and how does it compare to the existing level of ridership on the current TRE?
114	5/19/2021	Micah Moore	75206	Economic Development, Alignments	Collected at Meeting	What is the economic development potential for transit-oriented development in or near downtown Dallas and downtown Fort Worth sections of high-speed rail path? Specifically curious about the station locations being proposed or considered.
115	5/19/2021	Darryl Brewer	76104	Traffic, Right of Way, Economic Development	Collected at Meeting	It seems to me that the old Hwy 80 might be an excellent alternative to I-30 for several reasons such as 1. Redevelopment impact along the corridor 2. ease of acquiring right of way and traffic congestion during construction. What is your response to this?
116	5/19/2021	P Johnson	77063	Environmental, Right of Way, Alignments	Collected at Meeting	Houston appears to be an important part of Planners' goals for making a Texas Triangle work well. Why were "2 modes" (Shinkansen and Hyperloop) not considered for getting to Houston? Why is Houston only being considered for the updated but still 1960s era Japanese high speed rail system- it seems like Houston will be getting a slower, expensive, "betamax" type system that few use around the world, and that would not be interoperable with Hyperloop or higher speed trains, or Amtrak trains. It seems like the Houston leg would be the slowest part of the triangle if Hyperloop is chosen in this study. Also, since Shinkansen cannot use freight rail tracks or Amtrak tracks, and since the promoters cannot pay extra to extend tracks to Downtown Houston, the proposed Shinkansen Houston terminus won't go to the Houston Central Business District. Shouldn't there be some better planning for the "triangle."

117	5/19/2021	Cathy Stein	76015	Economic Development	Collected at Meeting	Are any stops considered between Dallas and Fort Worth or will passengers just be accessing the rail from those two downtowns?
118	5/19/2021	Micah Moore	75206	Alignments	Collected at Meeting	What are the station locations being proposed or considered or what is the processing you will be using to determine station locations?
119	5/19/2021	Martin Burrell	75376	Environmental, Traffic, Economic Development	Collected at Meeting	With the increasing capability and environmental soundness of driverless cars; will there still be a need for the level of High Speed Rail for passenger travel?
120	5/19/2021	Sandy Sorge	76247	Environmental, Economic Development, Other	Collected at Meeting	Bike traffic
121	5/20/2021	Zoe Bolack	76244	Alignments, Other	Collected at Meeting	I have concern with Alignment 45. It appears to go through several low-income residential areas in Tarrant County. With environmental justice becoming an increasing concern, this route is not only longer, but seems to displace many more people than the other alignments.
122	5/20/2021	Ken Duble	75215	Traffic	Collected at Meeting	We are unable to view the graphics closely, because full screen has been disabled. Is it true the Dallas HSR station will terminate in a parking lot 0.8 miles from the Union Station intermodal hub? Is it true all connections between HSR with Amtrak, the TRE, the Oak Cliff Streetcar, and DART's red and blue lines would involve rubber tire connections?
123	5/20/2021	Larry Stein	76015	Other	Collected at Meeting	Will the raw category scores for each option from the current phase be made available to the public?
124	5/20/2021	Ken Duble	75215	Traffic	Collected at Meeting	Can you provide examples of HSR stations in major cities elsewhere in the world which terminate in parking lots and require rubber tire vehicles to connection to other rail lines?
125	5/20/2021	Jocelyn Murphy	76012	Alignments	Collected at Meeting	If the alignment along I-30 is selected, especially in the narrow old turnpike right of way west of Fielder how and where would the rail be placed and operated while maintaining the capacity of the highway?
126	5/20/2021	Danielle Tucker	76148	Economic Development	Collected at Meeting	Will this project in both phases utilize the TUCP program and will the participation goals be listed in an IFB?

127	5/20/2021	Johnny Jameson	77083	Right of Way, Economic Development, Alignments	Collected at Meeting	Did you consider other high speed rail technologies besides Japanese Shinkansen? Also, it appears that great care has been taken to minimize land/ property disruptions between Ft. Worth and Dallas by staying near the highway. I realize Houston is out of your domain, yet Houston has been mentioned many times tonight as a part of an integral high speed train system. Why didn't planners hug a highway between the two cities of Dallas and Houston in order to minimize environmental harm, social justice deficiencies, and flooding concerns? For example, I-45 is not too curved for high or higher speed trains.
128	5/20/2021	Chris Huff	77106	Environmental	Collected at Meeting	How much will environmental concerns crossing the Trinity floodplain potentially complicate or lengthen the process?
129	5/20/2021	Ken Duble	75215	Economic Development	Collected at Meeting	It seems to me all of the proposed connections between the HSR station in the Cedars, and the existing rail hub downtown, rely on conceptual walkways that are unfunded and may not be built within the foreseeable future. The only sure thing is the parking lot.
130	5/20/2021	Ken Duble	75215	Economic Development	Collected at Meeting	Pivotal moment in the history of Dallas transportation was the Kessler plan of 1918. Not much of it ever made reality except say for one thing, which is the railroad stations which were privately operated at the time. Under the Kessler plan, they closed them all and brought them into one single station. United them all and so naturally they called that Union Station because it was a uniting of all of these railroads. This is one of the things that made Dallas a railway hub and made us a great city. What I see here is a Wright amendment situation all over again where as you recall, we had a situation of a large regional airport being built and another carrier wishing to use the second airport and so we were operating out of two airports and we still are. But this seems to be Wright amendment all over again because you're going to have an Intermodal Hub which already exists, which is Union Station. This is where Amtrak, the TRV, the Oak Cliff station and DART's Red and Blue lines all come together. It's located across from field where there was once a sports arena, now there's nothing but grass. Yet we're going to build a second station, eight tenths of a mile south and from what I can tell in your maps, bypass the Intermodal Station and locate the high-speed rail in the middle of a parking lot, which is on the opposite side of the freeway from the Intermodal Station at Union in downtown. So my question is, do you know of any other city anywhere in the world where they have built a high-speed rail station which terminated in a parking lot and does not connect with the regional rail? Because I've traveled throughout the world and I've never seen this before. Could you explain the rationale behind this?
131	5/20/2021	Ken Duble	75215	Economic Development	Collected at Meeting	I was just going to make a clarification here. While I was being very specific and mentioning the Reunion Arena site, which of course is enormous, just a huge grassy field and the tracks pass right through it. There actually is in place now an underground passageway that goes from the existing Union Station to this enormous grassy field. I know because I walk there during the... To get to the Bruce Springsteen concert and there were plenty of signs telling me not to do it. You're correct about the management of Union now and the city should do something there in that domain or whatever. But I disregarded all of the signs and in fact walked underground all the way from Union to the big field there, which is where the Reunion Station was. This seems like the perfect place for a multimodal station here where people could go on foot, have cross-platform transfer or at least underground passageway transfer from the TRV, the Red Line, the Blue Line, the Oak Cliff Streetcar, Amtrak and go under the passage way to this big field, which would be the perfect place to have this. You wouldn't have to redo all of these connections because all of the connections are in place. Now it would just be a matter of bringing the station eight tenths of a mile farther north and stopping it there.

132	5/21/2021	Daniel Haase	76103	Economic Development, Alignments	Collected at Meeting	I do not favor any alignments that use SH 180 as a route. I am actively working to help East Lancaster improve, and was part of a small group who successfully petitioned (through East Lancaster property owner signatures) to establish a Public Improvement District along a five-mile portion of the street. We are seeing early successes and are working with Trinity Metro to hopefully establish a Bus Rapid Transit route. While the two transit systems would not compete, it would make what is already a transportation-intensive corridor even more intense. This street needs to be more (not less) pedestrian friendly.
133	5/21/2021	Ashlee Felker	76116	Traffic	Collected at Meeting	I am a huge fan of high speed rail options coming to DFW. I would likely venture to the other side of the metroplex more often.
134	5/26/2021	Daniel Haase	76103	Traffic	Collected at Meeting	Through much of its length along I-30, the path for the train does not come close to neighborhoods. However, between Oakland Blvd and the Arlington border, there are apartments and homes that back up to the highway right of way. They already experience a great deal of highway noise, and there definitely needs to be some sensitivity to the placement of the train and and noise attenuation.
135	5/26/2021	Jerry Horton	76103	Traffic	Phone	On the high-speed transportation, I could not give you a good report on high-speed transportation because I drive my own car, and I never go anywhere on high-speed transportation. I would never use it. However, there are many people in Dallas and Fort Worth who would use it. They are working and need to get to destinations on time. I am very appreciative of the work you are doing and liked receiving the postcard.
136	5/29/2021	Tony Pham	75054	Economic Development, Alignments, Other	Collected at Meeting	I would love to see a station close to the UTA campus so the University can have a wider reach to the Metroplex. Not only that but as a UTA student, I would love to hop on a high-speed transportation mode and travel to either Fort Worth, Dallas, or even Houston. If alignment 45 is deemed to be unfeasible, then there should be some sort of public transportation mode that can connect UTA to a new station in the Arlington area.
137	6/1/2021	Peggy Harwood	76102	Other	Collected at Meeting	No opinion on route without more information. Access to the train is a concern though: How many stations would be needed and where? What plans are there for secure parking or attractive transit connections? Both the Dallas and Fort Worth terminals on the TRE, for example, have horrible parking options. Those who want to use high speed rail would opt for on-demand options over bus connections with limited routes and times. Just curiousâ€¦

138	6/1/2021	Phyllis Silver	75001		US Postal Service	I am pleased that you are at the stage of narrowing the project down to two technologies--high-speed rail and hyperloop. Since maglev was considered too costly, I am in favor of eliminating this option, as you have done. I agree with continuing to evaluate the options selected, high-speed rail, which is a proven technology, and hyperloop, which is an evolving technology. It would be prestigious for our region if we became a leader in this hyperloop technology. If IH-30 west will be reconstructed, I think integrating high-speed transportation in this corridor would be an enhancement. On the subject of comparing the proposed high-speed transportation system with the TRE, I realize that the customer base would be different. The TRE was designed to be primarily a commuter train. You report that a very low percentage of TRE riders travel from end to end. When I have ridden the TRE (pre-pandemic) it had been primarily on a Saturday to visit a Fort Worth museum or to go sightseeing. Occasionally, I have made the trip during off-peak hours on a weekday. Although I would not categorize my observations of the passengers boarding and deboarding to be scientific, I felt as though most of the people riding boarded at Union Station in Dallas and de-boarded at Central Station in Fort Worth. Since both Downtown Dallas and Downtown Fort Worth are major employment centers, I would imagine that the pattern that I observed would be similar when commuters were riding during peak hours. My experience coming back to Dallas on a Saturday and either peak or off-peak on a weekday, invariably, I would be on a Dallas-bound train with crowds of people originally from the T&P terminus station going to a sporting event at the American Airlines Center at the Victory Station. I am aware that since the DART Green Line Light Rail Station at Victory opened years ago, that a large percentage of the TRE riders use Victory Station instead of Union Station to board the Fort Worth-bound TRE. When I would be on the DART Green Line Light Rail (also pre-pandemic) going downtown for meetings during the early part of the evening rush hour, there was a large crowd of people at Victory Station waiting to board the Fort Worth-bound TRE. Prior to the opening of Victory Station, these riders would have boarded at the Dallas terminus station at Union station. I would think that many, if not most, of these commuters are going to either the Central Station or T&P Station in Fort Worth. In order to continue to service this market and maintain reasonably-priced commuting costs, I am pleased that you are planning on retaining TRE service and that the results of your current project will offer additional alternatives, no substitutes, for service. I feel that the DFW High-Speed Transportation System Project is worthwhile for riders who want to travel more quickly from Dallas to Fort Worth or in the reverse direction. Also, it will be beneficial for those who want to transfer to one of the high-speed trains that are being developed along the proposed corridor of the DFW High-
139	6/4/2021	Ronnie Peters	10014	Traffic, Alignments	Collected at Meeting	Non, I just hope that you work with HyperloopTT to make it happen! All the best
140	6/7/2021	Agatha Benjamin	75202	Environmental, Economic Development, Alignments	Collected at Meeting	all
141	6/7/2021	Troy Wynne	76017	Economic Development, Alignments	Collected at Meeting	If the goal is to get from Downtown Dallas to Downtown Fort Worth as fast as possible, it doesn't seem a very helpful project to Arlington or Grand Prairie...whose cities will be crossed. If some intermediate stops are allowed, on Alignment 13, perhaps I-30 at AT&T Way would be a good place to consider, as Arlington could then run a shuttle service from the rail stop to the various entertainment venues nearby, or even up to General Motors. Alignment 45 only seems of use to Arlington if there are multiple intermediate stops along the route, particularly near UTA & City Hall (probably at West Street), and near the Entertainment District and GM (AT&T Way again). The city would still need to supply a shuttle service to make the stops useful, and the more stops you have, the less useful the route becomes as a "high speed" corridor. However, without the stops, having a rail running through the area will only disrupt the progress that has been made towards revitalizing central Arlington. If it is decided that high speed rail connecting Dallas and Fort Worth is prudent use of taxpayer dollars, my preference is Alignment 13 (or one of the others along I-30), with a stop at AT&T Way.

142	6/8/2021	Randy Scofield	77027	Alignments, Other	US Postal Service	I support the project to evaluate high-speed transportation alternatives to connect the Dallas-Fort Worth Region. I also think it is productive to take into consideration to connect DFW to other high-speed rail passenger systems in the state. However, it is critical that the council carefully consider the hazards of other proposed systems. I believe the following question that was asked during the public meetings last week was important and completely relevant and should have been answered: Houston appears to be an important part of planners' goals for making a "Texas Triangle" work well. Why were "two modes" not also considered for getting to Houston? Why is Houston only being considered for the 1960s-era Shinkansen HSR system? It seems as if Houston will be getting a slower, more expensive "Betamax"-type system that few use around the world, and that would not be interoperable anywhere in Texas or the entire United States with Hyperloop or higher-speed trains, or with Amtrak trains. It seems as if the Houston leg would be the slowest part of the triangle if Hyperloop is chosen in this study. Also, since Shinkansen cannot use freight rail tracks or Amtrak tracks, and since the promoters cannot pay extra to extend tracks to Downtown Houston, the proposed Shinkansen Houston terminus won't go anywhere near the Houston Central Business District. Shouldn't there be some better planning for the "Texas Triangle?" It seems the council is misguidedly supporting Texas Central Railways' proposed HSR connection between Dallas and Houston. TCR widely advertised and promoted that their HSR would be privately funded. Even TCR realizes they will need massive federal funding and subsidies for this $30 billion project. In fact, TCR is lobbying Congress for enough money just to keep the nearly insolvent project stay "afloat" and to obtain federal taxpayer-backed funds to complete and submit a complete and detailed full application to the Surface Transportation Board, without whose approval no construction can even begin. Is the council aware that a federal lawsuit was filed in the U.S. District Court for the Western District of Texas on April 14, 2021 against the U.S. Department of Transportation and the Federal Railroad Administration concerning the agency's non-compliance with numerous federal regulatory and administrative requirements in its environmental and safety review of TCR's proposed HSR project? What efforts are under way to ensure your DFW high-speed transportation project will not also be subject to federal court challenges? One of the most troubling aspects highlighted in the federal lawsuit is the repeated neglect of Social Justice protections in the FRA review process. The facts detailed below indicate FRA and TCR showed a callous disregard toward addressing significant Social Justice concerns, especially those pertaining to majority-minority neighborhoods that will be adversely impacted by the HSR. Fact: The location for the Dallas terminal and segment #1 of the proposed HSR route chosen was selected early by TCR and FRA. No alternatives to segment #1, which has material adverse impacts on both the Le May and Le Forge neighborhoods, were ever considered. Segment #5 of the route will also materially impact minorities. Segments # 1 and #5 are the only two segments included in every route alternative considered by FRA (See attachment 3 from the final EIS). Interestingly, a significant TCR investor owns the property selected for the Dallas terminus and stands to personally profit handsomely from that location's development, even as the minority communities will suffer economic harm. Fact: FRA never held any listening sessions or any meetings in any of the rural minority communities prior to the preparation of the draft EIS. FRA meetings were restricted to the urban areas of Dallas, Harris, and Ellis counties, which also happen to have the highest per capita incomes of the ten counties impacted by the proposed HSR project. The FRA recognizes but ignores that minority communities in Waller County could be significantly impacted by the proposed HSR project. The final

						EIS is silent as to why meetings were never hosted by FRA in Waller County, and omits any analysis of the adverse impacts on minority residents in Waller County. Fact: Only after the preparation of the draft EIS and announcement of the final HSR route did FRA host some additional meetings for minority residents of Dallas (3), Harris (1), and Waller County (1). FRA seems to have willfully discouraged attendance at these "community meetings," as three of the five meetings occurred near the Thanksgiving holiday period in 2018 and 2019, when citizens obviously give priority to family functions and travel. In fact, the final EIS discloses that two meetings were held during Thanksgiving week in November 2019, and that the only meeting ever held in Waller County was the Tuesday before Thanksgiving 2019! The final EIS mentions the Waller County meeting had only eleven people sign in of a total county population of over 55,000 citizens. Note these meetings were held after the filing of the draft EIS and were convened too late to have any impact on the final EIS originally scheduled for release in March 2020. Fact: The FRA's final EIS claims to have considered Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." However, a close reading of the final EIS indicates that FRA failed to devote the required attention and serious studies required by E.O. 12898. The final EIS contains dismissive or insulting references such as "It may be possible to relocate residents of Le May and Le Forge neighborhood," or "Although ample replacement housing is available within 3 miles of the neighborhood, it may not be accessible to all residents of Le May and Le Forge." These types of statements are completely unacceptable in a final EIS and indicate how egregiously FRA may have shirked its federal responsibility to provide for Social Justice protections under E.O. 12898, rather than to ignore them and hope no one notices. There are numerous other problems with the way the FRA failed to abide by its Social Justice obligations and requirements. The ones listed above are but a small sample of the omissions that will be raised in open federal court, when a federal judge will decide if the final EIS meets required Social Justice standards. Legislative oversight as provided by HB 3633 could have ensured the FRA's proper handling of Social Justice issues in preparing and issuing the final EIS. The March 11, 2012 Houston Chronicle report by Doug Begley is a clear indication of what will transpire in the future if TCR's proposed HSR project ever moves forward. FRA made no significant effort to engage with minority populations severely impacted by TCR' s proposed and massively intrusive HSR project. FRA failed to engage with governments in eight of the ten counties through which the proposed HSR project is designed to pass. Eight Texas counties are a party to the Federal lawsuit, filed on April 14 in the United States District Court. The approach to social justice issues raised by this proposed HSR project have changed dramatically since 2016, prior to which the majority of work was completed on TCR' s draft EIS Regrettably, neither TCR nor the FRA ever thought it useful to update these critical socioÂ-economic concerns in the five years since. The consequences for the majority-minority communities in the neighborhoods of south Dallas, and those in Wall er County that would be cut off from NW Houston's projected economic growth, are serious, potentially grave, and utterly in opposition to the values and goals of the North Central Texas Council of Governments. I understand the council's approach of assessing all feasible alternatives for a HSR system linking Dallas and Fort Worth. However, the council is making a critical error by not opposing any high-speed transportation system (HSTS) connecting Dallas and Ft. Worth that will be inoperable with any other HSTS between other Texas cities. Recall that when the construction of U.S. railroads began in the 19th century, the country learned the hard way after the first decades of construction that maximum efficiency absolutely required that all U.S. railroads needed to be interoperable. Any HSTS system built in the State of Texas must be interoperable and conveniently connected if Texans are going to use the HSR instead of automobiles or airplanes. The North Central Texas Council of Governments is the only entity in Texas that is taking a logical, sensible, and 'best practices' approach to selecting a HSTS to serve Dallas and Fort Worth. However, it is critical that - once selected - the council not oppose any other type of HSTS system.
143	6/9/2021	Agatha Benjamin	75202	Environmental, Economic Development, Alignments	Collected at Meeting	Environmental Justice and socioeconomic impacts and environmental consequences
144	6/15/2021	Vicki Dixon	76012	Environmental, Traffic, Alignments	Collected at Meeting	How wide would the right of way be for the proposed route along Division Street (alignment 45) between Oakwood and Dottie Lynn Pkwy? Why could this route not utilize the existing railroad right of way?

145	6/15/2021	Vicki Dixon	76012	Alignments, Other	Online	I am asking NCTCOG to post information on it website for the 17 June virtual meeting on the proposed DFW High Speed Rail
146	6/25/2021	Alicia Gray	76010	Alignments	Online	I have attended all public meetings about the potential HSR connection in Arlington. I have to say that the information presented in those meetings has provided so little information that it's hard to even know what the questions are. More of the data contained in the website should have been included in the public meetings to provide more context about the potential platform. For instance, data in the Level 3 screening would have been helpful to citizens for understanding all the impacts to our community be able to develop informed decisions. The most recent newsletter is all fluff and no substance. It's as if you think affected citizens are ignorant to how tourism impacts our communities. What we need to know is about businesses that will be displaced, environmental impacts, impacts to historical areas, etc. If the platform requires public support, you need to be clear about the purpose of the proposed platform and provide information that is useful to citizens.
147	6/28/2021	Nathan Harmon	76177	Alignments, Traffic	Online	I would be in favor of alignment 44 as it provides citizens easy access to entertainment areas such as globe life field, and At&t stadium. An are of concern would be traffic flow, but if down properly could be a huge positive impact in traffic flow with those type of events.
148	7/15/2021	Laura Cadena	75201	Other	Online	Proximity to residential areas is of GREAT concern. I have great concern for the Gilbert Emory/Soho and Trinity Groves area. There are homes being built in this area. In addition the crossing at Westmoreland at grade is very problematic which creates major traffic concerns.
149	7/15/2021	Laura Cadena	75201	Traffic	Online	The current railroad track at Westmoreland causes major traffic delays into and out of west dallas. To increase the train traffic is a safety concern.
150	7/15/2021	Jim Reynolds	75212	Alignments, Economic Development, Right of Way	Online	Alignment 12 goes directly through our Trinity Groves Master Plan which includes 9 million SF of floor area plus parking garages. This route will wipe out our entire commercial development.
151	7/16/2021	Steve Maglisceau	75201	Alignments, Economic Development, Right of Way	Online	Alignment 12 44 and 45 appear to enter my property

152	8/5/2021	Alex Nervo	76016	Alignments, Right of Way and Other	Online	I know what I'm about to say is crazy, but this is what I think. We are always trying to connect our transit options to downtown areas because everyone wants to go downtown, which is historically very expensive and hard to acquire land in this area. My proposal is that we connect our high-speed rails to airports (which usually have land to expand and build large bus/high-speed rail terminals), and then use existing infrastructure (i.e. DART) to connect people from the airport bus/high-speed rail airport terminal to downtown. Alternatively, you could build just 1 high-speed rail from the airport bus/rail terminal to the downtown area. This way, you only have to build, maintain, and improve 1 route to downtown, and can more easily manage land already acquired at the airports to manage much larger routes rail (i.e. OKC to DFW, AUS to DFW) and expand if needed.
153	8/6/2021	Wayne Halliburton	76012	Alignments, Right of Way and Environmental	Online	It seems to me alignment 45 makes the most sense, as it is on an existing railroad, and therefore would need the least amount of additional right of way construction/destruction. It is still close enough to the arlington entertainment district to get badly needed mass transit there,.
154	8/18/2021	Frederick Slabach	76110	Alignments, Economic Development and Traffic	Online	No.
155	9/1/2021	Michael Weiss	76116	Other	Online	How much is this going to cost, who is paying for it, and when will it be ready for service?
156	9/1/2021	Dennis Killy	76102	Other	Online	Will government EVER get tired of wasting citizen / taxpayer $$$$
157	9/3/2021	Matthew Ables	75228	Alignments, Right of Way and Environmental	Online	NCTCOG should use this potential Metroplex changing project to enact as much mode shift as possible to in an effort to decarbonize commutes. Therefore, you should make this project as straight, frequent, and reliable as possible.
158	9/12/2021	Wayne Halliburton	76012	Other	Online	Hi. I'm Wayne Halliburton, Vice President of the Arlington Conservation Council. I was wondering if there was someone who would be willing to do a virtual (zoom) presentation on the DFW High Speed Rail project for our November 3, 2021 meeting. Our meetings start at 7PM and usually just last an hour. The presenter would give their presentation, then there would be a short Q an A after, with the audience presenting questions thru the chat feature. You can check us out at acctexas.org, and contact me at wano56@sbcglobal.net. Thanks- Wayne Halliburton

159	10/6/2021	Name Notnecessary	77002	N/A	Online	Do your many studies look at how important it is to have a one-seat ride from Houston to DFW Airport? I don't think this is even being considered. Forcing people to change trains with luggage will be such a big hassle, many won't use the train. The difference could be 30% depending on the hassle factor. You can fix this by utilizing the same train and technology to make the system interoperable with the Dallas Houston line, so the trains can continue from Dallas to DFW, and FW.
Phase 1 In-Person Open Houses October 12, 19, 26, 30, 2021						
160	10/13/2021	Terrence Harbin	75050	Alignments, Economic Development	Online	The City of Grand Prairie has an interest in the seeing the alignment go on the south side of I-30.
161	10/13/2021	James Hook	76120	Alignments and Economic Development	Online	How many stops are proposed along I-30 and where are they?
162	10/15/2021	Bradley Smith	75225	Other	Online	Connecting Downtown Fort Worth and Dallas with a high-speed option is vital for the region and is something that would greatly benefit the economies. But I'm worried that it will be done in all the wrong ways if not thought through properly. Hyperloop is not the way they should be connected for a multitude of reasons. Hyperloop, a theoretical type of transportation, has yet to prove its capacity, its speed, even its technology (the premise of hyperloops has evolved from vacuum-tube maglevs to pneumatic-tube fan-trains; no full-scale test tracks have even been constructed to test the varying technologies and types). There is also the issue of distance between the two cities. Even if hyperloop was a working technology, a line of only ~32mi is much to short to justify the spending for such a high-speed option. A naÃ¯ve assumption would be that travelling at 300mph would cross the gap in 6min, but that assumes an instantaneous 0-300 from the station. It is suggested that the limit for "comfortable" acceleration for humans is somewhere around 0.9m/s^2 (equivalent to about 2mph per second)--real life high-speed passenger trains accelerate even slower than this at ~1/3-2/3mph per second (http://www.railway-technical.com/books-papers--articles/high-speed-railway-capacity.pdf). Even at 2mph/s, it would take 2.5min to reach full speed, and you would have covered 6.25mi. The same calculation goes for decelerating on the other side, leaving ~20mi of full speed overhyped loop and a total travel time of 9-10min. And the real goal for hyperloops is somewhere in the 600-800mph range, which would never happen; the hypothetical top speed for this route would be ~480mph if everything went perfect and it were accelerating and decelerating like a bat-outta....well. (If we go with the max comfortable acceleration of a train @2/3mph/s, then top speed would be ~277mph with a total trip time of ~14min). All these figures are made even more depressing once you begin to figure in a stop midway in Arlington (<200mph maximum in 10min with the reasonable figures assuming 16mi track from either terminus or ~6min with 340mph maximum using the unreasonable figures). The last point I will make if about connectivity. With the Texas Central Railway essentially confirming construction will soon start on the Houston-Dallas route, a connection from the Dallas station to Ft. Worth from the station is vital. One of the better options I believe would be to plan out an extension for the railway to Ft. Worth. It would allow the city to be easily integrated into any other future expansions of the HSR system that could not only connect it to Dallas and Houston, but also to the nation as a whole. The soon-to-start TCR will have the high-speed capability needed for the route without being complete overkill as described above (who cares if it might take a couple minutes longer? 20min for the trip instead of an untested "maybe 14 at best"? We've already seen how inflated hyperloop's real times would become above). An alternative to that would be a different kind of extension to DART--more akin to the TRE. As of now, the TRE takes a bit more than an hour to travel its full route, but with only one midway station and ability to plan straighter routes, this new line could become a much faster alternative to TRE. Though not as fast as a possible high-speed option, it's likely it could still get down to about half an hour if properly planned. A pro of this option would be that its pricing would function just as other parts of DART do, being more accessible to the public to use without having to pay for a possibly overpriced HSR ticket between the cities. Also, in taking inspiration from NYC's local vs. express model, this line could very well include other local stops and schedules to connect those whose communities the line is bound to pass through--a great way to gain support for the project from those who might otherwise try to derail it for not getting any direct benefits from it. I know this was long, so thank you for looking into these concerns and considering them for this. I would love to see something succeed to better connect the two cities, but I worry studying for a plan for the overhyped tube-train may be a waste of money when more available, more reliable, and overall better solutions exist.
163	10/19/2021	Misty Patino	76104		Online	Interested to see and know more about this project in our community

164	10/19/2021	Daniel Haase	76103	Economic Development	Online	Want to know more about FINALLY getting serious about mass transit.
165	10/19/2021	Michelle McGhee	76102		Online	I attended the 10/19/2021 Fort Worth Open House primarily to find out more information on when the high-speed train between Ft Worth and Houston would be operational. I learned much more! Looking forward to see how the future of rail service evolves!!
166	10/24/2021	Osman Hossain	95014	Other	Online	I want High Speed Rail.
167	10/25/2021	Randy Hinkle	76051	Economic Development	Collected at Meeting	Will there be a station to service events held at AT&T stadium/Globe life? Alignment 17 and 18 seem to have a larger impact on residential and business with the eastern half of the route.
168	10/27/2021	Jacob Maez		Environmental, Traffic, Alignments	Collected at Meeting	I prefer alignment 18 because it has the most land area that can be redeveloped into Transit Oriented Development with office and housing alongside commercial areas.
169	10/29/2021	G. Gallavollita			Email	Hello, I am all for public transportation and feel Arlington is missing the boat on this. I am pleased to hear about the plan to build some sort of high speed transportation and when I heard the I-30 corridor would be the best choice it occurred to me that the piece of land on which the Drury Hotel was supposed to be built would be an excellent choice for a hub. I would appreciate it if you would put that on your radar, as it doesn't seem the hotel will come on board. Thank you.
170	10/29/2021	S Johnson	75087	Environmental, Right of Way	Online	Hyperloop or enclosed high speed inside all weather tubes in the Trinity River Greenbelt- Beautiful, scenic ride and already ROW exists. Downtown Dallas, back on rail ROW at Arlington stop/360, then back to River ROW and to Downtown FTW. Be sure and have an express line to bypass Arlington. [sorry, just traffic management no slight to Arlington]
171	10/29/2021	Isai Villalta	76053	Environmental, Economic Development	Online	This is a great idea and I would like to see it be done faster than 15 years in the future. The US is behind in this area of travel compared to many other developed countries in Europe and Asia. Texas could lead the rest of the country towards the future of travel. Considering all the has been going on with air travel from cancelled flights to additional restrictions I truly believe this is the future of travel in the US.
172	10/30/2021	Alicia Winkelblech	76010	Economic Development, Alignments	Online	The City of Arlington strongly supports the High-Speed rail project with between Dallas and Fort Worth with a station in Arlington. We are proponents of a route along the I-30 Corridor and a station near Arlington's Entertainment District.
173	10/30/2021	Brandi dawn	76017	Economic Development	Collected at Meeting	move forward with building the train that extends through Dallas to arlington to ft.worth
174	11/1/2021	Jay Lee	76005	Other	Online	As a resident of nearby location, I am concerning potential noise of this project. I live in the north edge of Viridian community and currently suffer from train horn noise (i.e. calloway cemetery rd crossroad). I would like to know if this project will have any positive or negative impact on the noise level.
175	11/2/2021	Anthony Cisneros	76010	Right of Way, Economic Development, Alignments	Collected at Meeting	I am here on behalf of the City of Arlington to register the City's support for this project and for the work to develop a high speed corridor between FW, Arlington, and Dallas. The City would also like to register their support for a station located w/in Arlington.
176	11/2/2021	Rita Beving	75212	Right of Way, Alignments	Collected at Meeting	If you need to go through underserved neighborhoods, go underground. Do not use a condemnation on poor residents because it is the path of least resistance. They are the least likely to find affordable homes. I would like to know how many residences are affected along the chosen route.

177	11/2/2021	Rita Beving	75212	Right of Way, Alignments	Collected at Meeting	If you need to go through underserved neighborhoods, go underground. Do not use a condemnation on poor residents because it is the path of least resistance. They are the least likely to find affordable homes. I would like to know how many residences are affected along the chosen route.
178	12/15/2021	Katherine Homan	75208	--	Email	Could we FAST TRACK the bullet train, please, between Dallas and Houston? What is taking so darn long? It can't be about rail infrastructure being too expensive since all transportation infrastructure is expensive. Also, our transportation ecosystem is reaching a tipping point, what with our running out of space to expand highways and the aviation congestion at our airports. Electrified high-speed rail between Dallas and Houston would be such an environmental good, a much lower emission way of making that unreliable four-hour drive (if you're lucky) and turning it into a reliable, safe 90 minutes. Thank you for your attention in this regard!

Response
Anthony, Thank you for contacting the NCTCOG Transportation Department regarding the High-Speed Transportation Connections Study. The three levels of alternatives screening for this project include criteria supporting the concepts described in this comment. Kind regards, Carli Baylor
Thank you for contacting the NCTCOG Transportation Department regarding the DFW High-Speed Transportations Connections Study. Proposed locations for potential stations along each alignment alternative must facilitate connection to centers of economic activity. Travel demand modeling will provide information regarding anticipated utilization and will be considered as one component of station site selection. The project team is coordinating with transportation technology providers to validate current acceleration and deceleration rates, which will be used in travel time modeling for the next level of alternatives screening. Technology providers have shared information regarding the type of energy used to power various high-speed transportation modes but have not provided data regarding energy efficiency. This information is not available at this time.
NCTCOG appreciates your feedback and will take your comments into consideration. The SH 180 corridor is one of several possible options for the system being studied
NCTCOG appreciates your feedback and will take your comments into consideration. Station design and access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.
During Phase 2, which will begin in the summer of this year, funding and governance strategies will be evaluated and recommended. There are several funding options available - public (tax) option, private sector option, or some combination of the two.
NCTCOG appreciates your feedback and will take your comments into consideration. As part of our Level 3 screening, we will be looking potential impacts to cultural resources, including historic resources and neighborhoods and effects to other projects such as the bus rapid transit route Trinity Metro is studying. Additionally, Phase 2 will include a more detail assessment of potential impacts the built and natural environments in accordance with the National Environmental Policy Act and development of preliminary engineering.
At this time Mayor Price has not indicated any concerns to us. We have briefed both the City of Fort Worth City Council Transportation Committee and members of Fort Worth city staff.
In the Level 1 screening, a 20 minute travel time threshold was used. Each alignment and mode combination was compared to that threshold.

Costs will be considered as part of the Level 3 Screening. Levels 1 and 2 screened a large number of alignments and modes for fatal flaws to eliminate options that are not viable. In Level 3, there will be fewer alignments/modes and the effort will include the preparation of five percent design to help assess costs.
It is difficult to compare the development of high-speed rail in US and China. The funding and construction of transportation projects in China follows a different process than in the US.
Yes. A pre-recorded version of the presentation in both English and Spanish is online at https://www.nctcog.org/dfw-hstcs. The comments, questions, and answers from this meeting will also be made available online after the comment period ends.
There are many factors that will determine the timeframe for completing the project. These include obtaining federal environmental and preliminary design approval, funding, development of construction plans, acquisition of right-of-way, and construction. We estimate the federal environmental and preliminary design approval process (Phase 2 of this study) will take two years. Part of the Phase 2 effort is to develop costs and funding strategies.
Yes, both commuter rail (e.g., conventional passenger rail) and high-speed rail are being considered. However, commuter rail/conventional rail was eliminated during the Level 1 screening process because it did not meet the travel time threshold of being able to travel from Dallas to Fort Worth in 20 minutes or less. Maintenance facility locations and costs are some of the factors that will be considered in Level 3.
Cost effectiveness has not been determined. As part of the Level 3 Screening, construction, operating, and maintenance costs will be considered.
We have researched the Chinese high-speed rail system and have reached out to them for information.
At this time, the project is funded to complete Phase 2 – preliminary engineering and environmental documentation. However, during Phase 2, one of the requirements in the process is to develop a funding plan and a governance plan.
As we advance the potential designs along the SH 180 corridor, we are coordinating with the Union Pacific Railroad and will assess the effect to existing roadway and rail infrastructure. Because of the high-speed aspect of this project, an exclusive, elevated guideway would be needed. This project would not replace or repurpose the existing Union Pacific freight rail lines for passenger service.
Do not send me a response
NCTCOG appreciates your feedback and will take your comments into consideration. The IH 30 corridor is one of several possible options for the system being studied.

The TRE serves a different travel market than what we anticipate a high-speed transportation system would serve. The TRE corridor serves the local commuters that wanting to go destinations between from Fort Worth to Dallas. While this project would also connect downtown Fort Worth to downtown Dallas it would provide a different type of service that would be quicker and have fewer stations/stops. The other key difference in this project would eventually tie into a statewide high-speed system that would go from Fort Worth to the south on the west and from Dallas to Houston on the east.
For Phase 1 of the project, we are assessing the potential demand for the service rather than actual ridership or transfers. In Phase 2, we will be developing specific ridership estimates for the corridor(s) as well as what type of transfers would occur and how many people would be coming to or leaving from one of the stations on other modes.
Similar projects in the US include the proposed Dallas to Houston High-Speed Rail project; California High-Speed rail project, which is under construction; and a maglev study between Washington D.C. and Baltimore. The ownership and funding strategies for these projects differ (private versus public versus public-private partnership).
Because of the high-speed aspect of this project, an exclusive, elevated (grade-separated) guideway would be needed.
The TRE serves a different travel market than what we anticipate this high-speed transportation system would serve. The TRE corridor serves the local commuters wanting to go destinations between Fort Worth to Dallas. While this project would also connect downtown Fort Worth to downtown Dallas, it would provide a different type of service that would be quicker and have fewer stations/stops along the way. The other key difference in this project is that it would eventually tie into a statewide high-speed system that would go from Fort Worth to the south on the west and from Dallas to Houston on the east.
Responded by phone per request.
The number of stations/stops is being studied and would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth and Arlington.
NCTCOG appreciates your feedback and will take your comments into consideration. The SH 180 corridor is one of several possible options for the system being studied.

To assess the environmental justice criterion in Level 2, we used the environmental justice index, which was developed by the North Central Texas Council of Governments. This index helps identify low-income and minority populations and compares that percentage within each census block group to the average within the region. These areas were mapped and compared to the alignments to determine potential impacts to those communities. This will be done again in Level 3, as we start to hone in on the actual right-of-way footprint for the remaining alignments. Additionally, in Phase 2, a community impact assessment and potential effects to environmental justice populations will be continued to be assessed as part of the environmental documentation. This is a public process and we invite anyone from the community to participate and provide us names for any groups, neighborhood/homeowners associations, or environmental groups we should contact. The project team is available to make presentations to any organization. To request a presentation, please contact us via the project website, https://www.nctcog.org/dfw-hstcs, under Contact Information, Speaker Form Request or contact Rebekah Hernandez at rhernandez@nctcog.org
1. The number of stations/stops is being studied and would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth, and Arlington. 2. While the City of Arlington has not supported joining a transportation authority in the past, the city has established a Transportation Advisory Committee, which has recommended high speed rail service to the Arlington Entertainment District. 3. During Phase 2, station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed. 4. Yes, we have had meetings with elected officials in the study area and community organizations. This is a public process and we invite anyone from the community to participate and provide us names for any groups, neighborhood/homeowners associations, or environmental groups we should contact. The project team is available to make presentations to any organization. To request a presentation, please contact us via our website, https://www.nctcog.org/dfw-hstcs, under Contact Information, Speaker Form Request or contact Rebekah Hernandez at rhernandez@nctcog.org
We have not developed that information at this time. However, to minimize impacts, the alignments have been developed along existing transportation corridors as much as possible. As part of the Level 3 screening, we will be evaluating potential impacts to developed areas, wetlands, flood plains, and parks.
We have not sought any participation from any specific environmental groups. This is a public process and invite anyone from the community to participate and provide us names for any groups, neighborhood/homeowners associations, or environmental groups we should contact. We have meet with federal and state environmental resource agencies such as the US Environmental Protection Agency and US Army Corps of Engineers.

NCTCOG appreciates your feedback and will take your comments into consideration. Mode technology readiness will be criteria used in the screening process. We are evaluating all options because we want to make the best choice for our region.
Travel time is highly dependent upon the specific geometry of the corridor that we select. We have developed travel times on every corridor for every technology at both levels of screening. The top speed was 400 miles per hour for hyperloop. These will be refined during the Level 3 screening as we continue to refine the design of the remaining alignments. While high-speed trains can travel more than 200 miles per hour, the geometry of the alignment dictates the actual top speed at which the technology can operate. This study is being coordinated with the proposed Dallas to Houston high-speed rail project. The connectivity to the Dallas to Houston project will depend on the technology/mode selected. If the same technology (high-speed rail) is selected for the Dallas to Fort Worth corridor, then the same train from Houston could continue to Fort Worth. If a different technology/mode is selected for Dallas to Fort Worth, we would work with Texas Central Partners to make a transfer as seamless as possible.
No. IH 30 provides both local and regional access to the communities it passes through. While this project connects Dallas and Fort Worth, it would provide a different type of service that would be quicker and only one stop along the way.
During Phase 2, which will begin in the summer of this year, funding and governance strategies will be evaluated and recommended. There are several funding options available - public (tax) option, private sector option, or some combination of the two.
The project team has not specifically discussed this project with UTA or its students. The team is available to make presentations to any organization, included UTA staff and/or students. To request a presentation, please contact us via the project website, https://www.nctcog.org/dfw-hstcs, under Contact Information, Speaker Form Request or contact Rebekah Hernandez at rhernandez@nctcog.org.
The project team has meet with a several Arlington community groups and elected officials. The team is available to make presentations to any organization. To request a presentation, please contact us via our project website, https://www.nctcog.org/dfw-hstcs, under Contact Information, Speaker Form Request or contact Rebekah Hernandez at rhernandez@nctcog.org.
The project team has not specifically discussed this project with UTA or its students. The team is available to make presentations to any organization, included UTA staff and/or students. To request a presentation, please contact us via our project website, https://www.nctcog.org/dfw-hstcs, under Contact Information, Speaker Form Request or contact Rebekah Hernandez at rhernandez@nctcog.org.
Specific economic impacts from this project have not been evaluated. During development of the environmental documentation in Phase 2, the potential economic impacts in terms of jobs and investment will be the assessed. However, on average, other studies have shown that every billion dollars in construction produces about 15,000 jobs.

The Texas Department of Transportation and the Oklahoma Department of Transportation teamed up on a study a few years ago to study rail between the two states in a study called the Texas Oklahoma Passenger Rail Study (see https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html). The study indicated high speed trains would be more appropriate south of Fort Worth and higher speed trains would be the appropriate technology to use from Oklahoma City to Fort Worth.
The US 175 SM Wright project in Dallas is not part of the Dallas-Fort Worth High-Speed Connections Study. However, the construction to extend US 175 to IH 45 has been completed, the Texas Department of Transportation has begun the project to remove the elevated section of the SM Wright Freeway. The elevated freeway is being replaced with a six-lane, at-grade street.For the Dallas-Fort Worth High-Speed Connections Study, NCTCOG as set the disadvantage business enterprise (DBE) goal at 31.3 percent.
NCTCOG appreciates your feedback. The US 175 SM Wright project in Dallas is not part of the Dallas-Fort Worth High-Speed Connections Study. For more information on the SM Wright project, we suggest you contact the Texas Department of Transportation at 214-390-7130 or go to https://www.smwrightproject.com/
Magnetic levitation uses high powered magnets to cause a vehicle to float. The vehicle is moved along with electromagnets as well. There are no moving parts in the system, which reduces maintenance costs. The magnetic fields do not affect people. Magnetic levitation has been in operation for many years with a couple of major systems in operation throughout the world.
Beth, Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. The Dallas-Fort Worth area has a population of 7.5 million today and is anticipated to be home to more than 11 million by 2045. As the region continues to grow, there is a need to study high-speed transportation choices in North Texas. This particular study is reviewing high-speed transportation options to enhance connectivity between Dallas and Fort Worth by analyzing potential routes, preliminary engineering and environmental documentation for high-speed passenger service. The proposed study area is approximately 31 miles and bounded by IH 35E, IH 35W, SH 183 and US 287/Spur 303/Loop 12. It expands across Dallas and Tarrant counties as well as the cities of Dallas, Irving, Grand Prairie, Arlington and Fort Worth. We appreciate your feedback and will take your comments into consideration. Please feel free to contact us with any further comments or questions.

NCTCOG appreciates your feedback and will take your comments into consideration. Mode technology readiness and potential right-of-way impacts will be criteria used in the screening process. As a part of Mobility 2045, the long-range transportation planning document for the DFW region prepared and maintained by NCTCOG, several major transit corridors have been identified throughout the region to enhance connectivity. The Mobility 2045 document can be accessed online at https://www.nctcog.org/trans/plan/mtp/2045; Chapter 6 “Mobility Options”, Section 6.4 “Public Transportation” illustrates the future planning efforts for public transportation in the region. Additionally, NCTCOG is leading a study to review the feasibility and travel demand of a passenger rail corridor between Irving and Frisco along an existing freight line used by the Burlington Northern Santa Fe (BNSF) Railway company. The ongoing efforts of this study may be followed via the project website, https://www.nctcog.org/trans/plan/transit-management-and-planning/general-public-information/transit-planning-activities/transit-planning-projects/transit-planning-and-implementation-studies/collin-county-study-area.
The focus of this study is providing high-speed service between downtown Dallas and downtown Fort Worth. A route along IH 20 would be longer in distance and increase the travel time.
Mr. Armstrong, Thank you for your comments and support. During the study process, many factors are considered regarding station placement. Travel demand estimates for ridership is one criteria evaluated. In addition, impacts to adjacent properties are also considered. At this point in our study process several alignment and station placement options remain viable. As with station placement and corridor alignment, the selection of transportation mode is heavily analyzed. The project team appreciates your support for high-speed rail. As prescribed by federal rule, we are required to investigate all reasonable alternatives. Our evaluation process is designed to identify the transportation mode best suited to achieving our project purpose. While some modes are more established in the transportation realm, all modes deemed to be ready for operation at the time of project implementation are analyzed. The project team invites you to continue following our progress and to continue to provide valuable input. Your comments and suggestions only make our project stronger. Thank you
NCTCOG appreciates your feedback and will take your comments into consideration. The TRE serves a different travel market than what we anticipate a high-speed transportation system would serve. The TRE corridor serves the local commuters wanting to go destinations between from Fort Worth to Dallas. While this project would also connect downtown Fort Worth to downtown Dallas, it would provide a different type of service that would be quicker and have fewer stations/stops along the way. The other key difference in this project is that it would eventually tie into a statewide high-speed system that would go from Fort Worth to the south on the west and from Dallas to Houston on the east.

Seven distinct alignment options for IH-30 and three for SH 180 under evaluation in the Level 3 screening of Phase 1 (Alternative Analysis). Based on the Level 3 evaluation, we will pare down the total number of alignment alternatives we recommend for consideration during Phase 2 (preliminary engineering and environmental documentation). The number of options/ corridors will not be known until the Phase 1 is finished. We anticipate completing the Alternatives Analysis phase in Summer 2021. To submit questions or comment, please go to the project website at www.nctcog.org/dfw-hstcs and scroll down to the bottom. You will see one button to submit comments on the project and another button to ask a question.
NCTCOG appreciates your feedback and will take your comments into consideration.
NCTCOG appreciates your feedback and will take your comments into consideration.
Thank you for your interest in high-speed transportation in the DFW region. At this time, specific on-board amenities and seating arrangements have not been determined. The study is currently in Phase 1 " Alternative Analysis, which is evaluating alignments and various technologies for a potential high-speed transportation system connecting downtown Dallas to Downtown Fort Worth.
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NCTCOG appreciates your feedback and will take your comments into consideration. Factors that could influence ticket prices could include the type of technology, distance, day of the week, and time of day. Ticket prices could also vary based on consumer demand. For the Dallas-Fort Worth High-Speed Transportation Connections Study, we anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Both high-speed rail and hyperloop technologies have been recommended to be studied further in Phase 2. Both allow for skip-stop operations to decrease travel times. Phase 2 of the study will help define operating schedule. For more information on the Phase 1 recommendations, please visit the project website at "https://www.nctcog.org/dfw-hstcs"
NCTCOG appreciates your feedback and will take your comments into consideration. Based on the Level 3 screening, three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. Near downtown Dallas, additional alignments (denoted as urban connectors) have been developed to connect to the proposed high-speed rail station in Dallas; one of these does follow the Trinity River and approaches from the southeast. For more information on the Phase 1 recommendations, please visit the project website at https://www.nctcog.org/dfw-hstcs.
NCTCOG appreciates your feedback and will take your comments into consideration. We strongly support our aviation system and connections to transit. Both Love Field and DFW International Airport are served by the Dallas Area Rapid Transit (DART) light rail system. Trinity Metro serves DFW International Airport with a commuter rail line (TEXRail) and DART has started construction of the Silver Line into the airport. The Dallas to Fort Worth High-Speed Transportation Connections Study is focused on connectivity between downtown Dallas and downtown Fort Worth. Depending on the alignment and technology recommended, future consideration of connections to DFW International Airport could be studied.
NCTCOG appreciates your interest in this study.
NCTCOG appreciates your feedback and will take your comments into consideration. Based on the Level 3 screening, three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at https://www.nctcog.org/dfw-hstcs.
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The Dallas to Fort Worth High-Speed Transportation Connections Study is focused on connectivity between downtown Dallas and downtown Fort Worth. However, in 2020 NCTCOG completed a study to connect from Downtown Fort Worth to Waco, Temple-Killeen, Austin, San Antonio, and Laredo (see https://www.nctcog.org/trans/plan/transit-management-and-planning/general-public-information/transit-planning-activities/transit-planning-projects/high-speed-rail/fw-to-laredo-high-speed-transportation). This effort engaged those regions and all are very interested in linking our six regions together. A letter has been sent to the Texas Department of Transportation requesting to present the study findings and recommendation to the Texas Transportation Commission. The six communities will be asking TxDOT to engage in a tier-two environmental study similar to this effort to advance potential alignments and technologies.
NCTCOG appreciates your feedback and will take your comments into consideration. Based on the Level 3 screening, Alignment 44 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at www.nctcog.org/dfw-hstcs.
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NCTCOG appreciates your feedback and will take your comments into consideration. The TRE serves a different travel market than what we anticipate a high-speed transportation system would serve. The TRE corridor serves the local commuters that want to go to destinations between Fort Worth and Dallas. While this project would also connect downtown Fort Worth to downtown Dallas it would provide a different type of service that would be quicker and have fewer stations/stops. The other key difference is this project would eventually tie into a statewide high-speed system that would go from Fort Worth to the south on the west and from Dallas to Houston on the east.
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During the technology forum conducted as part of this study, design parameters for hyperloop were discussed. While the alignments along SH 180 would meet design parameters, hyperloop would not be able to reach its maximum speed. However, based on the Level 3 screening, none of the alignments SH 180 were recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at www.nctcog.org/dfw-hstcs. Both STTC and RTC will be requested to adopt a high-speed corridor policy and recommend staff proceed with Phase 1 recommendations for alignments and modes. 3) For Phase 1 of the study, the potential demand for the service was assessed rather than actual ridership. Because hyperloop would operate as an on-demand system, provide direct service, and have shorter travel times, the mode was more attractive for riders. The goal is to provide a reliable service that takes less time to travel between Fort Worth and Dallas by automobile, which can typically take up to an hour during peak periods. The travel time criterion between Downtown Dallas and Downtown Fort Worth was established as a reasonable improvement in travel time, which would be reliably available any time of day, regardless of traffic conditions and to be a competitive with automobile travel time in the off-peak period. For hyperloop, pods could hold 25 to 40 passengers and would operate on-demand. The capacity would likely be determined by the number of pods in service. 4) In Phase 2, specific ridership estimates will be developed for the corridor. Note that ridership and cost per rider are specific metrics used by the Federal Transit Administration to evaluate funding for transit projects. The source of funding for this project is currently not known but could be public, private, or a public-private partnership. During Phase 2, construction and operating costs, permanent roadway impacts as well as many other factors will continue to be studied.
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NCTCOG appreciates your feedback and will take your comments into consideration. The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth and Arlington. Proposed locations for potential stations along each alignment alternative must facilitate connection to centers of economic activity. Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at www.nctcog.org/dfw-hstcs.
NCTCOG appreciates your feedback and will take your comments into consideration. The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in the region specified as downtown Dallas, Downtown Fort Worth, and Arlington. Proposed locations for potential stations along each alignment alternative must facilitate connection to centers of economic activity.

Based on the Level 3 screening, three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2.	
While the Dallas to Fort Worth High-Speed Transportation Connections Study is focused on connectivity between downtown Dallas and downtown Fort Worth, one of the key objectives of this study is to ensure connectivity to other planned high-speed transportation systems in the state (e.g., Dallas to Houston and Fort Worth to Laredo). Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2.	
No. Currently there are no plans to extend a high-speed system west of Fort Worth.	
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Station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.	
NCTCOG appreciates your interest in this study.	
NCTCOG appreciates your feedback and will take your comments into consideration.	
As proposed by various hyperloop companies, the infrastructure would consist of a main tube which is the main line and then “off ramps.” The pods would move off of the main line via an “off-ramp” tube into a station area for loading and unloading. Therefore, the time to load or unload would not impact the traveling of the other pods. Additionally, this would allow pods/passengers to bypass stations and travel directly to their destination without stopping at every station along route.	
During Phase 2, we will have to determine if there is an advantage of placing the high-speed facility in the existing location of the I-30 managed lane in the eastern part of the study area. This will be based on several factors including the impact to I-30 traffic, costs, ability to minimize environmental impacts (e.g., noise and visual impacts to residences), and operations. The loss of the reversible I-30 managed lane may, in fact, be worse than the gain with respect to the environmental stewardship of the alignment. On the western side of the study area (from I-35W to Cooper Street), there is no existing managed lanes and the freeway is planned to be totally rebuilt. NCTCOG will continue to coordinate with the TxDOT as we move forward and consider these innovative ideas.	

The three levels of evaluation in Phase 1 included environmental criteria to help screen the alignments. Moving into Phase 2, we will be conducting an environmental analysis following the National Environmental Policy Act/environmental documentation process. We will be looking in detail at the specific alignments that are moving forward to determine potential community impacts and economic effects for each alignment and technology. In addition to the technical analysis, we will also be seeking input from both the public and stakeholders as conduct Phase 2.
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Based on the Level 3 screening, three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. We do not anticipate further study of the other corridors eliminated during Phase 1.
NCTCOG appreciates your feedback and will take your comments into consideration.
For Phase 1 of the project, we assessed the potential demand for the service rather than actual ridership. Because of the high-speed nature of the service proposed with limited number of stops, travel demand is estimated to be much higher than the current TRE ridership on the TRE. In Phase 2, we will be developing specific ridership estimates for the corridor.
High-speed transportation stations are very different from traditional light rail or commuter rail stations, they really are destinations in and of themselves. Typically, high-speed stations provide multi-modal connections and are surrounded by mixed use development and very high densities. There is a huge opportunity for economic development around the stations. Potential station locations in downtown Fort Worth could be near or combined with the Fort Worth Central Station. Station locations have also been proposed in the Entertainment District in Arlington. In downtown Dallas, the proposed high-speed station for the Dallas to Houston high-speed rail project is located near Riverfront Boulevard and Cadiz Street, and the city of Dallas is evaluating a new multi-modal center north of I-30 to complement the high-speed rail station.
The right-of-way width along SH 180 corridor is narrower than the I-30 corridor and it poses some geometric challenges for staying within the existing transportation corridor. Building a high-speed transportation system within the SH 180 corridor would impact some existing residential and industry commercial facilities and would also be adjacent to (not within) the Union Pacific Railroad for some distance. Based on the Level 3 screening, there would be fewer impacts along the I-30 corridor.
Though the Dallas-Fort Worth High-Speed Connections Study proposes to connect to the proposed high-speed rail station in Dallas, the Dallas to Houston High-Speed Rail project is a separate study and not under the purview of the NCTCOG. The Dallas to Houston High-Speed Rail project is a private sector led effort by Texas Central Railway. They wish to build high-speed rail using one of the most advanced high-speed rail technologies in the world that is currently in operation.

The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Proposed locations for potential stations along each alignment alternative must facilitate connection to centers of economic activity.
The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington.
Yes, we believe there will still be a need for high-speed passenger travel. A lot of work is being done on autonomous trucks and there are five or six major companies with autonomous vehicles coming to Dallas-Fort Worth area. Moving towards autonomous vehicles moves us towards more choice, which advance us to high-speed rail. If a person does not need a car in the traditional sense, a larger portion of trips being made via an autonomous vehicle company, it will likely increase the use of public transit and more use of our high-speed rail choice as well.
Station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.
Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2.
The proposed high-speed rail station for the Dallas to Houston project is located south of I-30 near Riverfront Boulevard and Cadiz Street. The city of Dallas is currently evaluating a new multi-modal center north of I-30 to complement and connect to the proposed high-speed rail station. For the Dallas-Fort High-Speed Transportation Connections study, station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.
Yes, we are preparing a report to document the Phase 1 efforts and recommendations. The document will be posted on the project website at https://www.nctcog.org/dfw-hstcs
We have not specifically researched this topic. For the Dallas-Fort High-Speed Transportation Connections study, station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.
During Phase 2, we will continue to coordinate with the TxDOT to advance preliminary engineering along the I-30 corridor for the Dallas-Fort Worth High-Speed Transportation Connections study. The right-of-way along I-30 does narrow in several locations. Phase 2 will include the development of 30 percent design of the I-30 alignment to assess any effects/impacts to the freeway. Design decisions will be made in partnership with TxDOT.
The Texas Unified Certification Program certifies businesses for Federal Disadvantaged Enterprise Programs. The consultant contract for both phases of this study does include a disadvantage business enterprise goal of 31.3 percent as listed in the Request for Proposals. Subsequent phases of this project likely include disadvantage business enterprise goals but are not known at this time. Goals will depend on the funding source (e.g., public, private, federal, state, local).

This study did not evaluate the technology provided by any specific provider of high-speed rail. High-speed rail, as a mode, was evaluated, not the Shinkansen technology. The use of existing transportation corridors and minimizing impact to private property were key considerations in the Dallas-Fort High Speed Transportation Connections Study.
A key concern from an environmental perspective, is crossing both the Trinity River on the west side (near downtown Fort Worth) and east side (near downtown Dallas). The study team has met with and will continue to meet with the US Army Corps of Engineers throughout the design process. When possible, the design will parallel existing bridges/structures and align with existing columns that already crossing the flood way; this will help minimize impacts to the floodplain.
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The proposed high-speed rail station for the Dallas to Houston project is located south of I-30 near Riverfront Boulevard and Cadiz Street. The city of Dallas is currently evaluating a new multi-modal center north of I-30 to complement and connect to the proposed high-speed rail station. For the Dallas-Fort High-Speed Transportation Connections study, station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.
The proposed high-speed rail station for the Dallas to Houston project is located south of I-30 near Riverfront Boulevard and Cadiz Street. The city of Dallas is currently evaluating a new multi-modal center north of I-30 to complement and connect to the proposed high-speed rail station. For the Dallas-Fort High-Speed Transportation Connections study, station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.

Based on the Level 3 screening, none of the alignments SH 180 were recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at https://www.nctcog.org/dfw-hstcs.
NCTCOG appreciates your feedback and will take your comments into consideration.
NCTCOG appreciates your feedback and will take your comments into consideration. Phase 2 will include a more detail assessment of potential impacts (including noise) to the built and natural environments in accordance with the National Environmental Policy Act and development of preliminary engineering.
NCTCOG appreciates your feedback and will take your comments into consideration.
Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at "https://www.nctcog.org/dfw-hstcs." Station access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study. While the City of Arlington has not supported joining a public transportation authority in the past, the city has established a Transportation Advisory Committee.
The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Potential station locations in downtown Fort Worth could be near or combined with the Fort Worth Central Station. Station locations have also been proposed in the Entertainment District in Arlington. In downtown Dallas, the proposed high-speed station for the Dallas to Houston high-speed rail project is located near Riverfront Boulevard and Cadiz Street and the city of Dallas is evaluating a new multi-modal center north of I-30 to complement the high-speed rail station. Station design and access by all modes (i.e., personal vehicle, transit, shared ride, bicycle, pedestrian) will be assessed during Phase 2 of this study.

NCTCOG appreciates your feedback and will take your comments into consideration. For Phase 1 of the project, we assessed the potential demand for the service rather than actual ridership. Because of the high-speed nature of the service proposed with limited number of stops, travel demand is estimated to be much higher than the current ridership on the TRE. In Phase 2, we will be developing specific ridership estimates for the corridor based on the alignment and technology. Generally, planning for a transportation project is initiated when a need has been identified and/or the opportunity to advance a solution presents itself. In the case of high-speed transportation between Dallas and Fort Worth, the need has been established in various reports and studies (i.e., Vision for High-Speed Rail in America, Texas rail plans, Texas-Oklahoma Passenger Rail Study) and documented on the regional metropolitan transportation plan (e.g., Mobility 2045). Additionally, the opportunity presented itself with the desire to build on the momentum underway in the Houston to Dallas high-speed corridor and to ensure high-speed transportation could seamlessly continue westward towards Arlington and Fort Worth and then to south Texas.
NCTCOG appreciates your feedback and will take your comments into consideration.
NCTCOG appreciates your interest in this study.
Thank you for contacting us regarding the High-Speed Transportation Connections Study. Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at "https://www.nctcog.org/dfw-hstcs". The number of stations/stops would depend upon the technology. For most technologies, we would anticipate one stop between Dallas and Fort Worth, most likely in Arlington. Currently, the Regional Transportation Council has a policy to have three stations in downtown Dallas, downtown Fort Worth, and Arlington.

NCTCOG appreciates your feedback and will take your comments into consideration. Though the Dallas-Fort Worth High-Speed Connections Study proposes to connect to the proposed high-speed rail station in Dallas, the Dallas to Houston High-Speed Rail project is a separate study and not under the purview of the NCTCOG.

Thank you for contacting us regarding the High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
Based on the Level 3 screening, Alignment 45 was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2. For more information on the Phase 1 recommendations, please visit the project website at https://www.nctcog.org/dfw-hstcs.

NCTCOG did not conduct a virtual public meeting on June 17, 2021. The most recent public meetings were held May 19 and 20, 2021. The presentation from these meetings is posted on the project website at "https://www.nctcog.org/dfw-hstcs"
NCTCOG appreciates your interest in this study. The Dallas-Fort Worth High-Speed Transportation Connections Study is being performed in two phases. Phase 1, completed in summer 2021, focused on narrowing down potential alignments and modes; the study evaluated 43 alignments and five modes. The three levels of evaluation in Phase 1 did include environmental criteria to help screen the alignments. Moving into Phase 2, we will be conducting an environmental analysis following the National Environmental Policy Act/environmental documentation process. We will be looking in detail at the specific alignments that are moving forward to determine potential impacts to the community and natural environment as well as the economic effects for each alignment and technology. In addition to the technical analysis, we will also be seeking input from both the public and stakeholders as we conduct Phase 2.
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NCTCOG appreciates your interest in this study. Based on the Level 3 screening, Alignment 12, was not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2.
NCTCOG appreciates your interest in this study. Based on the Level 3 screening, Alignments 12, 44, and 45 were not recommended. Three alignments (Alignments 15, 17, and 18, which are predominately along I-30) have been recommended for further evaluation in Phase 2.

NCTCOG appreciates your feedback and will take your comments into consideration. The Dallas to Fort Worth High-Speed Transportation Connections Study is focused on connectivity between downtown Dallas and downtown Fort Worth, as well as to other planned high-performance passenger projects in Texas to create a statewide system. In Dallas, all the alignments would connect to the planned high-speed rail line between Dallas and Houston that will have a station near Riverfront Boulevard and Cadiz Street (https://www.texascentral.com/). In Fort Worth, all alignments would connect to a proposed passenger line from Downtown Fort Worth to Waco, Temple-Killeen, Austin, San Antonio, and Laredo (see https://www.nctcog.org/trans/plan/transit-management-and-planning/general-public-information/transit-planning-activities/transit-planning-projects/high-speed-rail/fw-to-laredo-high-speed-transportation-stu). Additionally, we do not believe riders of high-speed transportation will want to first go to D/FW International Airport, transfer to another public transportation option, which would be slower, to then potentially transfer again in downtown to reach their final destination. Riders of high-speed modes generally have a higher value of time and would likely not want to spend extra time to get to their final destination. We strongly support our aviation system and connections to transit. Both Love Field and DFW International Airport are served by the Dallas Area Rapid Transit (DART) light rail system. Trinity Metro serves DFW International Airport with a commuter rail line (TEXRail) and DART has started construction of the Silver Line into the airport. Depending on the alignment and technology recommended by the Dallas to Fort Worth High-Speed Transportation Connections Study, future consideration of connections to DFW International Airport could be studied.
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NCTCOG appreciates your interest in this study. As part of the Phase 1 effort, a rough order of magnitude cost per mile for the guideway, ancillary facilities, and vehicles range from $90 million/mile for hyperloop and $95 million/mile for high-speed rail; these costs are in 2021 dollars. During Phase 2 of the study, more detailed costs estimates, funding, governance strategies, and schedule will be evaluated and recommended. There are several funding options available - public (tax) option, private sector option, or some combination of the two. At this time, the funding sources, operator, and opening date has not been established.
Email response requested. NCTCOG appreciates your interest in this study.
Do not send me a response requested.
Good afternoon, Thank you for contacting the NCTCOG Transportation Department regarding a speaking engagement for the high-speed transportation project. Please fill out our speaker request form here: www.nctcog.org/speakers. Once the form is received, we'll coordinate internally and respond with our availability as soon as possible.

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We are anticipating the project will include three stations – one near the existing Fort Worth Central Station (north of I-30); a second one in Arlington near the Entertainment District; and a third connecting to the proposed high-speed rail station at Cadiz Street/Riverfront Boulevard (south of I-30) in Dallas.
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Respond to me by phone requested. NCTCOG staff called the commenter on November 3, 2021, per his request. He stated he did not have any additional comments.
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NCTCOG appreciates your feedback and will take your comments into consideration.
Do not send me a response
NCTCOG appreciates your feedback and will take your comments into consideration.
Do not send me a response
NCTCOG appreciates your feedback and will take your comments into consideration.
NCTCOG appreciates your interest in this study. Based on the Phase 1 recommendations, the proposed corridor for the Dallas-Fort Worth High-Speed Transportation Connections project would follow I-30 not the TRE corridor. Therefore, this project would not change the noise levels near Calloway Cemetery Road.
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NCTCOG appreciates your interest in this study. The number of residences that would be affected is not currently known. Based on the Phase 1 recommendations, the proposed corridor for the Dallas-Fort Worth High-Speed Transportation Connections project would follow I-30. Using the existing I-30 corridor would help minimize impacts to private properties. During Phase 2 of the project, a more detailed design and federal environmental document will be developed and will identify which private parcels would be directly and indirectly impacted. The environmental document will analyze impacts to both residences and low-income and minority populations.

Appreciate the answer Carli, but if you are going into NEPA evaluations, then the route will need to be more specific. I know from working interstate pipelines. It is also my understanding that this has not been presented to Dallas City Council or the Dallas Commissioners Court, and I highly suggest that happens.
Hello, Katherine, Thank you for contacting the NCTCOG Transportation Department. Texas Central Railway (TCR) is a private entity that is funding and developing an environmental study for a proposed high-speed rail between the Dallas and Houston areas. For additional information related to the proposed high-speed rail between Dallas and Houston, please contact info@texascentral.com or media@texascentral.com.

Comment No.	Date	Stakeholder	Zip Code	Topic	Source	Comment	Response
179	1/7/2022	Richard Schumacher	75083	Other	Online	Texas Central may need to use eminent domain, but the objection has been raised that, since they do not now own any track or operate any trains, they are not legally a railroad and therefore cannot use eminent domain. Could Texas Central eliminate that possible roadblock by becoming a co-owner or partner of DFW High Speed?	Do not send me a response requested.
180	2/25/2022	Valerie Marquez			E-mail	The February presentation below denotes: DALLAS TO FORT WORTH HIGH SPEED TRANSPORTATION CONNECTIONS STUDY For the past year and a half, the North Central Texas Council of Governments (NCTCOG) staff has been working to select technology and an alignment for high speed transportation between Dallas and Fort Worth. Their efforts originally studied a variety of technology options including traditional high speed rail, â€œhigher speedâ€rail, hyperloop, magnetic levitation â€œmaglev.â€The initial alignment corridors initially included 43 end-to-end alignments https://cityofdallas.legistar.com/View.ashx?M=F&ID=10538871&GUID=28D4E4E5-5E31-439A-87BC-CA2041268421 My question: What specific technology is being referenced in alignment selection? How is the technology being assessed? What factors are taken into consideration? Are there any specific companies that are in being considered? Has selection occurred? If so, are they American companies or foreign companies? Who are they? I appreciate your reply, Valerie Marquez Collin County resident and registered Voter, Work in Dallas county	Thank you for your interest in the Dallas-Fort Worth High-Speed Transportation Connections Study. When the study began In May 2020, 43 alignment options (along SH 183/Trinity Railway Express, West Fork Trinity River, IH 30, SH 180, and SH 303) along with existing and emerging technologies were considered. These technologies included conventional passenger rail (speeds up to 80 mph), higher-speed rail (speeds up to 125 mph), high-speed-rail (speeds up to 250 mph), magnetic levitation (speeds up to 300+ mph), and hyperloop (speeds up to 650+ mph) (for more info, see https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/Tech-Facts-(1).pdf). Technologies were assessed using three levels of evaluation. The following lists the general criteria used as well as the internet links to the completed evaluation tables on the project website; note that no specific companies or manufacturers were evaluated. 1.First level technology screening criteria included safety, reliability, convenience, and ability to link to other high-performance systems in Texas. For more information on Level 1 screening, please see page 15 of https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/DFWHSTCS/Scrn1n2Eval4Proj.pdf 2.Second level technology screening criteria included technology maturity and regulatory approval and operating considerations. For more information on Level 2 screening, please see page 22 of https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/DFWHSTCS/Scrn1n2Eval4Proj.pdf 3.Third level technology screening criteria included constructability/operability, costs, and operations and maintenance. For more information on Level 3 screening, please see page 2 of https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/DFWHSTCS/Lvl3Scrn.pdf Of the five technologies considered, high-speed rail has been recommended for further study. No specific company or manufacturer has been recommended.
181	12/14/2022	Richard Johnson	75081	Right of Way	Online	Will you be hiring Right of Way Agents? I over three years experience with the Texas Central High Speed Rail Project.	Respond to me by e-mail

Comment No.	Date	Stakeholder	Zip Code	Topic	Source	Comment	Response
182	4/23/2023	David Ramires			Phone	David called to talk about the drainage easement on his property.	Respond to me by phone
183	7/25/2023	Liliana Rivera	75201		Online	What is the timeline for the high-speed rail connection between Dallas and Fort Worth?	Thank you again for your interest in the Dallas to Fort Worth High-Speed Transportation Connections Study. Over the next 12 months, the Project Team will be developing the preliminary engineering drawings and preparing the federal environmental studies/documentation to gain federal approval of the project. This effort will also include evaluating and developing a timeline for construction and service. Once the environmental approval is given, the next phases of the project (i.e., securing construction funding, detailed design, right-of-way acquisition, utility relocation, construction) can begin. It is estimated these subsequent phases could take 10 to 15 years. Thank you, Rebekah
187	8/17/2023	Reed Bilz	76132	Right of Way	Online	Does the route go past downtown Fort Worth?	Good morning, Mr. Bilz, Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. The current project does not extend beyond downtown Fort Worth. However, high-speed passenger rail service within North Central Texas is not intended to be a stand-alone service and would be a component of a larger statewide and potential national network. We appreciate your feedback. Please feel free to contact us with any further comments or questions.
188	8/23/2023	Paul McManus	76226	Other	Online	Hello, I'm a strong supporter of the proposed I-30 high-speed rail corridor between Dallas and Fort Worth, but due to my work schedule and also that I live in Lantana in Denton County, I'm unable to attend any of the upcoming open houses that will cover information about this rail corridor. Will information or the presentation given at these open houses be available online or could be e-mailed to me? Thanks so much! Paul McManus 1235 Claire St. Lantana, TX 76226 mcmanus.family.3@gmail.com	Good morning, Mr. McManus, Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. A narrated presentation, along with meeting handouts and additional reference items, will all be available on the project website the week that open houses begin on August 29. As a reminder the website is www.nctcog.org/dfw-hstcs. We appreciate your feedback. Please feel free to contact us with any further comments or questions.
189	8/18/2023	Christopher Long	75495	Economic Development, Other	Online	Has it been discussed about the possibility of bringing high speed transportation to the rapid growing areas such as Frisco with the PGA and Universal projects, Celina with massive infrastructure underway and as far as Sherman where it is being named silicon prairie from mckinney to Sherman along I-75. Also, what is the plan to change piblic opinion about high speed mass transportation only being for low income? I travel to places like Dubai and currently in Rome Italy and they have high speed transportation all walks of life use and enjoy on a daily basis.	Good morning, Mr. Long,Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. High-speed transportation in the form of High-Speed Rail is better suited for long-distance, intercity type movements. Within the North Central Texas region, including the fast growing areas of Frisco, McKinney, Celina, and Prosper, other forms of rail service such as regional rail like the TEXRail Line from Fort Worth to the DFW Airport or the Silver Line from Plano to the DFW Airport currently under construction would be more appropriate service. With the proposed high-speed rail line supporting intercity movements, the existing and proposed regional rail and light rail system will provide connections to these regional demographic centers. Mobility 2045 Update (the region's long-range transportation plan) includes recommendations for these passenger rail services to better connect the region and provide reliable, convenient transit service options. In 2021, NCTCOG completed a feasibility study to evaluate a regional passenger rail line using the existing Frisco/Celina railroad corridor. This report is available on-line at: https://nctcog.org/getmedia/6d9a4734-e5a7-446b-b3d5-d3e1856c09e0/I2F-Rail-Corridor-Report-09302021.pdf. We appreciate your feedback. Please feel free to contact us with any further comments or questions.
190	8/20/2023	Zak Sakoglu	75287	Environmental, Other	Online	I fully support the idea. It should incorporate planes to be integrated into a larger plan which includes the future Dallas-Houston and Texas Triangle HS train network, with stations in major urban centers and with connections to local public transportation. Biking and walking trail connections, with minimal impact to environment, commuter parking areas with solar-panel-topped shades, EV chargers, and overall sustainability, should also be in the plans.	Good morning, Mr. Sakoglu, Thank you for contacting the NCTCOG Transportation Department regarding the Dallas-Fort Worth High-Speed Transportation Connections Study. We appreciate your feedback and will take your comments into consideration. Please feel free to contact us with any further comments or questions.
Phase 2 In-Person Open Houses August 29, 31 and September 6, 7, 2023							

191	8/29/2023	Mauricio Cardoso	76012	Environmental	Online	Great project but as a property owner that backs to I30, I'm concerned about how this will impact my property valeu.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
192	8/30/2023	Michael Coleman	76006	Economic Development, Environmental and Traffic	Online	I would like to express my complete support for this project. This seems like it would significantly decrease highway traffic, and increase metroplex travel availability and safety. I have no concerns about this project. Economic activity would increase, and the environmental impact of taking cars off the road would much outweigh any construction impacts from this rail line. I would use this line frequently.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
193	8/30/2023	Rick Bailey	76093	Environmental and Traffic	Collected at meeting	Regionally, a huge mobility asset – benefiting future comutors locally and beyond	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
194	8/30/2023	Bailee Allen	76011	Other	Collected at meeting	This open house was very informative and well organized. Thank you for all of the hard work in laying out the groundwork to move DFW towards more sustainable solutions to its growth. Excited to see where this project goes – wishing the best for a smooth NEPA process and future funding to get this project going! I'm curious as to the public transit available for these stations, especially in the Arlington area for the proposed location. Are the cities willing to operate and maintain park & rides, shuttle systems? Or will certain stations have parking garages/enough capacity? Love this idea of high speed rail – just interested in how the general public will have access to it.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. Two of the three proposed high-speed rail stations (Fort Worth and Dallas) would be located close to and integrated with the main transit hubs in each downtown area. In Fort Worth, the existing Fort Worth Central Station would be across the street from a proposed underground high-speed rail station. In Dallas, the Dallas-Fort Worth high-speed rail project would share a station with the proposed Dallas to Houston high-speed rail station location near Cadiz Street and Riverfront Boulevard (just southeast of the I-30/I-35E interchange). Planning is underway to ensure seamless connectivity to the existing transit hub at Dallas Union Station as well as the proposed convention center improvements. The proposed Arlington station would be located in the city's entertainment district and would need multimodal access to the attractions in the entertainment district, the community beyond, as well as DFW International Airport. Mobility 2045 Update, the region's long-range transportation plan developed by the North Central Texas Council of Governments, recommends a dedicated public transportation connection to/from DFW International Airport, with a stop at the Trinity Railway Express Centerport station, through the Arlington entertainment district to downtown Arlington/University of Texas at Arlington. While a mode has not been selected for this corridor (it could be an Automated Transportation System), this planned connection could serve the proposed Arlington high-speed rail station, getting people where they need to go. The project team and NCTCOG will continue to have conversations with the City of Arlington on planning for multimodal access to the proposed station. With a proposed station location has been identified for review and analysis through the NEPA (National Environmental Policy Act) process, station access planning can continue as a part of this project and in follow-on efforts.

195	8/30/2023	J. Edward Gyurkovic	76002	Alignments, Economic Development and Environmental	Collected at meeting	Vision 34 Corridor…Smart City Texas. The Solution to Interegional Mobility has been found in the past by Smart City Texas. July 2nd 1902 – Dec. 24th 1934 the Northern Texas Traction Company Interurban Mass Transit System that transported 20 million passengers in 33 years between Downtown Dallas & Denton. The Right of Way remains – Lancaster Division Jefferson, Ft Worth via Denton Arterial. The mobility solutions for the Metroplex and South Dallas, Southwest Ft Worth and the Entertainment District of Arlington Lie in the Past and in the Northern Texas Traction Interurban Mass Transit System. A Broader Question is why my Invention the Vision 34 Corridor cannot get a Study going. For the Record. The V34 Corridor is the first Complete Street smart Highway System incorporating AV/EV & other tech as well as an Elevated high Capacity Transit Line connecting Downtown Dallas & Downtown Ft Worth via Downtown Arlington and the entertainment District. This invention mirrors that of the Northern Texas Traction Interurban Line. Today the V34 will Interconnect 6 Professional Sports Franchises, 9 Major University Mobility Hubs including Maverick Central Station, A&M, TCU, DBU, Mountain Creek, Weslyan, TCCC, etc., 3 New Convention Centers, while constructed in existing ROW rebuilding an existing roadway in Supermajority minority communities which include South Dallas Oak Cliff/Southeast Ft Worth Lancaster Division Jefferson (Redline extension train) TOD along the Rate – Hensley Field/GP. Gateway/Entertainment District – all the way into A&M @ 3 Billion in Downtown Ft Worth. Thank You!	Thank you for your comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The Interurban Mass Transit system referenced in your comment served two functions: it served as a regional transit connection between the downtowns of Fort Worth, Arlington, Grand Prairie, and Dallas (as well as other communities like Handley and Oak Cliff) and it served as part of an intercity network of electrified railways that connected most cities in North Texas, including Sherman and Waco. The Dallas-Fort Worth High-Speed Transportation Connections Study intends to be a link in a statewide intercity network, connecting the Dallas-Fort Worth region with other high-speed transportation corridors around the state (e.g., Dallas to Houston high-speed rail corridor) to create a seamless one-seat ride system. Given the speeds required to reduce travel time in the Dallas-Fort Worth corridor to compete with automobile travel for this one-seat ride intercity system, only one station between Dallas and Fort Worth is feasible. This project is intended to move the public over long distances at higher speeds than current regional transit systems can offer, and it is intended to complement existing and future transit systems within the region. The region's long-range transportation plan, Mobility 2045 Update, does include high-capacity transit recommendations along East Lancaster to better serve the local and regional mass transportation movements. While this does not extend past Fort Worth city limits, it does serve the needs of the community in Fort Worth along the old Interurban line. Additionally, Arlington and Grand Prairie are not currently a part of a transit authority that would need to be in place prior to any fixed route mass transit system could be implemented in those cities.
196	8/30/2023	Tricia Lyons	76002	Traffic and Other	Collected at meeting	I have been on the high speed train when travelling longer distances in China. It was definitely great to get to our destination faster. The ride was smooth and long enough to take in the scenery. I grew up in the Northeast outside of NYC. The train station was 2 blocks from my home. It was a great way to travel to the city for work or for pleasure. Rail definitely makes sense for this area, but w/ the shorter distances does it need to be high speed rail? Any initial idea of the cost of high speed rail compared to extending light rail or resurrecting the Interurban that ran 1902–1934. While it would not be as fast it would still eliminate traffic congestion, reconnect communities, improve mobility, offer other modes of transportation in the DFW area.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. High-speed passenger rail service within North Central Texas is not intended to be a stand-alone service and would be a component of a larger statewide and potential national network of high-speed rail. The Trinity Railway Express (TRE) service and other high-capacity transit recommendations from the region's long-range transportation plan, Mobility 2045 Update, are intended to serve regional movements with more stations/stops in the communities. These regional services and this high-speed rail project (a segment of a statewide high-speed system) are intended to complement each other. Per mile, the cost of high-speed rail is slightly higher than light rail.
197	8/30/2023	Chris Sunderman	76063	Other	Collected at meeting	A 23 minute alternative to the TRE will be a hard sale to DFW/Texas population. I have already heard it called a boondoggle. Don't get me wrong, I support it and the Texas Central Railway, but I feel there a lot of political opposition to it. I'm still a bit annoyed that Arlington station is the proposed station, and Arlington fails to add any DART RAIL, or TRE, or a major public transportation network, like Dallas & other communities do have.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed high-speed rail station in Arlington would only be constructed if the city joins or implements transit service.

198	8/30/2023	Esteban Arizpe	76011	Alignments, Economic Development and Traffic	Collected at meeting	I think this idea is great! As a young professional and someone new to the DFW Metroplex, I think this transportation would allow me to explore the area without the hassle of traffic or wasted time. I believe the convenience of this rail system would positively impact the entirety of the DFW metroplex. The concerns I have are related to future phases. The questions I have are: How will I explore the area after getting off the rail? How many rails will be running at the same time? How much time would I spend at the station if I miss the rail? Will the rail run 24/7?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. Two of the three proposed high-speed rail stations (Fort Worth and Dallas) would be located close to and integrated with the main transit hubs in each downtown area. In Fort Worth, the existing Fort Worth Central Station would be across the street from a proposed underground high-speed rail station. In Dallas, the Dallas-Fort Worth high-speed rail project would share a station with the proposed Dallas to Houston high-speed rail station location near Cadiz Street and Riverfront Boulevard (just southeast of the I-30/I-35E interchange). Planning is currently underway to ensure seamless connectivity to the existing transit hub at Dallas Union Station. The frequency of service will be determined by operational requirements of the system and passenger travel demand patterns. The design concept includes double tracks for dedicated eastbound and westbound travel, as well as express tracks at the Arlington station allowing trains to pass through the platforms without stopping. These features create operational flexibility accommodating a wide range of possible timeframes between trains. Trains could operate late at night or on weekends, but likely not as frequently depending on demand for service. Additionally, trains typically do not run 24/7 to allow for maintenance of the guideway and vehicles.
199	8/30/2023	Vickie Dixon	76012	Environmental	Collected at meeting	This is a well researched study identifying a much needed transportation option for our region. What ever final design is, it should include features such as green roofs, energy efficient buildings, lighting that is "bird friendly," as well as glass/windows designed to reduce bird strikes.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
200	8/30/2023	Chris Carathers	76052	Economic Development and Traffic	Collected at meeting	With the continued population boom in Texas and the projected increase in time to drive between Dallas and Ft. Worth, it only makes sense that we need to be doing everything we can to make this happen. It needs to have its stations where you can easily transfer to other rail systems, and the Arlington Station needs to be right in the middle of the stadiums and Six Flags Over Texas. If we can connect all of these things, it would be huge.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
201	8/30/2023	William Oglesby	76016	Alignments	Online	I enjoyed seeing the displays and what has been completed. I went to the Open House in 2021 and also enjoyed that update. I especially liked seeing the alignments and the different grades of track. I wasn't aware of the Underground and above grade sections. I believe the next Open House will be even more informative. I hope to see a more definite Time of Completion. I'd like to know more about how people are thinking after coming to these Open Houses. I'd like to know what we can do to make this come to fruition. I always talk it up with people I see and know. I'm going to set up a event with my Jewish War Veterans group. That is something I was made aware of while I was talking to the NTCOG representatives. I really talked their ears off but I learned a lot! Looking forward to the next Open House. Thanks for the update.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.

202	8/31/2023	Marcus Wood	75214	Alignments and Right of Way	Email	What is the basis for the 102 feet "open" space setback beyond the UPRR right-of-way for locating the HSR support structure? Is that a Federal law, FRA regulation, ARA Class 1 or NTSB recommendation, UPRR consultant statement, or ...? If the HSR structure were instead abutting the ROW would not the Project cost be significantly lower overall, perhaps $100s Millions or even $1 Billion less and add significantly to the tax rolls? That distance times 102 feet times market value per square foot plus current improvements would itself be a significant taxable value and tax revenue loss. Should not this be part of the corridor EA? I don't see similar setbacks from railroad ROW at Convention Center and along UPRR throughout Dallas and Tarrant Counties. Would new developments on the private properties on the north side of UPRR at say Riverfront Boulevard be required to provide setback by law? Marcus Wood	Thank you for your interest in the Dallas-Fort Worth High-Speed Transportation Connections Study. The requirement of the 102-foot setback is based on a Union Pacific Railroad document related to high-speed access principles. The reason cited is that “Almost all freight train derailments can be contained within 100 feet of the track centerline and high-speed passenger train derailments have a greater dispersion distance to compensate for.” Through west Dallas, the proposed high-speed rail line would be elevated and generally align with Main Street, an existing publicly owned right-of-way. Shifting the alignment to be adjacent to the Union Pacific would not lower costs but likely would increase construction costs because crash walls would be required at each column as well as right-of- way acquisition. North of the convention center, the area has numerous constraints so the 102-foot offset cannot be attained therefore crash walls will be required to protect the columns of the high-speed rail structure. As far as offsets to developments on the north side of the railroad, suggest you contact the City of Dallas for any development requirements. Please let me know if you have any further questions. Thank you, Brendon Wheeler, PE, CFM
203	8/31/2023	Jackson Dennis	76108	None Selected	Online	I am excited about the Texas High Spees Rail projects and hope they are completed. I am wondering if there will be an easy way to get from the Dallas HSR Station to Dallas Union Station. Thanks, Jackson.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. Planning is currently underway to ensure seamless connectivity between the Dallas high-speed rail station and Dallas Union Station.
204	8/31/2023	Ann Zadeh	76104	None Selected	Online	Please do it! Asap. I’m	

208	9/2/2023	Gary Kuenzle	75069	Alignment, Environmental, and Right of Way	Online	Excellent but also disappointing. When I first read about these info meetings, they led me to believe that they would focus on the Dallas/Houston HSR project, which had recently risen from the grave thanks to Amtak's entry into the fray. So I was disappointed when I found that, when I arrived for the 8/31 meeting, it was about the Dallas/Ft Worth HSR project, which I knew nothing about. So, after checking out the exhibits and chatting with the reps, I came away with a whole new appreciation for the project and was glad to see that it had progressed to Phase 2. I was glad to see that the right of way had been determined and the Shinkansen-style trains were the chosen train sets to operate at 185 mph. Wish the estimated completion date was sooner than "sometime in the mid '30s", according to the rep. Lastly, I was VERY glad to see the project is looking to tie in with the Dallas/Houston project, with the possibility of not having to change trains in Dallas. So, keep the meetings coming but please identify them more clearly that they do not pertain to the Texas Central project.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
209	9/5/2023	Karl Ziebarth	75205	Alignments	Collected at Meeting	1) Who is going to pay for it? 2) Why are you using elevated structure for Dallas terminal access? Very costly. 3) Why build or plan for Ft. Worth¬–Dallas hi-speed when Texas Central is (to say the least) on hold	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. 1. At this time, financing of the projects has not been determined; however, a public-private partnership is anticipated. 2. The project is proposed to be elevated at the Dallas terminal to match the station platform of the Dallas high-speed rail station that will be constructed as part of the Dallas to Houston High-speed rail project. This platform is over 70 feet above the ground. 3. The Dallas-Fort Worth high-speed project is intended to be a segment of an intercity high-speed rail system within the State. While connecting to the Dallas to Houston project would be ideal, other opportunities, such as connectivity with a Fort Worth to South Texas high-speed system that has been studied previously, allow this project to be integrated into a future statewide high-speed system.
210	9/5/2023	Phil Dorcas	76112	Environmental and Traffic	Online	It is good news to learn more about these plans and visions. It will certainly reduce traffic congestion and produce much less pollution than an equivalent number of gas-powered vehicles on the highways. We support visionary project for sustainable development. Thank you!!!	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
211	9/5/2023	Amy Veatch	27607	Alignments, Environmental, and Traffic	Online	This project is exciting for many reasons: - Less car traffic - Less gasoline powered engines spewing noise + exhaust - Quick transport between NT cities - Possible connections to other rail service across Texas - Success of this project promoting same in other locations around the country	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
212	9/5/2023	Brian McCarthy	76116	Environmental and Traffic	Online	Please hurry! J.K. I am extremely pleased to finally see some progress toward this goal. We need a statewide system — nay, nationwide! — and I am excited that DFW is engaged in the first steps toward that. Thank you for offering the presentation en español tambien. We should really be working toward an inter-connected three-corridor configuration, combining the upside-down U AND the Texas T-Bone.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
213	9/5/2023	Julie Ford	76179	Economic Development and Traffic	Collected at meeting	I am excited to see innovations that improve transportation for the TX population. Being so large, indicates that mass transit was an eventuality. The Highway infrastructure is already there so this area is ahead of the curve of a number of areas. I am excited about an easier commute to Houston.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
214	9/6/2023	Robert Cabel	75360	Economic Development, Traffic, and Right of Way	Online	I own property in the path of high speed rail in Grand Prairie. What do I need to do to protect my property?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As proposed, the project is located predominantly within existing transportation right-of-way, within the I-30 corridor, substantially reducing the need for additional to purchase right-of-way for the corridor. During Phase 2, the study will identify specific properties that would need to be acquired. However, acquiring right-of-way is not a part of this phase of the study. Following completion of Phase 2, future steps in advancing the project (including identifying an implementing agency and securing project funding) will be required. We suggest you provide continue to provide comments and specifically identify the location of the property to the project team.

215	9/7/2023	Marc Ishmael	75206	Economic Development and Traffic	Online	I'm glad to see NCTCOG working to take advantage of the Amtrak/TX Central Houston to Dallas HSR line by planning the proposed Dallas to Ft Worth extension. These projects will add resilience and choice to our regional and statewide transportation systems, and help our existing and planned investments in airport and highway expansions go farther to accommodate expected growth. For too long passenger rail has been largely ignored, and as a result underfunded, as a transportation solution in Texas. This project is a great move in the right direction. The inevitable private investment that the project will leverage in the form of transit-oriented developments is also substantial, especially so if the stations can be efficiently integrated with local transit. There's great economic development potential not just at the HSR stations, but as well as near DART and Trinity Metro stations whose ridership catchment areas will benefit from the distance-compressing effect a high-speed rail connection provides to its destinations. Another benefit I'm excited to see realized is each HSR passenger being one less person crowding our busy highways.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
216	9/7/2023	Misty Spracklen	75212	Alignments, Traffic, and Environmental	Online	This makes me very nervous for the West Dallas neighborhoods, especially the new developments in the Soho housing community. This community is very close to the Union Pacific line. These homes cost in the range of half a million to a quarter of a million dollars. There is a new lagoon that is to be built. How will this affect that area. Will eminent domain be in our future?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. During Phase 2, a federal environmental document will be prepared to assess the impacts and effects of the project on the community, and this will include identifying properties that would need to be acquired. However, acquiring right-of-way is not a part of this phase of the study. Following completion of Phase 2, future steps in advancing the project (including identifying an implementing agency and securing project funding) will be required. Any property acquisition required for the proposed improvements would be conducted in accordance with applicable federal and state regulations such as the Uniform Relocation and Real Property Acquisition Policies Act of 1970 and Fair Housing Act. Property owners would be offered fair market value. If the property owner does not agree with the offer, eminent domain could be used.
217	9/7/2023	Anonymous A.	75050	Environmental	Online	1) There is NO transportation in GP except Local (Grand Connex) so residents here HAVE NO way to use this — but will be AFFECTED. Howe can you connect our only Local with Dallas and with Ft. Wth? 2) Definitely in FAVOR of rail on Horse Track side, Verizon theatre.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. We will also forward your comments concerning transportation/transit options in Grand Prairie to local officials.
218	9/7/2023	Connor Hulla	75082	Alignments	Online	I support high speed rail bus the Dallas station (for the FW and Houston connections) NEEDS to go to union station.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The project would tie into the proposed Texas Central high-speed rail station in Dallas near the Kay Bailey Hutchison Convention Center. The Dallas station location was determined during the Dallas-Houston High-Speed Rail study.
219	9/8/2023	Bradley Furlong	75024	None Selected	Online	Thank you for having the open house	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.

220	9/11/2023	Siva Sundaram	77386	Alignments, Environmental, and Right of Way	Online	1. HSR rail should be looked at a Texas perspective and NOT as a Dallas/Fort Worth perspective. While I am a strong advocate of HSR for USA, I strongly believe a 32 mile trip with a stop in between does not require HSR. A HSR in this segment technically may not achieve the max speed and even if it does, it will not last more than a few minutes. A HSR for this segment makes sense only if it is part of HSR network for entire Texas which includes DALLAS - HOUSTON – AUSTIN – SAN ANTONIO. So the council of governments should first focus on getting the Dallas – Houston HSR up and going and then add this route. It doesn't make sense if it is done in the reverse 2. For entire Texas, two types of routes were displayed. The Upside Down U and the Texas T-Bone. Texas T-Bone is the best option to go as it will reduce at least 200 miles of new rail line, saving enormously on acquisition costs, construction costs, better time lines, potential expansion into New Orleans subsequently Florida.. Further this is the only option that covers all 4 major metros in Texas. The Upside Down U does not cover Houston – Austin – San Antonio which is a very important market to serve. I think at this point, COG should go with the Texas T-Bone option and remove the other one	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The Dallas-Fort Worth area has a population of 8.2 million today and is anticipated to be home to more than 11.4 million by 2045. With this growth, implementation of high-speed transportation options in North Texas are needed. Also, the entire state is experiencing unprecedented growth and will need alternative transportation modes to connect economic hubs. The project offers a connection to other planned high-speed systems in the state, eventually connecting megaregions in the Texas Triangle and Oklahoma. The Dallas-Fort Worth high-speed project is intended to be a segment of an intercity high-speed rail system within the State. While connecting to the Dallas to Houston project would be ideal, other opportunities, such as connectivity with a Fort Worth to South Texas high-speed system that has been studied previously, allow this project to be integrated into a future statewide high-speed system.
221	9/11/2023	Stephen Tordella	75201	Alignments and Right of Way	Online	Any HSR between Dallas and Fort Worth needs to have a stop at AT&T Stadium and Globe life Park. Having a stop at Arlington is not sufficient. The stop needs to be AT THE STADIUM. Why is the Arlington stop not at the stadium?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. During Phase 1 of the study, numerous alignments and station locations were considered in the Arlington Entertainment District, including several near the stadiums. However, these alignments would have required the displacement of many businesses and/or homes and significantly increased travel time due to the degree of curvature needed to be located near the stadiums. The project team worked with the City of Arlington to determine the best location for the station to serve the community.
222	9/11/2023	Katherine Young	75212	None selected	Collected at meeting.	Great presentation! Very informative. I feel so excited for the railway! 10/10	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
223	9/12/2023	Debbie Solis	75212	None Selected	Collected at meeting.	Disappoint in not getting comments from the community before today. Concern with having more neighbors involved and making sure planning with included West Dallas. We need to move east over Cockrell Hill because that is going to be too close to my community. I am very disappointed there is not going to be a stop on Main St.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As requested, the project team has reviewed moving the crossover of I-30 from west of Loop 12 to east of Loop 12 to minimize impacts to the Ledbetter neighborhood. In this area, it is possible to move the alignment from the north side of I-30 into the median of I-30 and this change has been incorporated into the design. It is not possible to move the alignment to the south side of I-30 because of the direct- connecting ramps proposed to be constructed as part of the I-30 and Loop 12 interchange improvements. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor.

224	9/12/2023	Omar Narvaez	75212	Alignments	Collected at meeting.	I am highly dissapointed that the West Dallas stop on Main St. is now gone. The new Park Harold Simmons and all the new development will be bypassed losing major economic development for West Dallas & Dallas overall. Move crossove east over Cockrell Hill not over Loop 12 next to the Ledbetter Neighborhood.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor. As requested, the project team has reviewed moving the crossover of I-30 from west of Loop 12 to east of Loop 12 to minimize impacts to the Ledbetter neighborhood. In this area, it is possible to move the alignment from the north side of I-30 into the median of I-30 and this change has been incorporated into the design. It is not possible to move the alignment to the south side of I-30- because of the direct- connecting ramps proposed to be constructed as part of the I-30 and Loop 12 interchange improvements.
225	9/12/2023	Daniel Solis	75212	None Selected	Collected at meeting.	I'm dissapointed that the West Dallas stop on Main St. & Commerce is not in the plan.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor.
226	9/12/2023	Laura Cadena	75212	Environmental	Collected at meeting.	The train is too close to residential areas in historic Eagle Ford and the future Trinity conservancy. This area already has an overburden of noise; environmental issues.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. As part of Phase 2, a federal environmental document will be prepared to assess the impacts and effects of the project on the community and natural environment.
227	9/12/2023	May Paras	75211	Other	Collected at meeting.	We need neighborhood stops heavily populated residences. Driving to downtown to board is another inconvenience. Are trains gonna be loud? Will neighborhoods have increase (free bus shuttle) to Dallas station.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor. During Phase 2, a noise analysis will be conducted to predict noise levels from the high-speed train. If the project exceeds federal noise standards, mitigation will be proposed. Typical mitigation would be noise walls. Transit connections to/from the proposed high-speed rail station will be considered during Phase 2.

228	9/12/2023	Ronnie Mestas	75212	Economic Development	Collected at meeting.	1) There needs to be a stop in West Dallas in Trinity Grove/Sylvan 30 area. 2) Also a stop @ chalk hill and 30. I have two concerns 1) Lack of stop in West Dallas – 75212 2) Rails are to near homeowners in 75212, should be on South side of 30 in 75212.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor. As requested, the project team has reviewed moving the crossover of I-30 from west of Loop 12 to east of Loop 12 to minimize impacts to the Ledbetter neighborhood. In this area, it is possible to move the alignment from the north side of I-30 into the median of I-30 and this change has been incorporated into the design. It is not possible to move the alignment to the south side of I-30 because of the direct-connecting ramps proposed to be constructed as part of the I-30 and Loop 12 interchange improvements.
229	9/12/2023	Avael Herrera	75228	Economic Development, Environmental, and Right of Way	Collected at meeting.	High speed rail will be a great economic booster providing mobility to those without a car. It will reduce traffic on I-30 since it takes cars off the road. Less cars means less pollution. We have been waiting ages for high speed rail in the US. I hope this project succeeds and mark a turning point in US transportation. Will TRE service improve alongside this new project? I think the lane should make it easier to build train projects since they have proven to reduce traffic, pollution, and deaths unlike just one more lane hov on highways.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. Improvements to TRE service such as double tracking the remainder of the rail line .are being planned with key segments being advanced to construction in the near term. This will provide additional capacity to support more frequent service when needed. Additionally, the existing TRE rail vehicles will be replaced with newer models, improving passenger experience on this important regional corridor.
230	9/12/2023	Linda De La Rosa	75212	None selected.	Collected at meeting.	I am disappointed that, what we see there is not a stop in West Dallas most of West Dallas community would have to go downtown to get on it. So mean that West Dallas is not included in this project.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor.
231	9/12/2023	Dora Ugalde	75212	None selected.	Collected at meeting.	disappointed that we did not see a stop in west dallas	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor.

232	9/12/2023	Jeff Howard	75212	None selected.	Collected at meeting.	See below 1. Would prefer the crossover from north side of 30 to the south side further east (between Westmoreland and Cockrell Hill) to avoid train funning directly by the Ledbetter neighborhood. 2. Would have liked to see a stop in West Dallas at Main Street since we seem to be taking the brunt of construction and making the most concessions for this rail.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. The DART light rail system, TRE, and TEXRail are designed to provide reliable and convenient service to many station locations along their respective corridors, while the Dallas to Fort Worth high-speed rail project is being designed to serve patrons looking to travel quickly for longer, regional trips between Fort Worth, Arlington, and Dallas or to other major metro areas within the State of Texas. The Dallas-Fort Worth High-Speed Transportation Connections Study project can only provide high speeds and quick travel times by serving three stations along the corridor. As requested, the project team has reviewed moving the crossover of I-30 from west of Loop 12 to east of Loop 12 to minimize impacts to the Ledbetter neighborhood. In this area, it is possible to move the alignment from the north side of I-30 into the median of I-30 and this change has been incorporated into the design. It is not possible to move the alignment to the south side of I-30- because of the direct- connecting ramps proposed to be constructed as part of the I-30 and Loop 12 interchange improvements.
233	9/12/2023	Linda De La Rosa	75212	Environmental and Traffic	Collected at meeting.	I think it go for our community and good for the environment. I am all for it. How long will it take to get it done?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. This part of the study is expected to be concluded in 2025. It is anticipated that passenger service connecting the two downtowns would take at least eight years to be operational, which would be dependent on the early identification of an implementing agency and funding.
234	9/12/2023	Paula Cantrell	75224	Economic Development and Environmental	Collected at meeting.	Very excited about this project, but have concerns about the Trinity Park/River Basin eco system. Trinity eco system handling.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As part of Phase 2, a federal environmental document will be prepared to assess the impacts and effects of the project on the community and natural environment.
235	9/12/2023	Paula Hutchison	75208	None selected.	Collected at meeting.	Traffic interruptions will result from construction Dallas already has a server traffic problem Pollution is a big problem in Dallas — what will be dug up? Cost for the average individual. Flood control — Dallas drainage system over the city is poor! Yes. My concern for residents and business owners' "displacement." How will the support system be set-up to facilitate the diversity of needs?	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As part of Phase 2, a federal environmental document will be prepared to assess the impacts and effects of the project on the community and natural environment.
236	9/17/2023	Gwynn Orr	76645	Alignments, Economic Development and Right of Way	Online	Informative	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
237	9/19/2023	Tajj Harris		Environmental, Economic Development and Traffic	Online	I believe that a high-speed rail through West Dallas is deeply valuable to the City at large but I also want to make sure that my neighborhoods and I in this community also have the ability to enjoy this success. By that I mean, attention should be paid to not displacing any residents in this community. Instead, there should be much more effort put into either buying our or using eminent domain to remove the vast numbers of industrial manufacturer corporations (which would align with both the City of Dallas' Racial Equity Plan and the community-led Singleton Corridor Neighborhood Plan) South of Singleton Blvd and using that land run a rail line. Even so, special attention should be paid to how the cost of living surrounding the high-speed rail station may change, and inadvertently push out the low-income residents who have called West Dallas home for generations. Moreover, there should be collaboration with DART for expanding bus routes, over even a trolley line, that facilitates residents from across West Dallas, which is inherently a pretty vast geographic region, to reach the high-speed rail station.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed alignment was developed to minimize impacts to private property. An overarching goal is the creation of a seamless transportation system in which high-speed rail connects to other transit systems to easily move people throughout the region. NCTCOG will continue to work closely with DART to ensuring existing and future local/regional transit services can easily connect to the proposed high-speed rail station in downtown Dallas.

238	9/20/2023	Paula Hutchison	75208	Alignments and Right of Way	Online	This project will take property that homes are on for decades. Owners should be given new homes paid for in full along with moving expenses.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. Any property acquisition required for the proposed improvements would be conducted in accordance with applicable federal and state regulations such as the Uniform Relocation and Real Property Acquisition Policies Act of 1970 and Fair Housing Act. Property owners would be offered fair market value. Relocation assistance such as moving costs and certain related costs would be offered to displaced persons and businesses. During Phase 2, the study will identify properties that would need to be acquired. However, acquiring right-of-way is not a part of this phase of the study. Following completion of Phase 2, future steps in advancing the project (including identifying an implementing agency and securing project funding) will be required. We suggest you provide continue to provide comments and specifically identify the location of the property.
239	9/23/2023	Paul Kerpoe	76112	Traffic	Online	Is there any information available on the effects that high-speed rail trains have on adjacent freeways? It occurs to me that the grade level sections of the proposed route could be distracting to drivers along the way.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. We are unaware of any studies related to the effects of high-speed rail adjacent to a freeway.
240	10/4/2023	James B. Trachier	76118	Alignments, Economic Development and Traffic	Online	I'm commenting to say I fully support a Dallas-Fort Worth high speed rail corridor, and I would like to see this project incorporate a stop in Arlington in the entertainment district near Globe Life Field and AT&T Stadium. I hope NCTCOG will continue to advocate and prioritize this and other rail transit projects in our region. DFW is currently one of the fastest growing metro areas in the nation and may likely surpass Los Angeles in population by the year 2050 if current population growth trends continue. Regional high-speed rail, commuter rail, and other rail transit projects are absolutely vital to supporting the ongoing and future growth of the DFW/NTX region and providing adequate public transportation solutions for our area. Thank you NCTCOG for your continued hard work in bringing better public transit solutions to DFW!	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
241	10/5/2023	Leighton Weiss	75230	Environmental and Traffic	Online	I am in total support of high-speed rail connections between Dallas and Ft. Worth. I have found existing rail to be helpful to make the trip between cities during high traffic periods. High speed rail would do much more and specifically would alleviate highway volumes before and after major sporting events such as Texas Rangers and Dallas Cowboys game events provided stops close to game locations were provided. Thank you.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
242	10/6/2023	Steve Springfield	75208	Alignments and Economic Development	Online	Build DFW High-Speed Rail service between one station in the Dallas CBD and one station in the Fort Worth CBD. The route should be non-stop without a station in Arlington. Arlington can be served by building a station that is an extension of the TRE with all funds coming from the City of Arlington. Once leaving the two CBD stations the high-speed rail train's trip should not be interrupted by a third station therefore defeating the intent of high-speed rail	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed Arlington station would be located in the city's entertainment district and the corridor design concept includes the operational flexibility for trains to stop at the Arlington station or to pass through this station area via express tracks. Additionally, the Arlington station would need multimodal access to the attractions in the entertainment district, the community beyond, as well as DFW International Airport. Mobility 2045 Update, the region's long-range transportation plan developed by the North Central Texas Council of Governments, recommends a dedicated public transportation connection to/from DFW International Airport, with a stop at the Trinity Railway Express Centerport station, through the Arlington entertainment district to downtown Arlington/University of Texas at Arlington. While a mode has not been selected for this corridor (it could be an Automated Transportation System), this planned connection could serve the proposed Arlington high-speed rail station, getting people where they need to go.
243	10/7/2023	Paul Mcmanus	76226	Economic Development, Environmental and Traffic	Online	This planned high-speed rail corridor will be absolutely wonderful in helping to reduce car traffic, road congestion, and air pollution, as well as providing a terrific transportation option, and we need this corridor as quickly as possible as DFW continues to grow rapidly!	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.

244	10/24/2022	Chris Kleinert		Alignment		Hunt Realty Investments emailed a letter to Michael Morris as a formal regarding the track alignment options discussed in previous meetings, specifically Options 4A, 4B and 15A being proposed for the rail line between Fort Worth and Dallas. The letter requests the two aerial connections to the Dallas urban center (4A and 4B) be taken off the table, supports the below-grade connection (15A), and encourages exploring modification of the high-speed rail station or lines in Dallas.	Thank you for your comments. We will review your request to determine if it is still feasible to get to the High-Speed Rail station from the North. Translating, can your requested option you provided move from 70 feet off the ground to a subway elevation in the distance before your property. In addition, you may be eliminating the ability for us to purchase the Dallas County Criminal Justice complex.
245	12/5/2023	Russ Sikes		Other	Email	Hello Rebekah! I did not attend the Fall open house sessions, but am a long-time transit advocate, an interest that led me to co-found the local chapter of the Congress for the New Urbanism, CNU-NTX, way back in 2005. I have no extraordinary insights or suggestions to offer, but do want to add my voice in support of high-speed transit within our region. Whatever becomes of the Dallas-Houston "bullet train", a relatively high speed link between Dallas and Fort Worth would be beneficial in its own right. Thus it need not be coupled with that effort, even if that provided much of its original impetus. Because the DART light rail and other linked systems (DCTA, Oak Cliff trolley, McKinney Avenue Trolley) already form a web of connection on the east side of the metro, and the Fort Worth Transit Authority offers regional links and fairly good local transit via bus, a high speed link between the two would leverage ALL other systems, making them more accessible and therefore useful. This in essence is simply the principle in practice that adding connection nodes to any network multiplies the use of the entire system, making it synergistic. As a side note here, I would like to add that "high speed" need not be a 180 MPH train like the link from Dallas to Houston. Even an 80-120 MPH train would suffice to support rail traffic versus a car commute for many people much of the time. That technology is much cheaper and no doubt faster to implement too, so I believe the goal should be to achieve a rapid link that is better/faster than travel by auto, but with the two major downtowns only 35 miles apart, ultra high speed is not required. I hope we develop this link ASAP, as it would hasten the development of more such connection. (Austin-Fort Worth high speed for example). Thanks for "listening", and onward with progress!	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.
246	12/5/2023	Russ Sikes		Other	Email	Rebekah,Just an example to flesh out a comment in my prior email. I have a dental appointment near the Mockingbird/SMU DART station tomorrow, but I live in central Fort Worth. I will take the TRE to Dallas, then the Orange Line to my destination. However, this commute will take 92 minutes, while I could drive it in 55. Because we retired in Fort Worth a few years ago, I have the time on my hands to accept that trade-off, but busier people don't. (I know, because I was one for decades of career and family life before retiring!) If the high-speed rail connecting these cities were FASTER than travel by car, or even about the same, rail would certainly trump the auto. The commute, parking hassles, etc. are enough to dissuade one from driving, IF given an equally speedy and easier alternative. The problem now is that most transit by rail in DFW isn't. It takes longer. That's why a rail link that's only somewhat faster might be enough to tip the scales on the "train versus car" equation that most people actually use to make the transit decision. And if it tipped the time equation only a bit, it could engender a watershed shift that would increase ridership enormously on all linked rail systems throughout DFW.	Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration.

247	12/18/2023	Paul Wageman		Alignment	Email	Hunt wishes to reiterate its serious reservations with the proposed above-grade alignment of the Dallas portion of the contemplated Dallas-Arlington-Fort Worth high-speed rail project. From Hunt's perspective as a Dallas landowner and taxpayer, the proposed above grade alignment imposes significant risks and impacts on Dallas which must be avoided. These risks include, but are not limited to: • The uncertainty surrounding the future development of the proposed high-speed rail project, and the even more uncertain regional and statewide benefits it may possibly provide in the distant future, raise serious concerns about proceeding with an above grade alignment. With no certainty that the proposed high-speed rail line will ultimately lead to a broader state and national network, the negative impact on Dallas of an above grade alignment requires that an alternative alignment be considered; • The proposed above grade alignment would likely result in the destruction of more than 100 homes, businesses, and places of worship in West Dallas neighborhoods. It would conflict with the long awaited benefits of the Harold Simmons Park, a much-needed enhancement for the surrounding neighborhoods. An above-grade alignment would destroy a multitude of private properties, significantly reduce the powerful positive impact that the park will have on much deserving neighborhoods, and places an inequitable burden on the West Dallas community. Additionally, Martyrs Park would incur negative visual and sound impacts as a result of the proposed above grade alignment; • The proposed above grade alignment would have a devastating impact on Hunt's $5 billion development of its Reunion property. The highly speculative nature of the proposed high-speed rail project between Dallas and Fort Worth has already cast a shadow over the development, which is intended to be delivered contemporaneously with the new Kay Bailey Hutchison Convention Center ("KBHCC"). The lack of certainty that a high-speed rail line will be built, and the uncertainty that it would connect to high-speed rail lines leading elsewhere in the state, will unnecessarily delay construction of Hunt's Reunion development and likely impose additional complexity, construction time, and development cost on the new KBHCC. The proposed above grade alignment will lead to significant environmental and economic impacts, including a loss of tax base and job creation. As Hunt has previously communicated to you, its concerns relating to West Dallas, Downtown, the new KBHCC, and Reunion property can be mitigated or possibly even eliminated by: • Rotating the proposed Dallas high-speed rail station or slightly relocating it such that an above-grade alignment would avoid West Dallas, the new KBHCC, and Reunion property; • Connecting the proposed alignment from IH-30 to the proposed Dallas high-speed rail station by an underground tunnel, not dissimilar to the proposed tunnels in Arlington and Fort Worth, so as to avoid negative impacts to West Dallas, Downtown, and the new KBHCC. Hunt respectfully requests that Phase 2 of the National Environmental Policy Act ("NEPA") process consider the two alternative alignments described above. Hunt appreciates you considering its concerns for its property and the City of Dallas. We look forward to continuing to work with you during the NEPA process.	High -speed rail has uncertainty. The Dallas to Houston line may be built by AMTRAK and it may not be. We are all awaiting their decision. Dallas-Arlington-Fort Worth has uncertainty. We have not even entered the environmental phase. The above grade station was established long ago and supported by the City of Dallas. Until recently, everyone has supported a one seat ride to the approved Dallas station. You have received the methodology that is being performed as requested, to review a subway station (Option 2). A comparison of the one seat ride will be compared to the "17 story" elevator complex that will be needed for the subway request. I take offense of the 100 displacements anticipated in West Dallas. Other persons have called and claim "your side" is saying 300 displacements. We don't even have an alignment. What is your source for your number? It is not from us. I believe our final number will be closer to 12 and we may be asked to replace the jail system complex creating a much higher economic value for Dallas. The purpose of the environmental is to study the impact to communities as well as parks. That is why you do an environmental study. The study will explore your claims. Since you are speaking for the Convention Center, remember our alignment was selected long before the Convention Center wished to cross over "the rail district" alignment and in front of our alignment and they have been supportive in all meetings to date. Again, they have been supportive in all meetings to date. Your development is the only development requesting a new alignment. We are looking at possible land trades in West Dallas for greater West Dallas economic development. In hundreds of meetings over three years, it is amazing you have not engaged much sooner. I see little evidence in our study of earlier input and even less in the Dallas to Houton effort, were you are now requesting a new location. As you know, the City of Dallas decision for the Hub station is at Union Station and we have a new concept to seamless integrate AMTRAK at-grade into the high-speed rail station (Option 1B). A similar effort is going on in Chicago. I hope you will listen to other win-win concepts being proposed, since they will impact Union Station in some possible beneficial ways. We don't even know the final Convention center layout. Under separate cover, we are already looking at the subway station (Option 2). In addition, we will look at "relocating/reorienting" the Dallas High-Speed station in Dallas. That will be third option.I would look at ways to maximize the benefits of the Hub and High-Speed rail. That will be Option 1 A and B. I will continue to seek solutions that benefit all parties, both public and private, both user and bystander. Again, the Options are: 1A: The general location of the current alignment (One Seat Ride) 1B: 1A plus Hub Access enhancing downtown economic development 2: Subway with elevator interface 3. Reorient/relocate Dallas High-Speed Rail Station

Comment No.	Date	Stakeholder	Zip Code	Topic	Source
248	1/2/2024	Katherine Homan	75208	Right of way	Online
249	1/11/2024	Katherine Homan	75208	Right of way	Online
250	2/6/2024	Katherine Homan	75208		Online
251	4/1/2024	Phyllis Silver	75001	Other	US Mail

252	4/15/2024	Katherine Homan	75208	Alignment	Email
253	5/14/2024	Gary Hennessey			Online
254	5/21/2024	Martin Rios	75208	Alignment	Online

255	5/21/2024	Martin Rios	75208	Alignment	Email
256	5/21/2024	Martin Rios	75208	Alignment	Email
257	6/6/2024	N. Norman			Online

258	6/18/2024	Jeremiah Traylor		Alignment	Email

Comment
Is the project tied up with property acquisition?
Regardless, then, of how much ROW that you already have, property acquisition is STILL the hold up! What is the timeline for Phase 2? Is identifying an implementing agency and securing project funding at least partially underway now, in order to be ready to proceed once Phase 2 completed?
Since the purpose of high speed rail is high speed without stops along the way, no interruption should occur in Arlington. Also, since Arlington historically has voted to not provide a public city bus system and voted to not join a regional public bus system or regional train system, I think if Arlington wants to interrupt our high speed train, then Arlington should pay 100% of the ability to do so. That would include the station construction and future maintenance costs, the equipment cost to stop and start the train, and the cost to get riders to and from their spread-out sport stadiums and college campus. Thank you for your consideration in this regard.
I am familiar with the high-speed rail project between Dallas and Fort Worth that COG has been studying and trying to implement for the last few years. In addition, for several years (before the discussion of the Dallas to Fort Worth Rail and prior to this studying the alternative modes of high-speed travel between the two cities) I had been reading about high-speed rail between Dallas/Fort Worth and Houston. This was being spearheaded by a private organization, I believe Texas Central. Now more recently, I have been hearing about controversy over the touting of high-speed rail in the vicinity of Dallas' EBJ Union Station. This discussion seems to include both the Dallas to Fort Worth high-speed rail and the DFW to Houston high-speed rail. Can you clarify what transpired? Is the route to Houston still being developed by a private company? Is COG now involved with both routes? I would appreciate a summary of the current situation and developments leading to it. Thank you.

Since we have communicated before, I am hoping you can comment on the following points concerning the high speed rail project as it relates to the Reunion
Project reported in the DMNews article included below. Keeping mind that: The new high speed route comes close but misses the mark (Reunion Station).
The Oak Cliff streetcar comes close but misses the same mark (Reunion Station). The future Dallas-Houston high speed train comes close but misses the same mark
(Reunion Station). I thought the (1) plan was to connect Reunion Station with its counterpart in Ft. Worth. (2) the train traveled at grade (not elevated), at regular speed (fast speed, not high speed), (3) along the existing RR right-of-way (the existing trestle over the Trinity, Beckley, and through West Dallas) until the train got beyond residential areas (beyond Hampton, Westmoreland, or Loop 12). Then, (4) beyond a road (Hampton, Westmoreland, or Loop 12) the track elevates and the train travels at high speed until it reaches Ft. Worth's loop road. Consequently, there seems to be no need for an elevated walkway, subway, elevator, and demolition of the front part of the existing Hyatt hotel. Moreover, the proposed route seems to have no connection with Reunion Station. Kindly help in clarifying and aligning all these disparities please?

With respect to High-Speed Rail. Are there any limitations to the number of entities that can be combined to create this rail throughout Texas? Is there a comprehensive evaluation of all transportation throughout NCT area showing how much can be saved on DFW Airport expansion by building HSR? For example, with no rail in 20 years DFW will have to triple in size, with HSR DFW will only have to double the gates.

I would like to know how this project will impact my property.

Hello. I got your email address from the Local Motion monthly email newsletter. I am interested in getting more information about the Dallas-Fort Worth High-Speed Connections Study. Is there a mailing list associated with this project, or a person within NCTCOG I could contact specifically with questions about it?

Thanks for your reply. Could you send me a map of the proposed Dallas to Fort Worth High Speed Rail project alignment? I am looking at this document: https://www.nctcog.org/getmedia/3a832117-7376-4788-beea-36217fb3da8f/OpenHouseSummary23.pdf. On Page 363 it shows the "DALLAS: FINAL ALIGNMENT". Looking at that alignment it sure shows like (address) would be directly impacted. I have highlighted the property on the map. See attached. On this document also appears an appendix of "MEETING NOTICES AND CONTACT LISTS" where my name appears on page 211. I don't recall receiving any notice about this project before. Would you happen to know why?

I attended a recent NCTCOG transportation meeting regarding high speed rail. One statement during the meeting was how inefficient it is to fly passenger airplanes between Dallas and Houston. I agree that flying passenger aircraft is very inefficient. It takes a lot of fuel to get 150,000 pounds off the ground and travel that distance. Also there is the cost of aircraft, flight crews, maintenance, airports, etc. To me, this raises a question. Has a side by side comparison been done that actually compares the proposed rail system overall cost to the existing aircraft system? I would appreciate your clarification on these points.

For the Fort Worth to Dallas hrs, the TRE alignment was ruled out for consideration why? Upgrading the alignment to hrs capabilities with a top speed of 150 - 180 mph would be not only the cheapest way for Texas to get high speed rail before California it would also be the best configuration for high speed rail in the lone star state. Hope to hear back.

Response
Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As proposed, the project is located predominantly within existing transportation right-of-way, within the I-30 corridor, substantially reducing the need for additional to purchase right-of-way for the corridor. During the current phase of the study (Phase 2), specific properties that would need to be acquired for the project will be identified. However, acquiring the right-of-way is not a part of this phase of the study. Following completion of Phase 2, future steps in advancing the project (including identifying an implementing agency and securing project funding) will be required.
Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed high-speed rail station in Arlington would only be constructed if the city joins or implements transit service.
Responded by phone on April 1, 2024, per request.

Again, thank you for your continued interest and comments on the Dallas-Fort Worth High-Speed Rail Project. The proposed project is a high-speed passenger rail line on an exclusive guideway and would be separated (vertically and horizontally) from all roadways and other rail lines. This will allow the trains to operate at high speeds (up to 160 miles per hour) with a travel time of less than 25 minutes between downtown Dallas and downtown Fort Worth. In Dallas, the project would connect to the Dallas High-Speed Rail Station planned just south of Cadiz Street, east of Riverfront Boulevard. At this station, the rail platform is approximately 75 feet above the ground. This station location and elevation received federal approval as part of the Dallas to Houston High-Speed Rail project in September 2020. In west Dallas, the proposed high-speed passenger rail line to Fort Worth would be just to the south of the existing Union Pacific Railroad. This railroad is owned by a private, for-profit company. It is a major transcontinental freight line and carries 40+ freight trains a day. Because of its private ownership, high number of trains, and safety considerations, it does not have the capacity to serve as a passenger rail line.
There hasn't been a statewide study conducted as mentioned. However, there are plans for a joint economic study between the cities of Dallas, Arlington, and Fort Worth regarding the currently planned high-speed rail. The focus of discussion seems to be on an impact study for either DFW or Love Field. Although the study has not yet begun, we have a good idea of the travel patterns, both within the state and nationally, which could facilitate such a study. High-speed rail offers an efficient alternative to short-haul aviation, such as Houston to Dallas, which was previously served by frequent flights. This allows airlines to focus on longer-haul flights while high-speed rail handles regional intercity trips. Urban areas can rely on light rail, commuter rail, and bus systems for local transportation needs. The region's expansion, including DFW Airport's Terminal F and Love Field's potential additional services, indicates the area's significance not only as a destination but also as a transfer hub. While the region presents a promising market, the decision to build high-speed rail ultimately rests with entities that will determine if potential demand justifies the cost. This puts the initiative in a position for further evaluation and serious consideration by those responsible for its construction and operation.
Thank you for reaching out about our Dallas to Fort Worth High-Speed Rail Study. I saw you also emailed a question to another NCTCOG staff member, so I have replied to that email. You can respond to me directly, Rebekah Gongora, at rgongora@nctcog.org. Please provide your address so we can answer your question. Follow up: Under the current

proposed Dallas to Fort Worth High Speed Rail project alignment your property would not be directly impacted. However, a final decision on the alignment is dependent on the completion of the National Environmental Policy Act (NEPA) process, which includes public meetings. A final decision on the alignment is anticipated in the Spring of 2025. That decision will involve input from the community (e.g., residents, property owners, businesses) and elected officials.
Thank you for reaching out about our Dallas to Fort Worth High-Speed Rail Study. Our NCTCOG project website for the study can be found at: www.nctcog.org/dfw-hstcs. You can sign up to receive updates on that page or here: NCTCOG PIMA Public Forms (nctcogoutreach.org). I did see you entered a question in our system asking about how the property affects your property. I'm happy to provide you with information if you would like to provide your address. Also, let me know if you have any other questions.
I have gathered some additional information for you. The map online (page 363) that you referenced is the Dallas to Fort Worth High Speed Rail final alignment that is moving forward through the environmental (NEPA) analysis. During the NEPA process, we'll have opportunities for input, so although it is the final alignment that is going through the process, it may not be the final alignment that we see at the end of the process. This "final" alignment for NEPA isn't final until it is presented at the public hearing toward the end of the environmental analysis process and goes through all the final steps. Additionally, although there may not be acquisition concerns for your property, there is potential for noise/vibration and visual effects. You also asked about the contact list (page 211). In advance of public meetings in 2023, we sent meeting notices to the adjacent property owners within a half mile of the proposed alignment to make sure we got the word out. The invitation to the open house associated with your name was sent to (address) on August 16, 2023. This was the mailing address in the Dallas Central Appraisal District records. Please let us know if you'd like us to add a different address for future meeting notices.
Thank you for your comments. To answer your question, no, there is not a side-by-side comparison of the overall costs associated with flying vs high-speed rail between Dallas and Houston. However, Texas Central has developed some comparisons related to emissions and other factors. For more information, visit https://www.texascentral.com/ridership/ and https://www.texascentral.com/facts/.

The TRE terminates in downtown Fort Worth and downtown Dallas. The slow speed of TRE (65 minutes end-to-end) makes it an unsuitable substitute for high-speed rail, which will travel the same distance in 21–25 minutes. Only 5% of TRE riders travel end-to-end, with the vast majority utilizing the eight midpoint stations. Due to limited right-of-way width, the current TRE corridor could not support parallel TRE tracks and high-speed rail tracks. Replacing the TRE with high-speed rail would eliminate TRE service to midpoint stations, cutting off access for thousands who currently rely on the service. The curves of the current corridor alignment would also drop the maximum speed of high-speed rail to approximately 120 mph, even without midpoint stations. For TRE and high-speed rail to coexist on the same alignment, completely new tracking would have to be built and significant amounts of right-of-way would have to be acquired, ultimately equating to the time and cost commitments of constructing an entirely new rail corridor. High-speed rail along the TRE corridor would also not provide direct access to the Arlington Entertainment District or be co-terminus with the federally approved Dallas high-speed rail station, eliminating the benefits of the “one-seat ride” from Fort Worth to Houston. In summary, upgrading the existing TRE infrastructure to "higher" speed rail standards (up to 125 mph that still allows for at-grade crossings per the Federal Railroad Administration [FRA]) would eliminate the current TRE service to intermediate stations and is likely infeasible considering the significant freight traffic that utilizes the corridor. Upgrading the TRE corridor to allow for high-speed rail (> 125 mph that must be grade-separated per FRA) with additional grade-separated trackage would require significant ROW adjacent to the existing TRE corridor and is likely infeasible through uptown and downtown Dallas. The I-30 corridor is less impactful than a grade-separated TRE corridor for high-speed rail based on our study findings in Phase 1 (see link to Phase 1 report: https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Fgetmedia%2F092e63df-98c2-46c6-a24c-fab4036c3656%2FPhase2_FAQs_May24.pdf&data=05%7C02%7CRGongora%40nctcog.org%7C26dbc120453d46f0f0d208dc8fbf3d91%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C638543298751420308%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=U%2FvrWcobZW%2FRbh%2Fz5N7l1gQONaJt8bL7yhO5xwUmol4%3D&reserved=0).