

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process

Miles Matter Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Sept. 9, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogSept24. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 318 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process – **presented by Brendon Wheeler/Rebekah Gongora**
- Miles Matter Program – **presented by Natalie Bettger**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogSept24.

Summary of Presentations

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process presentation:
https://www.nctcog.org/getmedia/b6b62ecd-7fe6-4f2d-bebd-29cfd5da9df3/Dallas-Fort-Worth-High-Speed-Rail_Advancing-Environmental-Process.pdf

The High-Speed Transportation Connections Study traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Eules, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, including alignments and technology
- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in the National Environmental Policy Act (NEPA) process. Environmental reviews are conducted during this phase to assess the potential environmental implications of the proposed actions. Once this process is completed, NCTCOG will be able to investigate financial and operational options through public/private partnerships for implementation. Additionally, TxDOT is conducting a study on IH 30 between IH 35W in Fort Worth to Cooper Street in Arlington. The study is currently in the alternatives analysis phase, where improvement concepts are being evaluated. Future phases will include the development of a design schematic, an interstate access justification report and environmental studies. Public involvement opportunities will be available throughout the study process. TxDOT aims to achieve environmental and federal approval by the end of 2027.

Since 2020, 300 meetings have been held throughout the region related to high-speed rail. This includes public meetings, open houses and working group sessions, as well as coordination meetings with federal and State agencies. Additional engagements include a technical forum, discussions with transportation agencies and railroads, meetings with city and elected officials, stakeholder interviews and community group meetings.

The next steps for the study include advancing engineering for the western alternative in downtown Dallas and continuing stakeholder coordination. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcog.org/dfw-hstcs.

Miles Matter Program presentation:

<https://www.nctcog.org/getmedia/805a36ff-631b-437f-b245-e6c85d4f5e6b/Miles-Matter-Program.pdf>

The Miles Matter Program is an incentive program for travel behavior that uses the GoCarma app to promote high-occupancy vehicle (HOV) travel, congestion avoidance and off-peak travel. The program coincides with transportation policy objectives and provides personalized rewards. Drivers gain points for desired travel habits, which can then be redeemed for gift cards.

The program has evolved over time, commencing in 2006 with the establishment of the NCTCOG Regional Transportation Council (RTC) Tolloed Managed Lane Policy, which first implemented manual HOV verification while examining automated verification options. TxDOT and NCTCOG signed a deal with Carma Technologies in 2017 to implement occupancy detection using the GoCarma app, which went live in 2020. The GoCarma app simplifies the HOV discount process for drivers in the 120-mile TEXpress Lane network. The software uses proximity detection with Bluetooth Low Energy (BLE) and GPS to automatically verify HOV status in real time, removing the need for roadside enforcement. The system has processed over 5.4 million toll transactions, certifying the HOV status of over 75,000 cars in the Dallas-Fort Worth area. The software is completely transparent about transactions, and strong privacy protections are in place to secure user data.

The Miles Matter Program launched in September 2024, with approximately 500 participants drawn mostly from existing Carma users. Participants will earn points by completing surveys, taking odometer readings and driving on IH 35W during specific hours. The project is expected to conclude in December 2025.

For more information or to participate, visit www.gocarma.com/dfw.

COMMENTS RECEIVED DURING THE MEETING

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process

Michael Ilagan, Citizen

A. Dallas City Council resolution

Comment: I didn't quite pick up why the Dallas City Council made a resolution to move that rail alignment. My biggest concern as a Dallas resident is how do I access this train? I know exactly how to access the TRE and DART, but I don't see how this train connects to either of those right now. Do I have to take an Uber or a Lyft to get to the Cedars or do I have to drive to the Cedars? It might be easier for me just to take the TRE to get to Fort Worth than to take an Uber or a Lyft or drive and find parking down in the Cedars. It just seems like a comedy of errors at some point.

Summary of response by Brendon Wheeler: From city council meetings and our discussions, there's concern that a 70-foot viaduct would further divide that part of downtown and hinder development, including the new convention center. There's also a negative view of the infrastructure costs. You're right about the connectivity to the approved Dallas high-speed rail station, which is about two-thirds of a mile from Union Station. There are no planned connections beyond sidewalks and street links. In 2020, the city studied moving Union Station services to a new multimodal center at Lot E but decided to keep Union Station as the hub. More discussions will follow to close the gap between the rail stations.

B. Rail connectivity

Comment: These solutions are going to hurt ridership if there is not better connectivity to something. I never go to the Cedars frankly, and I've lived here for 18 years. I don't know what kind of parking they have down there, but if they're not going to connect it to anything, they had better have a lot of parking. I guess that means I must drive through traffic to get to that spot to get to Fort Worth, which, you know, at some point it is about the same as the TRE.

Summary of response by Brendon Wheeler: Thank you for your comment. As a project team, we understand there's a lot of work to be done to make sure things outside of this project come together to form a cohesive transit system experience. Otherwise, like you said, no one will use it regardless of how much it costs.

C. DART GoLink System and connectivity solutions

Comment: I have one suggestion. In addition to applauding the effort here, regardless of how it ends up, you know, DART has just implemented a new GoLink system that gives users a car service to get from a point to a train station. So, one of the connectivity solutions may be for me to lobby Dart to get a GoLink car to take me from Union Station to your Cedar Station. But my point is that maybe there are existing solutions. It might help alleviate some of my anxiety over how to use this thing if it ever gets there.

Response by Natalie Bettger: Thank you for your comments.

Sydria James, Citizen

A. Ticket prices

Question: If, in the future, a new form of public transit connects to downtown Fort Worth, but you're commuting to Arlington, would it be economical to use that? Or would it be like taking a 30-minute flight?

Summary of response by Brendon Wheeler: NCTCOG's role is to plan the corridor. We're not operators, so I couldn't speak to what ticket prices could be. I know between Dallas and Houston, Texas Central has maintained ticket prices will be competitive with airfare, somewhere in the range of 80% of an airline ticket between Dallas and Houston. If you look at Florida's Brightline, ticket prices vary based on monthly packages, the time of day you're traveling or if you want the premium car or the north car. So, between Fort Worth to Arlington or Fort Worth and Dallas, it's hard to say what the ticket prices will be. I imagine they're going to be more expensive than TRE tickets. TRE provides commuter service, where high-speed rail is intended to provide inner city connectivity. That's not to say you can't use high-speed rail to get to a Cowboys game in Arlington. It'll probably depend on what you're trying to do and if it fits into your personal life.

Adrian Enriquez Sanchez, Citizen

A. Development in rural communities

Question: Are there any proposed projects or potential developments to connect slightly more rural communities to these urban areas like Dallas and Fort Worth? I'm asking specifically for Corsicana, Fairfield, Palestine, Jacksonville, etc.

Summary of response by Brendon Wheeler: Currently, not to my knowledge. These conversations along the Dallas to Houston corridor would be better handled by Amtrak and Texas Central. The more stations a high-speed rail has, the slower it travels. Globally, high-speed rail systems often balance express routes with those that make more stops. For example, the Beijing-to-Shanghai line in China has express trains and others that stop more frequently. It's an economical decision from an operator's standpoint. As far as I know, Amtrak and Texas Central haven't indicated plans for additional stations.

Phyllis Silver, Citizen

A. Project feedback

Comment: Brendon, you and your team are doing a great job. I realize that there are still a lot of loose ends, but to me personally, it is very inspirational that with all the negative comments and roadblocks, you all come up with so many different alternatives. The project's engineering is also very inspirational. I truly believe that even with all the obstacles, you all will come up with a way that's mutually agreeable to everybody.

Summary of response by Brendon Wheeler: Thank you. We appreciate your comment.

Ally Surface, Citizen

A. Job preparedness and construction impacts

Question: What types of jobs should we as school districts prepare our students for in reference to this project? How will this construction impact our families in the Eagle Mountain, Saginaw and Blue Mound area?

Summary of response by Brendon Wheeler: This is a regional project., From the outset, we believe three high-speed rail stations in the metroplex and the connectivity that it offers to statewide systems really is a nexus not unlike DFW airport back in the seventies. From that standpoint, I think the whole region benefits. The project impacts do not directly extend that far to the north or the west. The farthest west of this project is downtown Fort Worth and then along the IH 30 corridor to Arlington. Then there's the Dallas to Houston corridor that extends south of Dallas towards Houston. No direct project impacts, but I think economically the sky's the limit. According to research from international examples, high-speed rail, especially when connected to transit systems, promotes economic development at transit system stations, even if they are many miles away. This is due to the inner-city access and the inner region access that high-speed rail provides.

Andy Taft, Citizen

- A. Project feedback

Comment: Connecting Fort Worth and Arlington to the high-speed rail project is critical. Many thanks to all who are keeping this aspect of the project front and center.

Summary of response by Brendon Wheeler: Thank you for your comment.

Mark Wolf, Citizen

- A. Transit for short distance

Question: For such a short distance (Fort Worth to Dallas) why force high speed? Why not just run a dedicated, nonstop TRE timed to the HSR arrival from Houston and not be so complicated about it?

Summary of response by Brendon Wheeler: For a brief response, I'll note an early commenter's point about the connectivity between Union Station and Dallas high-speed rail station. That's two thirds of a mile on city streets and we're expecting riders from all walks of life to use the service. So, from that aspect, creating a seamless connection is important. A dedicated TRE service really connects Dallas and Fort Worth better than it is today, but the purpose of this project isn't to connect Dallas to Fort Worth, it's to provide inter-regional access to downtown Dallas, Arlington and Fort Worth to the rest of the State. The inner-city movement is critical for this one-seat ride.

Olin Jaye, Citizen

- A. Project's current roadblocks

Question: What is the remaining major roadblock to the Texas Central Partners - Dallas to Houston? The remaining right-of-way acquisition or political resistance in Grimes County and Texas?

Summary of response by Brendon Wheeler: Since NCTCOG oversees the Fort Worth to Dallas piece, I don't know that we can speak too much to the Dallas to Houston segment. I know Amtrak is continuing to advance their partnership with Texas Central and they're finishing up their due diligence on that planning work. I can't really speak about any future hurdles. I do know they have an environmentally clear document, are working on their funding package, own some of the right of way and are looking on how best to advance that project.

Teresa Moore, Citizen

A. Project feedback

Comment: I am excited about this opportunity to expand transportation options for all of our new residents, visitors and students!

Summary of response by Brendon Wheeler: Thank you for your comment.

Michael Weiss, Citizen

A. Construction costs

Question: How are you planning to pay for the high-speed rail connection if it is constructed? Will the riders pay for all of the construction and maintenance costs, or will it be up to Cities to heavily subsidize it with higher taxes?

Summary of response by Brendon Wheeler: This ties into an earlier question about ticket prices. High-speed rail starts to operate much more like an economical supply and demand model, much like our flights do. When it comes to flights, a lot of those are paid for through ticket prices. High-speed rail, however, can generate a lot of value at the station locations. We have examples from around the world. If you look even at Brightline in Florida, as I mentioned, the value for high-speed rail is provided in the land development opportunities. We're going from an origin to a destination, so those destinations are really where the value of the transportation mode is gained. So, for private operators around the world, they're seeing the benefit in owning, investing and developing as destinations and as a multimodal connectivity point to provide seamless access. Ticket fares do not cover the full cost of the infrastructure. We believe the development of the station really leverages a lot of that funding revenue. Between Fort Worth and Dallas, we don't expect this to be a fully public enterprise. California's high-speed rail system is going the full public funding route. As I mentioned, Brightline West is mostly private with some government loans and grant funding. We expect that this project between Fort Worth and Dallas will be somewhere in the private/public partnership area, where some funding may be public and a lot more of the funding coming from the private sector.

Ann Zadeh, Citizen

A. Community involvement

Comment: There've been a couple questions from audience members about places they can go to advocate for some of the things they're looking for. There's an organization in Dallas called DATA, the Dallas Area Transit Alliance. There is an organization in Tarrant County called Sunrise Movement. There are lots of opportunities to get involved.

Summary of response by Natalie Bettger: Thank you for your comment.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL,
SOCIAL MEDIA & MAIL**

Email

Ernest Stokely, Citizen

I am writing to express my strong support for public transportation. As we now approach gridlock with our auto-centric transportation corridors, it is more important than ever that we seek and support innovative alternatives of public transportation. It may be that the future lies in multiple modes of public transportation, or we may coalesce around one or two major modes. Whatever the direction, we cannot keep adding private autos onto the roads as the solution to our transportation needs. Innovation must be the key. I strongly support your efforts in North Texas.

Emily Williams, Citizen

Thank you for your work to ensure that North Texas is not left behind on high-speed rail! What considerations will be made to increase availability for UT Arlington students to commute to-and-from the possible Arlington station? As a UTA alumnus, I previously utilized the MAX bus system from Centreport Station to UTA campus and was saddened to find it was discontinued. I hope future students will have the opportunity to utilize public transportation to attend UTA.

Response by NCTCOG Transportation Staff:

Thank you for your interest in high-speed rail between Dallas and Fort Worth. We received your comment and question last month asking what considerations would be made to increase availability for UT Arlington students to commute to and-from the possible Arlington station.

We are aware of the importance of last-mile connections between station areas and final passenger destinations and are committed to developing connectivity solutions as this project becomes a reality. Access to stations, including the planned station in Arlington, is being considered in more detail as part of the NEPA process in coordination with local authorities. Station access would be multimodal and include opportunities for vehicular, bus, rail, bicycle, and pedestrian connections. Accommodations for rideshare services like Arlington's On-Demand service, Uber, and Lyft would also be developed.

Let us know if you have any other questions and you can always view project information online at www.nctcog.org/dfw-hstcs.

AJ Austin, Citizen

Hello, great presentation and thank you for your dedication to this project!
Comment 1-To reiterate the main point of concern for the traveling public- the high-speed rail routing and station in Dallas MUST be addressed. The high-speed train must use the EBJ Dallas station- nobody is going to walk 2/3 of mile in the Texas summer. Having to call an Uber or a bus is not seamless, pleasant nor cheap! This will further encourage the "one-seat ride" process and encourage an easy transfer to local and regional rail (TRE and DART).
Question 1-Is there any serious discussion to extend the TRE to Weatherford, TX along the UP mainline routing? The growth of Northern Texas will continue westward. (think park-n-ride).
Question 2- Is there any serious discussion to extend the TEXRAIL (or TRE) southward towards the medical district and/or Crowley/Burleson (think a park-n-ride).

Response by NCTCOG Transportation Staff:

Thank you for your interest in high-speed rail between Dallas and Fort Worth. We received your comment and questions and have provided responses to each below:

- Comment 1-To reiterate the main point of concern for the traveling public- the high-speed rail routing and station in Dallas MUST be addressed. The high-speed train must use the EBJ
- Dallas station- nobody is going to walk 2/3 of mile in the Texas summer. Having to call an Uber or a bus is not seamless, pleasant nor cheap! This will further encourage the "one-seat ride" process and encourage an easy transfer to local and regional rail (TRE and DART).

Thank you for your comment. The station location was determined by Texas Central's Final Environmental Impact Statement, approved in 2020 by the Federal Railroad Administration. NCTCOG is currently studying and reviewing many options for seamless connections between the Dallas station and nearby transit stations, attractions, and activity centers; some of these pedestrian connection options may change based on differing alignment alternatives. These connection options may include improved walkways, transit services with schedules aligned to the high-speed rail train arrivals and departures, and micromobility services.

- Question 1-Is there any serious discussion to extend the TRE to Weatherford, TX along the UP mainline routing? The growth of Northern Texas will continue westward. (think park-n-ride).

There are not currently any plans to extend the TRE or offer any other passenger rail service between Fort Worth and Weatherford. However, NCTCOG plans to initiate the Western Regional Transit Study in 2025. This study will assess transit options, including bus and rail services, and provide recommendations for services in the western Tarrant County and eastern Parker County areas. This effort will look to address the ongoing and increasing development growth in those areas and recommend solutions, including transit opportunities, for this part of the region.

- Question 2- Is there any serious discussion to extend the TEXRAIL (or TRE) southward towards the medical district and/or Crowley/Burleson (think a park-n-ride).

Yes, NCTCOG is supporting Trinity Metro who is currently working on the extension of TEXRail to a station southeast of T&P Station. This station will serve the medical district and broader Near Southside area. For more information see: TEXRail Extension - Trinity Metro (ridetrinitymetro.org) NCTCOG's long-rang transportation plan, Mobility 2045 Update, includes long term plans to extend the TEXRail further to southwest Fort Worth near Benbrook Lake. In addition, there is a recommendation to extend regional rail in the Plan that would connect downtown Fort Worth to Cleburne, with a potential stop in Burleson. These recommendations can be explored further in this web map: Mobility 2045 Update Recommendations (arcgis.com)

Thank you and let us know if you have additional questions.

Julie Villaescusa, Citizen

Please see attachment 1.

Website

Rob Severance, Citizen

Thank you for the information.

Michael D Ilagan, Citizen

I'm concerned about the location of the station in Dallas. I'm not sure the business community will travel south of downtown to catch a train. Will the DART stop at the train station for high-speed rail? If Dallas residents on the north side find station access inconvenient, ridership will suffer. And I might just stick with taking the TRE since it has stops on the north side of Dallas.

Response by NCTCOG Transportation Staff:

We received your comment and question from the NCTCOG September public meeting and have provided a response below:

- I'm concerned about the location of the station in Dallas. I'm not sure the business community will travel south of downtown to catch a train. Will the DART stop at the train station for highspeed rail? If Dallas residents on the north side find station access inconvenient, ridership will suffer. And I might just stick with taking the TRE since it has stops on the north side of Dallas.

DART has two current light rail stations near the planned Dallas High-Speed Rail station in addition to Eddie Bernice Johnson Union Station, the Convention Center Station and the Cedars Station, both serving the Red and Blue Light Rail lines. The high-speed rail station location was determined by Texas Central's Final Environmental Impact Statement, approved in 2020 by the Federal Railroad Administration. As part of the Dallas-Fort Worth High-Speed Transportation Connections Study, NCTCOG is currently studying and reviewing many options for seamless connections between the Dallas station and nearby transit stations, attractions, and activity centers; some of these pedestrian connection options may change based on differing alignment alternatives. These connection options may include improved walkways, transit services with schedules aligned to the high-speed rail train arrivals and departures, and micromobility services.

Facebook

1. High-speed rail and travel behavior study for review/comment. — NCTCOG Transportation Department



Having a public transit meeting, in the largest city in the U.S. without public transit. Way to be accessible haha — Matthew Banks

Matthew Banks Hi Matthew, the meeting will also be accessible online at publicinput.com/nctcogSept24 where people can participate by phone, email or the website. A live recording will also be available after the meeting, and the comment period is open until October 8. We also offer this accommodation: Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app! Download the app at: www.arlingtontx.gov/ondemand. — NCTCOG Transportation Department

Matthew - Ok well I guess the NCTCOG Transportation Department told you. What's more hypocritical is that their office is located in the largest city in the United States that does not have mass transit. That way they can all tell people, "Do as we advise but not as we do." — Rob Dentremont

Rob Dentremont Your statement is a lie. Arlington taxpayers are forced to fund THREE DIFFERENT FORMS OF 'PUBLIC TRANSIT': HandiTran 'Arlington On-Demand' (the taxpayer-funded door-to-door TAXI) 'Mavs Mover' (UTA student vans) — Mi Licater

Mi Licater which one do I use to get to Globe Life Field and AT&T Stadium from a DART station? — Rob Dentremont

Rob "Arlington On Demand" — Mi Licater

Mi Licater I'm sorry, I don't consider Uber variants public transit. Also, if people being able to travel without cars triggers you this much, be thankful you weren't born in the 19th century 🙄🙄 — Matthew Banks

Mi - You called my bluff, good job. I will never use that service, but I hope it provides close to as much value as it consumes. Probably not, I get it. But I have faith in DART...as a kid in the northeast, mass transit was a big help. Not an easy problem to solve here. — Rob Dentremont

NO, WE ARE TAXED ENOUGH ALREADY. — Mi Licater

The question always ... who picks up the tab ... I might go public transport ..it has to be way cheaper than it would be for me to drive my car (even excluding maintenance). Also, it would need to go to burbs at least 10 times ..back and forth ... 5a 6a 9a 4:30p 5:30p 9:30 10:30. That way public tx could be used to go to work from the burbs — Harry Higley

Instagram –

1. High-speed rail and travel behavior study for review/comment. — NCTCOG Transportation (@nctcogtrans)



Why is a public transit meeting being hosted in a city completely without public transit?
— Matthew Banks (@matthew.banks.3762)

2. @nctcogtrans will be holding a public meeting to discuss the Dallas-Fort Worth high-speed rail and Miles Matter Program. The Miles Matter Program is a system that aims to engage 500 people who travel along the IH 35W corridor. The first round of participants will begin September of 2024. Participants will be offered incentives to adjust their commute time outside of the peak travel period. Need a ride from CentrePoint Station? Request a round-trip ride for \$6 with the Arlington Transportation App. For more details, including online surveys related to this meeting and online accessibility, check out Stories/Linktree. #parkandride #arlington #fortworth #publictransportation #dallastransit #highspeedrail — Walkable Fort Worth (@walkablefortworth)



Mail

Phyllis Silver, Citizen

Please see Attachment 2 for comments submitted via postal mail.

Questions for September 9, 2024 NCTCOG HSR Meeting

Please answer these questions on the proposed Dallas – Fort Worth High-Speed Rail project.

Question 1

Your Grant Application contains the following:

A growing workforce trend is the increasing prevalence of the “super-commuter.” In its 2012 publication, “The Emergence of the Super-Commuter,” the New York University Rudin Center for Transportation defined super-commuters as individuals who live beyond the census-defined combined statistical area of their workplace. This includes commutes of more than 90 minutes or 180 miles from home.

In 2009, Harris (Houston) and Dallas (Dallas) Counties ranked first and second, respectively, as the top U.S. counties for super-commuting. Super-commuters accounted for 13 percent of the workforce in both counties. Of this super-commuting population, approximately 97,000 super-commuters traveled between Dallas and Houston, which represented more than a 50 percent increase in super-commuting since 2002. Since the 2012 publication, the number of super-commuters has increased as businesses prioritize talent over

1

“The Emergence of the Super-Commuter” actually says:

“However, because OnTheMap does not identify the travel patterns of individuals in the non-local labor shed, this study cannot ascertain whether all of these individuals can be considered “super-commuters” in the truest sense, since the study interpreted an actual super-commute as an occasional (clarify in parenthesis) long-distance trip, such as once or twice per week, made for work purposes by a variety of intercity travel modes. These figures and trends on “super commuting” should be interpreted as potential or likely super-commuters, since the data only reflects residential location.”²

Would you agree that the super-commuter report does not say that “approximately 97,000 super-commuters *traveled* between Dallas and Houston”? But rather the report says these super-commuters *could potentially have traveled*?

¹ Your Grant Application p 8

² [supercommuter_report.pdf \(nyu.edu\)](#) p 6

Would you agree that Texas Central mischaracterizes this report on their website when they say that “Nearly 100,000 Texans, sometimes called “super-commuters,” travel back and forth between Houston and Dallas/Fort Worth more than once a week [\(source\)](#). ”³

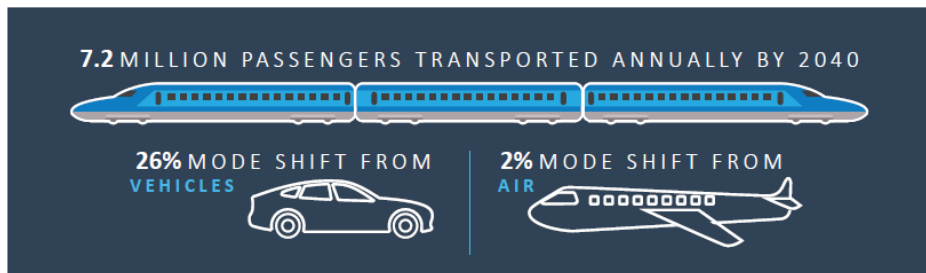
Would you agree that 97,000 Texans traveling back and forth between Houston and Dallas Fort Worth more than once a week would equal to at least 55,000 trips a day? This is much higher than traffic counts on I45 show near Streetman, Texas (which include truck traffic and local/thru traffic). How is this possible? (97,000 Texans traveling back and forth is 194,000 trips a week and the lowest possible whole number more than once a week is twice a week which is 388,000 trips a week or 55,428 trips a day.)

Your statement that “approximately 97,000 super-commuters traveled between Dallas and Houston” appears to be a mischaracterization of the numbers from the 2012 report “The Emergence of the Super-Commuter”. Did NCTCOG make this mischaracterization on their own, or are they just blindly copying what Texas Central has said about this report?

Why does NCTCOG think that a pre-COVID, pre-ZOOM report that is over a decade old has any bearing on high speed rail in Texas?

Question 2

Your Grant Application contains the following graphic:



FRA Corridor Identification and Development Program – FY 2022

8

4

Where did this data come from?

Why would there be a higher mode shift from cars than from air?

Have you heard that worldwide, most hsr passengers come from conventional rail, then air, then cars? Why would only 2% of air passengers switch to hsr?

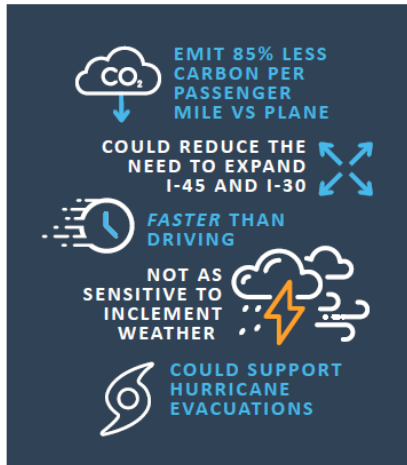
What is the highest mode shift from cars worldwide? Why do you think that Texas would be higher than other HSR lines worldwide? It is because Houston and Dallas both have poor public

³ [The Project - Texas Central](#) obtained August 28, 2024

⁴ Your Grant Application p 8

transportation compared to other countries? Do you think that good local public transit helps or harms HSR ridership?

Where did you get the data for this graphic:



5

Is the 85% less carbon per passenger mile vs plane based on Texas's electricity that is produced by coal and natural gas or is this taken from other countries, such as France, which have mostly nuclear power?

Are you aware that the FEIS did not even bother to calculate emissions savings from air?

“On a relative basis, shifting to HSR from bus or aircraft travel would result in minor reductions of criteria pollutants. Therefore, omitting reductions of criteria pollutants from aircraft and bus travel from the net estimate of emissions due to travel shift to HSR is a conservative assumption since fewer emissions reductions would result by only considering passenger vehicle travel. Accordingly, emissions reductions were not calculated for bus and aircraft travel modes.”⁶

Do you think it's weird that FEIS did not bother calculating emissions savings from air? Do you think it's weird that FEIS has only 2% mode shift from air?

Why do you think that hsr could support hurricane evacuations? Where has this happened and how did it work?

Question 3

Are you aware that the FRA's Texas Central HSR FEIS does not add in emissions from cars around the stations? Do you think this is correct?

Are you aware that the DCMAGLEV project concludes “The SCMAGLEV Project would likely result in an increase to corridor wide criteria pollutant and greenhouse gas emissions, particularly in areas

⁵ Your Grant Application p 10

⁶ FEIS p 3.2-14

around station locations due to increased traffic, but would reduce overall mobile source emissions regionally.”⁷

Why wouldn't the Dallas-Houston HSR reach the same conclusion – there would be more car emissions in the cities due to the HSR?

Question 4

Do you think there will be adequate parking at the Dallas station for cars taking the HSR to Fort Worth and Houston?

The FEIS shows that there will be 5,290 parking spaces available for passengers at the Dallas station (a total of 6,340 vehicles including staff parking and off-site valet parking).⁸

The FEIS states that 25% of the passengers will drive and park, with 1.2 passengers per vehicle.⁹ At 7.2 million passengers per year, there would be approximately 2,000 cars per day arriving to park at the station. At 13 million passengers (which Texas Central is currently touting as shown in a flyer sent to Houston's Mayor Whitmire¹⁰) more than 3,500 vehicles would arrive to park at the Dallas station each day. According to the FEIS, 75% of passengers (and their cars) would stay an average of 3 days on their trip.¹¹

How is NCTCOG planning to address parking for Dallas-Fort Worth passengers?

Do you think the Dallas station is adequately sized for passengers to Houston and Fort Worth?

Question 5

If the Dallas-Houston HSR is never built, or the Dallas-Fort Worth HSR is built first, who will build the Dallas station?

Thanks,

Julie Villaescusa

julie.villaescusa@gmail.com

⁷ <https://bwmaglev.info/project-documents/deis#draft-environmental-impact-statement-deis> SCMaglev DEIS p 4.4-9

⁸ FEIS Appendix F part 1 p 87 (p 109 of document)

⁹ FEIS Appendix F part 1 p 80 (p 102 of document)

¹⁰ Highspeed_Onepage_2020_FINAL.pdf

¹¹ FEIS Appendix F part 1 p 86 (p 108 of document)

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Page 4 - Comment

I agree that long walks for transfers (especially when you have luggage) are inconvenient and can discourage ridership. Going uphill or downhill during transfers can be particularly difficult for riders.

Overall Comment -

I appreciate the renderings of existing systems so we can get an idea of what ours will look like.

Miles Matter Program: App-based Traveler Behavior Incentive Program

Comments -

If I understand the Miles Matter Program initiative correctly, motorists use their cell phones in conjunction with obtaining information about their HOV status.

Although users may not be actually driving while using the app, I think it is dangerous that they will be entering and receiving information while they are in their cars. This encourages drivers to rely on their cell phones when they are in their cars and this is dangerous driver behavior. Not all drivers are adept at paying attention to the road and seeing and receiving messages via their phone even at a stop light or other rest periods. Distracted driving, even if they are ^{merely} thinking about their response or the app's response, is concerning. It would be best to reserve cell phone use in the car for cases of emergency, trying to get help.

Phyllis Silver
 9/28/2024