

**SOUTHWEST-TO-NORTHEAST RAIL CORRIDOR  
TECHNICAL ADVISORY COMMITTEE & COMMUNITY RESOURCE COUNCIL  
MEETING SUMMARY (NOVEMBER 19, 2008)  
THURSDAY, NOVEMBER 6, 2008, 6 p.m.  
Intermodal Transportation Center, Fort Worth**

A joint meeting of the The T's Southwest-to-Northeast Rail Corridor Technical Advisory Committee (TAC) and Community Resource Council (CRC) for the Environmental Impact Statement (EIS) phase was conducted Thursday, November 6, 2008 at the Intermodal Transportation Center, 9<sup>th</sup> and Jones Streets, Fort Worth, Texas 76102, starting at 6 p.m. Twenty-six committee members and their associates attended. A list of attendees is attached. .

All attendees were asked to sign in. Arriving guests were greeted at the entrance to the meeting room and given prepared name tags, an agenda (included in this summary), a copy of the executive summary of the project Draft Environmental Impact Statement (DEIS), a copy of the meeting presentation, a copy of the most recent project newsletter and a comment form. Posters showing the proposed commuter rail route, proposed station concepts, environmental constraints and noise impacts were available for viewing prior to the meeting presentation.

The formal portion of the meeting commenced at 6:15 p.m. The T President Dick Ruddell welcomed attendees, thanked them for their continued participation in the project, and introduced Tim Baldwin, URS study project manager.

Tim presented information about the contents of the DEIS, upcoming public hearings, methods to make comments on the environmental analysis document, and project activities that will take place following the date comments on the DEIS are due (December 15, 2008). A copy of the presentation was sent to all committee members via email or postal mail along with this summary.

Tim encouraged attendees to spread the word among their organizations about public hearings to take place on November 12<sup>th</sup> and 13<sup>th</sup>.

Discussion, questions and comments about the information presented included:

Q: When will the process begin for acquiring property at the stations?

A: Property acquisition may begin following issuance of a Record of Decision by the Federal Transit Administration (FTA). However, The T may make "protective buys," to secure land for future non-rail facilities to prevent the property from being purchased and developed.

Q: If someone else purchases a tract of property that The T was intending to acquire, what happens then – do you do another study?

A: Adjustments in station locations may be made, but the need to complete additional environmental analysis work depends on the degree to which the station location changes. If a station relocation is significant enough, supplemental environmental analysis may need to be done, although it generally does not require a complete EIS process as has been done for the corridor thus far.



Q: Are there some land banking funds through the North Central Texas Council of Governments (NCTCOG) of which The T could take advantage?

A: There are funds available from NCTCOG through its sustainable development program, and if this project meets the criteria for using those funds, The T could potentially apply.

Q: There are noise impacts indicated within the City of Hurst for a very short area, and no sound walls are recommended. How does the City of Hurst get The T to build sound walls?

A: Most of the projected noise impacts would come from the train horns. The T will be working with local cities to implement quiet zones along the corridor, which would allow trains to pass through crossings without blowing horns – with proper safety devices in place. If you feel strongly that sound walls are needed, submit those concerns as part of your comments on the DEIS.

Comment: There is a picture in the executive summary and DEIS that shows a buffer of vegetation at Glade and Precinct Line roads in Hurst. This buffer does not exist and the document should be adjusted to reflect this.

Comment: On page 4 of the executive summary, and in the DEIS, Tarrant County is not listed as a participating agency. This comment will be submitted formally, but wanted to give The T notice that it will be submitted.

Q: Isn't there another method for using directional horns at crossings that would also allow trains to go through roadway/rail intersections without blowing horns?

A: Yes, these are called wayside horns. During the design phase of the project, more detailed diagnostics will be conducted to determine the best noise mitigation methods for existing conditions.

Q: Is cost a major consideration for quiet zones?

A: The proposed budget for the Southwest-to-Northeast Rail Corridor includes sufficient funding for implementing quiet zones where required to mitigate noise impacts caused by the project.

Q: How often will trains go through intersections?

A: In the year 2030, our modeling assumptions call for one train every 20 minutes, each direction, during peak periods, though the specific operational scenario may change. On opening day, the operational scenario could be less frequent, but that has not been determined yet.

Q: How long will it take a train to get through an intersection?

A: From the time the crossing arms start down to the time they go up is approximately forty-five seconds to one minute in normal operating circumstances.

Q: Does the DEIS define quiet zones?

A: There is a brief narrative about quiet zones and the types of measures allowed for them in the DEIS, but not a lot of detail. More information can be obtained about quiet zones from the City of Fort Worth website, as the city has been working on quiet zones for several years. A link to

the City of Fort Worth quiet zone information will be added to the Southwest-to-Northeast Rail Corridor website.

Q: Does the DEIS compare the noise levels of the future passenger train with the noise level of the Grapevine Vintage Railroad train?

A: This was a part of our baseline measurement – or measurement of existing noise levels along this portion of the corridor.

Q: Does the DEIS explain what noise levels trigger mitigation?

A: Yes.

Comment: Horns on freight trains and horns on commuter trains are similar in sound and intensity. However, any noise from the engines of these two types of trains differs from one to the other, with the DMU modeled as part of this project having substantially lower noise impacts than traditional locomotives.

Q: Are any demolitions of historic resources planned for this project?

A: No historic buildings have been identified for demolition; however, there are some culverts that potentially are historic that may need to be demolished. This will be discussed and decided in consultation with the Texas Historical Commission.

Q: Will this train interline with the Trinity Railway Express (TRE) line that goes from Fort Worth to Dallas?

A: This commuter rail service is currently not planned to run on the existing TRE line; however, in the future, it is possible that all commuter trains operated by The T could end up using the existing TRE line.

Attendees were invited to stay after the meeting and discuss any environmental issues with the project team.

All attendees also were invited to take extra copies of the DEIS executive summary back to their cities or neighborhood associations to share the information.

The meeting adjourned at 7:20 p.m.

**JOINT CRC-TAC MEETING, NOVEMBER 6, 2008 ATTENDANCE**

1. Mike Brennan, Fort Worth South, Inc.
2. Leah Chance, Mill Creek West HOA
3. Glenn Smith, City of North Richland Hills
4. Melissa Dailey, Downtown Fort Worth, Inc.
5. Charles Dreyfus, Office of Representative Lon Burnam
6. Bill Farquhar, Trinity Railway Express
7. Staron Faucher, NCTCOG
8. Eric Fladager, City of Fort Worth
9. Kent Flynn, City of Haltom City
10. Victor Garcia, Fort Worth Hispanic Chamber of Commerce
11. James Hawks, Paschal NA
12. David Hennessy, DFW Airport
13. David Jodray, City of Fort Worth
14. Barbara Koerble, Southside Preservation Association
15. Dave Pendley, City of North Richland Hills
16. Mark Raucher, City of Fort Worth
17. Greg Royster, DFW Airport
18. Joe Rup, Versailles Parc HOA
19. Randy Skinner, Tarrant County
20. Yolanda Thompson, Butler Residents' Association
21. Jerry Tikalsky, Dallas Area Rapid Transit
22. Russ Wiles, City of Fort Worth
23. Sandi Breaux, South Hills N.A.
24. Mike Morgan, City of Hurst
25. Tim Oster, City of Fort Worth
26. Darryl Puckett, Texas A&M University



**AGENDA**  
**JOINT MEETING OF**  
**TECHNICAL ADVISORY COMMITTEE/COMMUNITY RESOURCE COUNCIL**  
**THURSDAY, NOVEMBER 6, 2008**  
**6:00 P.M.**  
**INTERMODAL TRANSPORTATION CENTER**  
**1001 Jones St., Fort Worth**

1. Welcome and Introductions
2. Overview of Agenda
3. Overview of Environmental Documentation Process
4. History of Project/Purpose and Need
5. Review of Alternatives Considered
6. Review of Environmental Impacts of Project
7. Review of Transportation Impacts and Benefits of Project
8. Next Steps
9. Review of Public Hearing Process and Logistics
10. Discussion/Questions and Answers
11. Adjournment