Finding of No Significant Impact

Grant Applicant: **Trinity Metro**
Project: **TEXRail Extension Project**
Project Location: **City of Forth Worth (Tarrant County), Texas**

The Environmental Assessment (EA) for the TEXRail Extension Project (Project) was prepared in cooperation with the Federal Transit Administration (FTA) pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [U.S.C.] §4321 *et seq*.); the Federal Public Transportation Law (49 U.S.C Chapter 53); the Clean Air Act (42 U.S.C 7401 *et seq*.); 49 U.S.C. §303 (formerly Department of Transportation Act of 1966, Section 4[f]); National Historic Preservation Act of 1966, Section 106 (54 U.S.C. §300101, *et seq*.); the Endangered Species Act of 1973 (16 U.S.C. 1531-1544); and Executive Order (EO) 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) and EO 11990 (Protection of Wetlands). This Finding of No Significant Impact (FONSI) hereby incorporates the Environmental Assessment (EA) for the Project by reference.

Project Description

Trinity Metro is planning the TEXRail Extension Project (Project) from the Fort Worth Texas & Pacific (T&P) Station, where TEXRail current terminates, to the proposed Near Southside Station in the Fort Worth Medical District. The new station would be located behind Baylor Scott & White All Saints Medical Center, adjacent to the Mistletoe Heights neighborhood. The Project would utilize the Union Pacific Railroad (UPRR) right-of-way (ROW) traveling west from the Fort Worth T&P Station to a connection with the Fort Worth & Western Railroad (FWWR), where it would then turn south to transition onto its own alignment running adjacent to the FWWR freight track generally in the FWWR ROW.

The Project is the locally preferred alternative (LPA) as a result of the alternative analysis performed for the Environmental Impact Statement (EIS) for the Southwest-to-Northeast Rail Corridor, now known as TEXRail. TEXRail began service in January 2019 and provides commuter rail access between Downtown Fort Worth and Dallas Fort Worth International Airport (DFW Airport) and to major activity centers such as Downtown Grapevine.

Alternatives Considered

The Environmental Assessment (EA) done for the Project documents the evaluation of the Build Alternative, the extension of commuter rail service from the Fort Worth T&P Station to the proposed Near Southside Station. The EA also documents the evaluation of a No-Build Alternative for comparison of impacts and benefits to the Build Alternative.

No-Build Alternative

The No-Build Alternative was developed to assess the impacts and the benefits if nothing more is done beyond what is currently planned in the North Central Texas Council of Governments (NCTCOG) Mobility 2045 Plan, as well as programmed projects in the current 2021-2024 Transportation Improvement Program (TIP) for North Central Texas. The environmental impacts as a result of the planned projects in Mobility 2045 and the TIP would be determined and mitigated through the environmental analysis processes for each individual project.

The No-Build Alternative includes Trinity Metro's existing bus and commuter rail network. Currently from downtown, the Fort Worth Medical District is served by bus routes number 1 (along Hemphill/ Jennings Streets) and 4 and 6 (along 8th Avenue). The No-Build Alternative assumes these bus services will continue to operate as they do today. The No-Build Alternative provided the baseline against which the Build Alternative was compared in the EA.

Build Alternative

The Project would extend TEXRail commuter rail service approximately 2.1 miles south from the Fort Worth T&P Station to the proposed Near Southside Station. From the existing Fort Worth T&P Station, TEXRail would extend west using the northernmost track along the UPRR mainline that runs adjacent to Interstate Highway 30 (I-30)/Chisholm Trail Parkway to approximately 11th Avenue where the TEXRail track would transition slightly north off of the UPRR mainline alignment onto its own alignment heading underneath the Chisholm Trail Parkway lanes in what is known as a jug-handle configuration and then turning south to connect with the FWWR corridor. Trinity Metro met extensively with the North Texas Tollway Authority during the previously completed Alternatives Analysis (AA) and EIS to ensure that adequate space would be preserved under the Chisholm Trail Parkway bridge to allow for TEXRail to connect with the FWWR rail line. The new TEXRail track heading south would generally be located within

FWWR ROW to Mistletoe Boulevard, with a minimum of 20 feet between the existing freight track (measured from centerline to centerline).

The Project would utilize the same vehicles currently in use on the existing TEXRail line that operate between downtown Fort Worth and DFW Airport. Maintenance for the Project would continue to occur at the existing maintenance facility located at 3801 Texrail Avenue in Fort Worth, TX, near the Mercantile Center Station.

Public Involvement

Due to the on-going COVID-19 pandemic, Trinity Metro held a virtual public meeting on the Project to brief the public and receive comment. The Project Team distributed invitation postcards to a comprehensive list of neighboring stakeholders. Postcards were distributed on March 22, 2021; they encouraged stakeholders to visit the Project website to participate in the meeting and view supplemental information. Additionally, an in-depth social media campaign launched on March 22, 2021. The virtual public meeting was held on April 15, 2021, and utilized a live PowerPoint presentation format, followed by questions and answers through the Project website's chat mechanism.

After the meeting, Trinity Metro received comments from April 15, 2021 through April 30, 2021. During that time, meeting materials received 657 views. During the live broadcast, an estimated 220 views were counted. In total, 60 comments were received. Fifty-six (56) of those were website postings and three (3) were emailed. No voice recordings and no standard mail comments were received.

A second virtual public meeting was conducted November 16, 2021 during the public review of the EA. Consistent with the first virtual public meeting, the Project Team distributed invitation postcards to a comprehensive list of neighboring stakeholders and utilized a PowerPoint presentation format, followed by questions and answers through the Project website's chat mechanism. The Project Team captured all comments as part of the official Project file.

Stakeholder Involvement

The Project Team met regularly with Project stakeholders throughout the EA and conceptual engineering phase of the Project. Regular coordination meetings were held with FTA, the Texas Department of Transportation (TxDOT), the City of Fort Worth, FWWR, UPRR and others. The Project Team regularly engaged stakeholders during this phase of the project, including:

- Baylor Scott & White All Saints Medical Center
- City of Fort Worth (various departments)
- Consulting Parties (see "Section 106 of the National Historic Preservation Act Compliance")
- FTA Region 6
- FWWR
- Near Southside, Inc.
- North Central Texas Council of Governments
- Texas Department of Transportation (TxDOT)
- UPRR
- Texas Historical Commission (THC)

Opportunity to Comment on the EA

The public was provided an opportunity to comment on the EA by a variety of means, including via the project website, voicemail, email, and postal mail. The EA was available for public review and comment

for 30 days, from November 1, 2021 to November 30, 2021. Trinity Metro posted the EA and meeting materials to its project website at:
https://publicinput.com/F0265?fbclid=IwAR24T0Z7fJEkJi1HOVvId-F6MigEJ4TsSY98s6bQBB9Bmk9MrF_pLk5WevE

In addition, the agency hosted a virtual meeting on November 16, 2021 where it discussed the Project and EA findings. In all, the Project Team received a total of 45 comments including 30 from the second virtual public meeting and the remainder coming from the website.

Determinations and Findings

Trinity Metro, in cooperation with FTA, prepared an EA for the Project to evaluate the environmental effects of the Project pursuant to the requirements of NEPA, as codified in 23 Code of Federal Regulations (C.F.R.) 771.119 and 23 U.S.C. 139. The EA concluded that the construction and operation of the Project, with incorporated mitigation and avoidance measures, would not result in significant adverse effects to the environment. The resources of minimal impacts with mitigation include transportation; land use and economic development; neighborhoods; air quality; noise and vibration; historic and archeological resources; water resources (floodplains); public safety and security; and Section 4(f) resources. The resources with no impacts include visual quality, ecosystems, mineral resources, geology, soils, hazardous materials, and utilities. The findings requiring mitigation by federal environmental laws and Executive Orders are outlined below.

Transportation

Transit service would be enhanced in the Fort Worth Medical District area with the introduction of the Project. Routes 4 and 6 currently serve the Fort Worth Medical District along 8th Avenue. Both routes would be re-routed to also provide service to and from the Near Southside Station using Mistletoe Boulevard and Rosedale Street to access the station. Travel times for the existing bus service would remain similar to current travel times, even with a slight re-route of Routes 4 and 6, as the Project would provide a direct connection to commuter rail service at the Near Southside Station. No other impacts to transit service are anticipated based on the implementation of the Project.

The Project includes the replacement of the existing 1925 UPRR Steel Trestle Bridge spanning the FWWR ROW that supports the UPRR Mainlines 3 and 4. The replacement of the bridge is required to accommodate the track alignment for the proposed extension south into the Medical District. Replacing the bridge would require construction of a shoofly bridge (a temporary bridge to allow trains to continue to operate along this segment while the new bridge is constructed) to the north to maintain UPRR operations of all four tracks on the Dallas Subdivision. Approximately two miles of UPRR mainline track would be temporarily shifted to accommodate the new bridge construction. At the conclusion of the bridge replacement, the mainline tracks, turnouts, crossovers, and signal equipment would be shifted to their original location and the temporary shoofly bridge removed. With the construction of the shoofly bridge, there would be only minimal potential impacts to freight rail operations.

An existing missing sidewalk segment between Beckham Place and just west of the FWWR tracks would be completed on the north side of Mistletoe Boulevard by the City of Fort Worth as part of the implementation of the planned quiet zone project at Mistletoe Boulevard. Trinity Metro would construct a new sidewalk along the south side of Mistletoe Boulevard between the FWWR tracks and Leslie Street, and along both sides of Leslie Street to connect to the proposed Near Southside Station. Bicycle-friendly

track crossings would be implemented at the Mistletoe Boulevard crossing of the FWWR. The proposed Near Southside Station would offer bicycle racks as an amenity at the station.

The Project would not impact the Level of Service (LOS) at intersections within the Study Area. Despite the increases in traffic demand generated by the proposed Near Southside Station, all intersections would continue to operate at an acceptable LOS (A-C). Mistletoe Boulevard travel times as a result of the Project would also remain similar to existing travel times.

There are currently 264 parking spaces on 2.4 acres reserved for hospital employees behind Baylor Scott & White All Saints Medical Center. Trinity Metro would provide 100 new parking spaces for transit patrons at the Near Southside Station. Trinity Metro would acquire a portion of the 2.4-acre medical center parking lot adjacent to the proposed station to accommodate the required parking spaces. In addition, Trinity Metro would acquire a portion of the medical center parking lot to accommodate the station platform and tail tracks. The area required to accommodate the station would impact 55 employee parking spaces. Trinity Metro would replace these employee parking spaces by reconfiguring the remaining portion of the parking lot that is located closer to the medical center and building two new parking lots to the north of the existing lot. In addition, while parking is generally allowed on most local streets in the area, the implementation of signage and enforcement would be used to discourage all-day parking by transit users.

Land Use and Economic Development

The Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Relocation Act) of 1970, as amended (42 U.S.C. 61), and its implementing regulations ensure the fair and equitable treatment of persons whose real property is acquired or who are displaced as a result of a federal or federally assisted project. Construction of the Project would require obtaining property rights to numerous parcels. This would include the acquisition of an easement over the entirety of 24 parcels and an easement over a portion of two additional parcels required for the implementation of the Near Southside Station. The 24 parcels are all owned by the Baylor Health Care System. Trinity Metro would obtain the necessary use rights through an easement, as only a portion of the site would be required for the rail platform, walkways, and bus turnaround area. The rest of the site would include transit parking and land that could be developed by Baylor Health Care System in the future.

The two parcels required as partial acquisitions are owned by Baylor All Saints Medical Center and HC11-1800 Park Place Ave LLC (the parking lot currently utilized for Baylor Scott & White All Saints Medical Center employees). Trinity Metro has been in discussions with Baylor Health Care Systems about acquiring an easement over the portion of these parcels required for the station area.

In addition to the parcels described above, the Project would require the partial acquisition of seven properties along the east side of the FWWR alignment where additional property would be required to maintain the 20-foot distance between the proposed TEXRail passenger track and the existing FWWR freight track, and meet minimum clearance from the bridge columns at Rosedale Street. No displacements would be required from any of the property acquisitions.

To minimize disruption to the Baylor Scott & White All Saints Medical Center and other nearby businesses during construction, Trinity Metro will continue ongoing coordination during final design and through construction.

Environmental Justice

The potential for disproportionately high and adverse human health or environmental effects on minority and low-income populations was evaluated in the EA in accordance with EO 12898, U.S. Department of Transportation (USDOT) Order 5610.2C, and FTA's Environmental Justice Circular 4703.1.

Seven communities or neighborhoods were identified within the study area including Berkley Place, Fairmount, Mistletoe Heights, Sunset Terrace, Texas and Pacific Lofts, Bricktown, and Near Southside. In addition, multiple community facilities are in the study area including schools, fire stations, and hospitals. Communities within the study area range in diversity and income levels. Minority and/or low-income populations, as well as limited English-speaking populations can be found throughout the study area; with higher densities of communities in the eastern portions of the study area. Per *FTA Circular 4703.1, Environmental Justice Policy Guidance for FTA Recipients* (FTA, 2012), an EJ analysis requires both demographic research and public engagement to determine how the proposed Project would affect minority and/or low-income populations. In the block group closest to proposed Near Southside Station, median home prices are nearly $93,000. Additionally, this block group has one percent (1%) of the population classified as low-income and four percent (4%) identified as a minority population. Other surrounding block groups have similar statistics.

Based on the analysis contained in the EA, the Project would not result in adverse effects on environmental justice populations. No disproportionately high or adverse impacts to minority or low-income populations would occur as a result of the Project.

Air Quality

The Project satisfies the U.S. Environmental Protection Agency transportation conformity requirements for air quality under 40 C.F.R. 93. The most recent transportation conformity determination for the area is outlined in NCTCOG's *2018 Transportation Conformity* document, as required under Section 176(c)(4) of the CAA Amendments of 1990. The report contains conformity determinations conducted for the *Mobility 2045 Metropolitan Transportation Plan* and *2019-2022 Transportation Improvement Program*, with both documents meeting the requirements of the CAA (United States Code [U.S.C.], Title 42 Section 7504, 7506 (c) and (d) as amended on November 15, 1990, the applicable SIP, and the conformity rule (40 C.F.R. Part 93). The Project is an extension of the existing TEXRail commuter rail line which together make up a portion of the full 37.6-mile TEXRail Study area.

As an element of *Mobility 2045*, the Project was developed as part of NCTCOG's Congestion Management Process (CMP), a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The NCTCOG CMP meets all requirements of amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3), which incorporate the transportation planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

The Project meets the criteria for Congestion Mitigation and Air Quality funding, and since 2008, components of the Project have been approved for funding in this manner.

Noise and Vibration

As a result of the Build Alternative, noise impacts without mitigation would occur at a total of 208 residences, with severe impact at 206 residences and moderate impact at two residences. The pre-

mitigation noise impact assessment assumes that train horns would be sounded in the vicinity of the at-grade crossing at Mistletoe Boulevard. The impact analysis also included train idling noise at the proposed Near Southside Station and squeal noise for trains traversing the 500-foot radius between the FWWR ROW and the UPRR ROW.

Consistent with the 2014 EIS, Trinity Metro proposes to mitigate all severe noise impacts and to mitigate moderate noise impacts at locations where the existing noise exposure exceeds 65 decibels as well as at locations where the projected impacts are in the upper 50 percent of the moderate impact zone. Other moderate impacts would be evaluated on a case-by-case basis. Two mitigation measures have been identified to address the projected noise impacts: (1) a quiet zone at Mistletoe Boulevard and (2) wheel/rail lubrication along the curved section of track between West Rosedale Street and the UPRR freight corridor. With the implementation of these mitigation measures, there would be no further impacted properties that would require mitigation.

The City of Fort Worth is working with the Federal Railroad Administration and FWWR to implement a quiet zone at Mistletoe Boulevard. The quiet zone is expected to be implemented on the FWWR crossing before the Project is constructed. Trinity Metro is working with the City of Fort Worth to ensure allowances are made for the Project tracks, and Trinity Metro would upgrade the crossing to include Project tracks within the quiet zone during construction. Because all but two of the noise impacts along the Project would result from trains sounding horns as they approach the Mistletoe Boulevard at-grade crossing, Trinity Metro would avoid the routine sounding of commuter train horns near this location by working with local, state, and federal agencies (as needed) to establish a quiet zone at this grade crossing. This measure would provide the additional benefit of eliminating horn noise from existing freight trains, resulting in a reduction of the overall noise exposure in the area. It should be noted that quiet zones do not eliminate the use of locomotive bells at the crossing. Additionally, sound walls are not proposed along this segment because the quiet zone is projected to mitigate the severe noise impacts in this area, which are caused by the routine sounding of train horns. With quiet zone mitigation, only two residual noise impacts would remain in the study area.

Temporary noise and vibration impacts could result from activities associated with the construction of new tracks and the station, including utility relocation, grading, excavation, track work, demolition, and installation of systems components. Such impacts may occur in residential areas and at other noise-sensitive land uses located within several hundred feet of the rail alignment. The potential for noise impact would be greatest at locations near pavement breaking, and at locations close to any nighttime construction work. The potential for vibration impact would be greatest at locations close to vibratory compaction operations. A quantitative assessment of construction noise and vibration impacts will be conducted during final design when detailed construction scenarios are available.

Historic and Archeological Resources (Section 106 Compliance)

In accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. 300101 *et seq*.), and its implementing regulations at (36 C.F.R. 800 *et seq.*), FTA, in coordination with Trinity Metro, initiated consultation with the Texas Historical Commission (THC) on November 24, 2020. An area of potential effects (APE) was delineated to encompass potential Project effects on cultural resources. FTA received concurrence from the THC on its adequacy on December 22, 2020. Cultural resources investigations for archeological and historic resources were conducted as an update to the previous investigations conducted for the Project to identify potential adverse effects the Project could have on historic properties (buildings, structures, objects, historic districts and archeological sites listed in, or eligible for listing in, the National Register of Historic Places [NRHP]). Additionally, the cutoff date for the historic

resources investigation was 1978 (45 years minus the 2023 letting date for construction of the Project) and the Area of Potential Effect (APE) was the Project footprint and a 175-foot buffer to account for direct and indirect effects to historic properties.

The cultural resources survey reports (one for archeological resources and one for historic resources) were submitted to the THC on April 8, 2021. Due to design changes and shifts in the APE, a supplemental review was submitted to the THC on August 29, 2021. FTA, in consultation with the THC, determined no archeological historic properties would be affected by the Project in a letter dated May 10, 2021. However, in a letter dated May 4, 2021, the agencies determined the Project would have adverse effects on the NRHP-eligible 1930 T&P Underpass, due to alterations to the bridge; and on the NRHP-eligible 1925 Steel Trestle Bridge, due to the proposed removal of the bridge.

Due to no feasible avoidance alternative for the potential adverse effect, the existing Section 106 Memorandum of Agreement (MOA) for the original TEXRail project is amended to include mitigation for the 1930 T&P Underpass and the 1925 Steel Trestle Bridge. Mitigation measures include Historic American Engineering Record (HAER) Level III-like documentation provided to the THC, consisting of high-resolution digital photographs and prints, engineering data, and historic context. In addition, for the 1930 T&P Underpass, the development and installation of interpretive signage regarding the history of railroads in Fort Worth at or near the TEXRail Near Southside Station would be completed by Trinity Metro. For the 1925 Steel Trestle Bridge, the development and installation of interpretive signage regarding the history of the T&P Railroad in Fort Worth would also be completed by Trinity Metro at or near the TEXRail Fort Worth T&P Station. The design content and placement of the signage will be coordinated with the THC and the consulting parties (see below), who will be given the opportunity to review and comment on the sign design and content. The THC must approve final design, content, and placement of signs.

Finally, Trinity Metro will develop a virtual component of historic railroad resources, to include the historic context of railroad development, surrounding the TEXRail corridor. The format of the virtual component will be such that it can be accessed by the public at the interpretive signage at stations and potentially in train cars. A draft of the virtual component content will be submitted to FTA and the SHPO in pdf. format, for which a 30-day period will be provided for their review and approval for final online development. Documentation of the installation of the virtual component access and webpage will be provided to FTA and SHPO upon completion. Trinity Metro will produce a historic context and inventory of rail-related resources dating from 1976 or earlier that are located along the TEXRail corridor within a 175-foot buffer. A draft of the documentation will be submitted to the FTA and the SHPO, for which a 30-day period will be provided for their review and approval. Trinity Metro will also provide final documentation to local organizations, including the Tarrant County Historical Commission, City of Fort Worth Historic Preservation Office, and Historic Fort Worth, Inc.

In a letter dated September 7, 2021, FTA and the THC also determined the design changes and shifts in the APE would not affect any additional historic properties.

FTA notified the Advisory Council on Historic Preservation of the adverse effects under 36 C.F.R. 800.6 and invited the Council to participate in consultation, which it declined in a letter dated July 19, 2021. FTA submitted a draft of the amended MOA to the THC for review on June 30, 2021, receiving comments on July 8, 2021. A revised draft of the amended MOA was submitted to the THC, Trinity Metro, and Consulting Parties on September 22, 2021, with THC comments received on October 8, 2021. The Consulting Parties meeting, held October 14, 2021, produced additional mitigation measures to be

included in the amended MOA, which was revised and submitted to the THC October 21, 2021, receiving concurrence on October 22, 2021.

FTA led government- to-government consultation with potentially affected tribes. Letters were sent to tribes on July 13, 2021. There have been no responses from these tribes to date.

FTA initiated consultation with several consulting parties (Mistletoe Heights Neighborhood Association, Bricktown Neighborhood Association, City of Fort Worth Historic Preservation Office, Texas and Pacific Lofts Homeowners Association, Sunset Terrace Neighborhood Association, Berkeley Place Neighborhood Association, Historic Fort Worth, Inc., Fairmount Neighborhood Association, and Tarrant County Historical Preservation Officer) in letters dated March 29, 2021. A copy of the draft amended MOA was sent to the Consulting Parties for review and comment on August 18, 2021. Comments were received on August 24, 2021, with the revised draft amended MOA submitted to the THC, Trinity Metro, and Consulting Parties for a second comment period on September 22, 2021. A virtual meeting with the THC, Trinity Metro, and Consulting Parties was held on October 14, 2021. Coordination with Trinity Metro, THC, Consulting Parties, and FTA is ongoing and will continue through construction and implementation of all agreed upon mitigation measures from the MOA.

Water Resources (Executive Orders 13609 and 11988 Floodplain Management Compliance)

There are no jurisdictional waters of the U.S. within the study area, however, Leslie Creek runs parallel to the southern portion of the corridor along the FWWR ROW. As a result of a detailed 2015 hydraulic study completed by the City of Fort Worth for Leslie Creek, the southwestern portion of the study area is located within a 100-year floodplain boundary; therefore, a floodplain development permit would be required. The Project would be constructed in accordance with the National Flood Insurance Program (NFIP) and local floodplain management ordinances.

Erosion and sedimentation best management practices (BMP)s, Stormwater Pollution Prevention Plan (SWPPP) controls, and other requirements would be implemented to avoid or minimize impacts caused by soil erosion and sedimentation during and post construction of the Project. Prior to construction, a General Construction Permit would be obtained from the Texas Commission on Environmental Quality (TCEQ). As part of the General Construction Permit process, a SWPPP would be prepared to address authorized discharges that may reach nearby waterbodies, including discharges to Municipal Separate Storm Sewer Systems (MS4s). As part of SWPPP, Trinity Metro and/or its construction contractor would identify and implement temporary stormwater controls.

Endangered Species

Based on the limits of the study area, as well as updates to species lists for Tarrant County since the 2014 TEXRail EIS, no habitat for federally-listed or state-listed threatened or endangered species was identified; therefore, the Project would have no effect/impact on federally-listed or state-listed species.

If any federally-listed or state-listed threatened or endangered species are observed during construction, United States Fish and Wildlife Service and/or Texas Parks and Wildlife Department would be contacted to request further assistance with appropriate avoidance measures.

Public Safety and Security

Lily B. Clayton Elementary School is located within a quarter-mile from the proposed Near Southside Station and Story Stage School is located adjacent to the Project's limits of disturbance, just south of

Newby Park. Both of these schools are located on the west side of the existing railroad ROW (i.e., on the opposite side of the track from the proposed station). Trinity Metro anticipates students attending these schools would largely be traveling to and from the schools from the Mistletoe Heights neighborhood and surrounding neighborhoods to the west of the existing railroad ROW; therefore, no hazard to students is anticipated. Moreover, as freight rail currently operates within the study area, school children presently crossing the tracks are already aware of trains crossing their path and safety measures taken.

The at-grade crossing at Mistletoe Boulevard would be protected by flashing lights, bells, and gates alerting vehicles, bicyclists, and pedestrians of approaching trains. The crossing would be upgraded to a quiet zone prior to the implementation of the Project. Due to the frequency of trains when compared to the existing freight traffic, the crossing would present some increased level of risk for vehicle versus train accidents, particularly when large trucks and tankers cross the intersection.

The Build Alternative is not expected to cause any increased demand for municipal police protection or community services. The presence of security personnel and other operations staff may serve to hinder crime near the proposed Near Southside Station. Security patrol services for Trinity Metro's service area are currently provided by off-duty police officers from the Fort Worth and Richland Hills Police Departments. Police officers patrol stations, board trains, and provide fare enforcement support on a regular schedule.

Potential hazards, threats, and vulnerabilities resulting from construction would be identified and addressed. Each hazard, threat, or vulnerability would be added to design and construction requirements and recorded on a tracking list. The tracking list would be used by Trinity Metro safety and security designers and construction managers to follow each through the design, construction, and testing. The procedure for hazard and vulnerability certification, within the design and construction certification requirements, would be included in Trinity Metro's Safety and Security Certification Plan. Once revenue service begins, the hazard management program would be governed by the operating System Safety Program Plan.

Section 4(f) Compliance

The USDOT Act of 1966, 49 U.S.C. 303 and/or regulations in 23 C.F.R. 774 *et seq.*, includes a special provision, Section 4(f), which stipulates that federal agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public or private historical sites unless (1) there is no feasible and prudent alternative to the use of such lands, and (2) such projects include all possible planning to minimize harm to those properties resulting from such use. Under 23 C.F.R. Part 774.17, the word "use" refers to:

- Permanent – Land that is permanently incorporated into a transportation facility (e.g., purchased as ROW).
- Temporary Occupancy – May be necessary for activities such as regrading slopes or to provide staging or access areas. Depending upon conditions, such activities, even though temporary in nature, may be considered adverse in terms of the Section 4(f) statute's preservation purpose, and therefore would be considered a Section 4(f) use. Once the easement is no longer needed, the Section 4(f) property must be restored to the condition in which it was originally found.
- Constructive – When the Project's proximity impacts are so severe that the activities, features, or attributes that qualify a resource for protection are substantially impaired (e.g., severe noise, vibration, visual, or access impacts).

FTA can make a determination that the Project has a *de minimis* impact on the Section 4(f) property, if, after taking into account any measures to minimize harm (e.g., avoidance, minimization, mitigation, or enhancement measures) results in either: (1) A Section 106 finding of no adverse effect on a historic property or no historic properties affected by the Project, or (2) A determination that the Project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

No parkland property would be acquired, and no known activities would take place that would result in temporary or permanent use of a park as a result of the Project. As Newby Park is located to the west of FWWR's active freight rail alignment, the Project would not restrict access to the park. Minor visual impacts would occur due to the increase in train frequency; however, these impacts would not be significant. In addition, no visual impacts as a result of the proposed Near Southside Station would occur to users of Newby Park due to a buffer of tall trees and vegetation between the parkland and the study area. Therefore, as there would be no permanent, temporary, or constructive use of Newby Park, there would be no use of Section 4(f) resources by the Project. One severe noise impact would occur at Newby Park as a result of the Project prior to mitigation.

FTA has determined that 23 CFR 774.13(a)(2), as amended by Section 11502 of the Fixing America's Surface Transportation (FAST) Act, exempts the requirement for Section 4(f) approval for the Project impacts to (1) the NRHP-eligible 1930 Texas & Pacific Underpass (Resource 429) and (2) the NRHP-eligible 1925 Steel Trestle Bridge (Resource 381).

For the 1930 T&P Underpass, the Project would remove two sections of concrete from the top of the structure to accommodate new tracks, enabling for the safe use of the Union Pacific Railroad tracks that cross over the structure and for the continued safe operation of Henderson Street under the structure. As these improvements focus on the safety and ongoing operation of rail lines in use, FTA determines the exemption applies. For the 1925 Steel Trestle Bridge, the Project would demolish and remove the bridge and construct a new, wider bridge to accommodate the new Project tracks. As bridge replacement is required to address safety issues and enable the ongoing operation of the rail lines in use, FTA determines the exemption applies. The THC provided written concurrence with the FTA determination that the Project would be exempt from the requirement for a Section 4(f) evaluation in an email dated July 8, 2021.

Environmental Permits, Commitments, and Mitigation Measures

Please see **Appendix A** for a summary of environmental permits, commitments, and mitigation measures for the Project.

Environmental Finding

The following documents are attached and incorporated by reference as part of this FONSI:

- Attachment A: Environmental Permits, Commitments, and Mitigation
- Attachment B: Response to Public Comments

Based on the Environmental Assessment and its associated supporting documents, the Federal Transit Administration finds pursuant to 23 C.F.R. § 771.121 that there are no significant impacts on the environment associated with the construction and operation of the proposed Project.

DONALD R KOSKI

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Date: 2021.12.17 09:12:55 -06'00'

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Donald R. Koski
Acting Regional Administrator
Federal Transit Administration, Region VI

Appendix A: Environmental Permits, Commitments, and Mitigation

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
1	Transportation – Pedestrian Facilities: Missing sidewalk segments on the north side of Mistletoe Boulevard between Beckham Place and just west of the FWWR tracks would be completed and new sidewalks would be constructed along the south side of Mistletoe Boulevard between Leslie Street and the FWWR tracks, and along both sides of Leslie Street to connect to the proposed Near Southside Station.	Trinity Metro and the City of Fort Worth will construct missing sidewalk segments in the following locations: • City of Fort Worth: North side of Mistletoe Boulevard between Beckham Place and just west of the FWWR • Trinity Metro: South side of Mistletoe Boulevard between Leslie Street and the FWWR tracks • Trinity Metro: Along both sides of Leslie Street to connect to the proposed Near Southside Station. Trinity Metro will also coordinate with the City of Fort Worth and surrounding neighborhood organizations on activities during the construction period.	Trinity Metro and City of Fort Worth	Final Design and Construction
2	Transportation – Bicycle Facilities: Bicycle-friendly track crossings would be implemented into the design at the Mistletoe Boulevard crossing of the TEXRail tracks. The proposed Near Southside Station would offer bicycle racks as an amenity at the station.	Trinity Metro will use a bicycle-friendly track crossing design at the Mistletoe Boulevard crossing. Trinity Metro will also provide bicycle racks at the Proposed Near Southside Station.	Trinity Metro	Final Design and Construction
3	Transportation - Parking: Parking spaces for Baylor Scott & White All Saints Medical Center employees would be reconfigured due to the use of employee parking at Baylor Scott & White All Saints Medical Center, but these spaces would be replaced within the same area and at a location closer to the medical center.	Trinity Metro will reconfigure the Baylor Scott & White All Saints Medical Center employee parking lot where parking spaces are required to make room for the Project Near Southside Station platform and tail tracks. The reconfigured spaces would be replaced within the same area and at a location closer to the medical center.	Trinity Metro	Final Design and Construction
4	Transportation - Parking: Potential for on-street overflow parking on surrounding streets. Signage would be used to discourage long-term transit parking on local streets surrounding proposed Near Southside Station if this becomes an issue.	Trinity Metro will install signage to discourage long-term parking on local streets if overflow parking becomes an issue surrounding the proposed Near Southside Station. Trinity Metro will work with surrounding neighborhood organizations to determine if/when signage should be installed.	Trinity Metro	After Project Opening

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
5	Land Use and Economic Development: A total of 26 parcels currently owned by Baylor Health Care Systems would be acquired, or partially acquired, for the proposed Near Southside Station. The Build Alternative would require the partial acquisition of seven properties along the east side of the FWWR alignment where additional property would be required.	Trinity Metro will acquire these 26 land parcels through a purchase or as an easement for the proposed Near Southside Station. Trinity Metro would also acquire a small strip of land on seven properties along the east side of the FWWR ROW.	Trinity Metro	Final Design and Construction
6	Land Use and Economic Development: Minimize disruption to businesses during construction and continue ongoing coordination with Baylor Health Care Systems and other businesses in the study area during final design and construction.	Trinity Metro will continue ongoing coordination with Baylor Health Care Systems and other businesses and neighborhood organizations in the study area, to minimize impacts during construction.	Trinity Metro	Final Design and Construction
7	Neighborhoods: During the construction period, potential impacts may include temporary disruption of traffic, temporary noise, and localized air quality impacts.	Trinity Metro will continue ongoing coordination with Baylor Health Care Systems and other businesses and neighborhood organizations in the study area.	Trinity Metro	Final Design and Construction
8	Visual Quality: Trinity Metro will coordinate with the City of Fort Worth to design a station which is visually integrated into and complements the character of the surrounding area. During construction, in areas which require clearing for temporary or permanent use, Trinity Metro shall minimize the clearing of vegetation and shall only partially clear the ROW where feasible.	While no mitigation is required, Trinity Metro will implement best management practices (BMPs) such as working with the City of Fort Worth to design a station which is visually integrated into and complements the character of the surrounding area and preserve existing vegetation during construction.	Trinity Metro	Final Design and Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
9	Air Quality: Mitigation measures to alleviate temporary impacts from construction activities would be done through BMPs such as construction sequencing activities, wetting of exposed earth areas, sweeping to remove accumulated dirt on local roadways, covering of dust-producing materials during transport, and limiting construction during periods of high winds would minimize dust impacts.	While no mitigation is required, Trinity Metro will implement BMPs such as construction sequencing activities, wetting of exposed earth areas, sweeping to remove accumulated dirt on local roadways, covering of dust-producing materials during transport, and limiting construction during periods of high winds to minimize impacts.	Trinity Metro	Construction
10	Noise and Vibration: Noise impacts without mitigation would occur at a total of 208 residences, with severe impact at 206 residences and moderate impact at two residences. Newby Park and other Category 3 receptors would also be impacted without mitigation. Two noise mitigation measures have been identified to mitigate all severe and moderate noise impacts: (1) a quiet zone (at Mistletoe Boulevard, which is in development by the City of Fort Worth, along with the crossings at Park Place Avenue, and Windsor Place) and (2) wheel/rail lubrication.	Trinity Metro will mitigate all severe and moderate noise impacts through the implementation of a quiet zone at Mistletoe Boulevard, which is already in development by the City of Fort Worth, along with crossings at Park Place Avenue and Windsor Place. Additionally, wheel/rail lubrication along a curved section of track will be provided to minimize noise impacts.	Trinity Metro and City of Fort Worth	Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
11	<u>Ecosystems - Vegetation:</u> Areas designated for new tracks and fill embankment would be impacted to a greater extent as these areas would be cleared and graded. Any reseeding or planting of vegetation would use native and adapted plants suitable for the environment. Sanitation and equipment cleaning practices would be required by the contractor prior to allowing any construction activity that could spread invasive species.	Trinity Metro will comply with the City of Fort Worth's Urban Forestry Ordinance (No. 18615-05-2009), including obtaining an Urban Forestry Permit, if necessary. Any reseeding or planting of vegetation would use native and adapted plants suitable for the environment. During construction the contractor will clean all construction equipment to reduce the spread of invasive species.	Trinity Metro	Final Design and Construction
12	<u>Ecosystems - Wildlife:</u> Minor impacts to common wildlife species and their associated habitats would occur. No migratory birds, their nests, eggs, or young would be harmed. No Bald Eagles or Golden Eagles would be impacted.	Re-vegetation and BMPs throughout the corridor would provide mitigation for long-term impacts.	Trinity Metro	Final Design and Construction
13	<u>Ecosystems - Threatened & Endangered Species:</u> No impacts to threatened and endangered species are anticipated.	While no mitigation is required, if any federally-listed or state-listed threatened or endangered species are observed during construction, USFWS and/or TPWD would be contacted to request further assistance with appropriate avoidance measures, including relocation of individuals within active and proposed construction areas.	Trinity Metro	Final Design and Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
14	Water Resources - Water Quality: Construction would involve ground disturbances which may contribute to short-term impacts from erosion and sedimentation. Hazardous materials, such as petroleum and oil products used for fueling and maintenance of construction equipment, could contribute to pollutant loading if runoff from a spill reaches nearby waterbodies. Construction of the proposed Near Southside Station would increase the amount of impervious surface influencing stormwater runoff flow and increase potential pollutants.	Prior to construction, Trinity Metro would obtain a General Construction Permit from the TCEQ. As part of the General Construction Permit process, a SWPPP would be prepared to address authorized discharges that may reach nearby waterbodies, including discharges to MS4s. As part of SWPPP, Trinity Metro and/or its construction contractor would identify and implement temporary stormwater controls.	Trinity Metro	Final Design and Construction
15	Water Resources - Groundwater: No groundwater wells are located within the study area. Potential sedimentation and runoff from construction of the proposed Project would not have a direct pathway to groundwater. Hazardous materials could impact groundwater if runoff from a spill reaches nearby waterbodies potentially leaching through soil into groundwater.	Prior to construction, Trinity Metro would obtain a General Construction Permit from the TCEQ. As part of the General Construction Permit process, a SWPPP would be prepared to address authorized discharges that may reach nearby waterbodies, including discharges to MS4s. As part of SWPPP, Trinity Metro and/or its construction contractor would identify and implement temporary stormwater controls.	Trinity Metro	Final Design and Construction
16	Water Resources - Floodplains: As a result of the detailed 2015 hydraulic study, the study area is located within a 100-year floodplain boundary; therefore, a floodplain development permit would be required.	The Project would be constructed in accordance with the NFIP and local floodplain management ordinances. New drainage culverts are proposed to be constructed by Trinity Metro underneath TEXRail track to convey Leslie Creek floodwaters. In addition, two new culverts are proposed at the downstream of Leslie Creek where existing culverts are undersized.	Trinity Metro	Final Design and Construction
17	Historic and Archeological Resources - Historic: There is the potential to have adverse effects to three historic properties (1931 Underpass, 1930 T&P Underpass, and 1925 Steel Trestle Bridge), and the Jennings-Vickery Historic District.	Effects to the 1931 Union Pacific Underpass and the Jennings-Vickery Historic District would be resolved through the existing MOA executed in 2014. In consultation, FTA and THC determined the existing MOA executed between the FTA, THC and Trinity Metro would be amended to include stipulations for the	Trinity Metro	Final Design and Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
		mitigation of adverse effects to the two NRHP-eligible railroad bridges. Mitigation measures for the 1930 T&P Underpass include Historic American Engineering Record (HAER) Level III-like documentation provided to the THC, consisting of high-resolution digital photographs and prints, engineering data, and historic context. In addition, the development and installation of interpretive signage regarding the history of railroads in Fort Worth at or near the TEXRail Near Southside Station. The design content and placement of the signage will be coordinated with the THC and the consulting parties, who will be given the opportunity to review and comment on the sign design and content. The THC must approve final design, content, and placement of signs. Mitigation measures for the 1925 Steel Trestle Bridge HAER Level III-like documentation provided to the THC, consisting of high-resolution digital photographs and prints, engineering data, and historic context. In addition, the development and installation of interpretive signage regarding the history of the T&P Railroad in Fort Worth at or near the TEXRail Fort Worth T&P Station. The design content and placement of the signage will be coordinated with the THC and the consulting parties, who will be given the opportunity to review and comment on the sign design and content. The THC must approve final design, content, and placement of signs. Finally, Trinity Metro will develop a virtual component of historic railroad resources, to include the historic context of railroad development, surrounding the TEXRail corridor. The format of the virtual component will be such that it can be accessed by the public at the interpretive signage at stations and potentially in train cars. A draft of the virtual component content will be submitted to FTA and the SHPO in pdf. format, for which a 30-day		

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
		period will be provided for their review and approval for final online development. Documentation of the installation of the virtual component access and webpage will be provided to FTA and SHPO upon completion. Trinity Metro will produce a historic context and inventory of rail-related resources dating from 1976 or earlier that are located along the TEXRail corridor within a 175-foot buffer. A draft of the documentation will be submitted to the FTA and the SHPO, for which a 30-day period will be provided for their review and approval. Trinity Metro will also provide final documentation to local organizations, including the Tarrant County Historical Commission, City of Fort Worth Historic Preservation Office, and Historic Fort Worth, Inc. Coordination between Trinity Metro, THC, and FTA regarding this potential mitigation is ongoing.		
18	<u>Historic and Archeological Resources - Archeological:</u> If any prehistoric or historic human remains or unmarked burials are encountered at any point during construction, the area of the remains should be avoided until a qualified person, as defined by §711.0105(a) under the Texas Health and Safety Code, can determine the status of the remains. Any area determined to contain the intentional burial of the remains is considered a cemetery under current Texas law.	If a cemetery is identified in the APE, all work in the area of the discovery would cease and the THC would be notified. Following consultation with the THC, a treatment or avoidance plan would be developed and implemented.	Trinity Metro	Construction
19	<u>Parklands:</u> There was one severe noise impact to the park, pre-mitigation. Two noise mitigation measures have been identified to avoid all projected severe and moderate noise impacts: (1) a quiet zone and (2) wheel/rail lubrication.	Trinity Metro will mitigate all severe and moderate noise impacts through the implementation of a quiet zone at Mistletoe Boulevard, which is already in development by the City of Fort Worth along with crossings at Park Place Avenue and Windsor Place. Additionally, wheel/rail lubrication along a curved section of track will be provided to eliminate noise impacts. .	Trinity Metro and the City of Fort Worth	Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
20	Hazardous Materials: Impacts from hazardous materials are not anticipated to be significant. All hazardous materials sites would be avoided. One site is considered as a high potential risk and three sites are considered as a medium potential risk.	Trinity Metro will perform additional investigation including determining groundwater gradient, available TCEQ files, and construction activities in the area of the site during final design.	Trinity Metro	Final Design
21	Hazardous Materials: If unanticipated sources of hazardous materials are encountered during construction, the construction manager would immediately notify Trinity Metro's Environmental Compliance Division.	If unanticipated sources of hazardous materials are encountered during construction, the construction manager would immediately notify Trinity Metro's Environmental Compliance Division. Additionally, all construction waste would be disposed of at approved sites.	Trinity Metro	Construction
22	Public Safety and Security: Emergency vehicle response times could be slightly delayed at the Mistletoe Boulevard intersection.	Prior to construction, Trinity Metro will identify and categorize hazards, threats, and vulnerabilities.	Trinity Metro	Final Design and Construction
23	Public Safety and Security: Potential for crime at or near the proposed Near Southside Station.	As a result of the Build Alternative, the presence of security personnel and other operations staff may serve to hinder crime near the proposed Near Southside Station. Security patrol services for Trinity Metro's Service Area are currently provided by off-duty police officers from the Fort Worth and Richland Hills Police Departments. Police officers patrol stations, board trains, and provide fare enforcement support on a regular schedule.	Trinity Metro	Operations
24	Public Safety and Security: Prior to construction, hazards, threats, and vulnerabilities will be identified and categorized.	Each identified and management-approved hazard or vulnerability resolution or mitigation would be added to design and construction requirements and recorded on a tracking list. The list would be used by Trinity Metro safety and security, designers, and construction managers to follow each through the design, construction, and testing process.	Trinity Metro	Final Design and Construction

Environmental Permits, Commitments, and Mitigation				
No.	**Impact**	**Mitigation Measures and Implementation**	**Responsible Party**	**Timing**
25	Utilities: Prior to construction, all area utility companies would be contacted to provide line location measures. Businesses and residences affected by utility disruptions during construction would be notified of the disruption at least two weeks in advance, unless there is an emergency situation requiring immediate attention.	Disruptions in service to businesses would be scheduled during off-business hours and never exceed a 24-hour period except during unusual circumstances.	Trinity Metro	Final Design and Construction
26	Utilities: Should utilities be discovered during construction that were not previously identified, work would cease in that area and the appropriate utility companies and agencies contacted to identify the line(s).	Trinity Metro would closely coordinate utility adjustment and protection with impacted companies and designed to avoid any disruption in service.	Trinity Metro	Final Design and Construction

Appendix B: Response to Public Comments

Comment #	Name of Commenter	Date of Comment
Comment Received	Comment	
	Response	
Comment 1	**Commenter:** Jimmy Smith	**Date of Comment:** 11/02/2021
Website	**Comment:** In the map on page 2 of the main Final PDF, it would be nice if it would be mentioned that Mistletoe Heights is also a Historic District; as is stated for Fairmount. Especially given that we are a much closer historic district and immediately adjacent to the station location. We deal with the city's Historic Commission and have to deal with all kinds of rules and regs as they do. Thanks.	
	Comment Response: The map has been updated to note Mistletoe Heights as a Historical District for use in the virtual public meeting and future documentation.	
Comment 2	**Commenter:** Graham Brizendine	**Date of Comment:** 11/02/2021
Website	**Comment:** "Both of these features were identified as man-made drainage features constructed to facilitate stormwater runoff from surrounding infrastructure. As a result, these features were determined to be potentially non-jurisdictional. " This is incorrect. Leslie Creek is a naturally formed creek that has been there and on some maps prior even to Mistletoe Heights being platted. The "riprap" in the creek is from city contractors dumping busted up concrete in the creek many years ago when reconstructing streets in Mistletoe Heights. The creek flows for about 400 feet on my personal property.	
-	**Comment Response:** While Leslie Creek is a naturally formed creek, it has been altered over time by the construction of the railroad and development in the area.	
Comment 3	**Commenter:** Graham Brizendine	**Date of Comment:** 11/02/2021
Website	**Comment:** Wildlife: The generalizations mentioned which seem to indicate that primarily only birds are in this area is incorrect. I have pictures, sound and video recordings of various packs of coyote, fox, owl, turtle, fish, egret and others in this subject area that I am willing to provide. Thanks.	
	Comment Response: It is understood that additional wildlife likely occurs in the project area. These wildlife are covered by the statement of minor impacts to wildlife and associated habitats would occur. Migratory birds are specifically mentioned because they carry regulatory protection.	
Comment 4	**Commenter:** Graham Brizendine	**Date of Comment:** 11/02/2021
Website	**Comment:** What is the removed figure 3-5 from page 259 in the 596-page PDF? I'm curious if this is on my land as it is mentioned to be within 1,000m of the APE and I have found some glass, brick and other things on my acre. Is it a photo from along Leslie Creek? If so, I'd like to see it. Thanks.	
	Comment Response: This figure represents archeological sites; the exact locations of which are considered sensitive information and not available to the public.	
Comment 5	**Commenter:** Scott Nishimura	**Date of Comment:** 11/15/2021
Website	**Comment:** I'm Scott Nishimura, a homeowner at 2239 Mistletoe Blvd., two blocks from the proposed Medical District station. I fully support the station location. It would augment the value and convenience of the regional transit system, making it likely that more commuters will use the service for work, play and travel to Dallas/Fort Worth Airport. It's logical that some commuters would use the Baylor lot as a park-and-ride, meaning there would be some increase in traffic in the neighborhood from those cars. However, more	

Comment #	Name of Commenter	Date of Comment
Comment Received	Comment	
	Response	
	workers living in other parts of the region would be likely to use TEXRail to get to work on the Near Southside, removing those cars from our streets. I have ridden TEXRail numerous times and perceive the environmental impact - most critically from noise - to be minimal. I most recently rode it last week from D/FW Airport to downtown Fort Worth after a late-night flight, boarding the 11:40 p.m. run. I felt safe, both aboard the train and at the train stations.	
	Comment Response: Thank you for your comment.	
Comment 6	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Are there plans in place to extend the rail further south than this new station any time soon?	
	Comment Response: Trinity Metro is currently focused on this proposed 2.1-mile extension; though the agency does desire to extend further south in the future as originally planned with TEXRail. However, currently there is no funding or a timeframe for an extension past the Near Southside station.	
Comment 7	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Does anything change physically at the T and P Station?	
	Comment Response: No changes are expected at the T&P Station.	
Comment 8	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** What is the frequency of the train crossing Mistletoe?	
	Comment Response: TEXRail currently operates commuter trains on 30-minute headways in each direction during peak hours during the morning and afternoon and one-hour headways the remainder of the day. There are 73 TEXRail trains a day that run along the corridor. The extension to the Near Southside Station would continue with the same headways and number of trains.	
Comment 9	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Does the sidewalk get added all along Mistletoe to Leslie? Will streetlights and street trees be added?	
	Comment Response: The sidewalks would be extended along Leslie Street. There would be a sidewalk on the southside of Mistletoe all the way across the railroad crossing. Lighting and landscaping would be included at the station. The City of Fort Worth is planning to construct the sidewalk on the north side of Mistletoe across the railroad crossing.	
Comment 10	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** How tall is the entry sign?	
	Comment Response: The tower is currently displayed at 33 feet and the entry sign at Mistletoe Boulevard and Leslie Street is 16 feet tall. However, this is something that can be modified through neighborhood input and the Transit Oriented Development (TOD) process.	
Comment 11	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021

Comment #	Name of Commenter	Date of Comment
Comment Received	**Comment**	
	Response	
Public Meeting Chat Forum	**Comment:** Signage is tall. What are the dimensions?	
	Comment Response: The tower is currently displayed at 33 feet and the entry sign at Mistletoe Boulevard and Leslie Street is 16 feet tall. However, this is something that can be modified through neighborhood input and the TOD process.	
Comment 12	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Why is a tall kiosk necessary? no one will see it after TOD	
	Comment Response: The kiosk shown is an example from the existing Smithfield station and can be modified as design progresses. A tall kiosk is not necessary. Trinity Metro would work with Baylor Scott White (BSW) Hospital the TOD developer and Mistletoe Heights to fit both the needs of the TOD and the neighborhood.	
Comment 13	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** What is the Grapevine TOD used for?	
	Comment Response: Grapevine TOD includes a boutique hotel and retail.	
Comment 14	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment Part 1:** What about traffic as an environmental issue? **Comment Part 2:** I don't believe the EA gave the figures I asked for.	
	Comment Response: Detailed traffic impacts were studied and included in the environmental documentation in the Transportation Section of **Appendix B2: Physical Resources Technical Report**, and further in **Appendix E: Traffic Operations Report**.	
Comment 15	**Commenter:** Kim Roberts	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Would the two RR bridges mentioned be removed?	
	Comment Response: One bridge, the UPRR Trestle Bridge would be removed and replaced. The other one at Henderson Street would include minor deck work and remain in place.	
Comment 16	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment**: Do we know about the history or buildings that existed here before?	
	Comment Response: Yes. Information on the history of this area was thoroughly documented and provided in the EA, most notably within **Appendix B3: Cultural Resources Technical Report** (available online).	
Comment 17	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Since no info has been offered here on traffic, let me ask a few basic questions: How many cars did the study measure on the 2200 block of Mistletoe Blvd? How many more are predicted with the station? how many more with completed TOD?	
	Comment Response: The North Central Texas Council of Governments (NCTCOG) provides historical traffic counts throughout the Dallas-Fort Worth region (https://trafficcounts.nctcog.org/trafficcount/). In the segment along Mistletoe Boulevard between Forest Park	

Comment #	Name of Commenter	Date of Comment
Comment Received	Comment	
	Response	
	Boulevard and the existing Fort Worth and Western tracks (where the TEXRail Extension would operate), the daily traffic counts have ranged from 2,690 in2004 to 1,861 in 2009 to 2,273 in 2014. Traffic counts were conducted in March of 2021 and found to be lower than typical due to fewer vehicles on the roadway network during the COVID-19 pandemic. A COVID Factor was used to increase the traffic projections to a more normal traffic volume. Therefore, the daily traffic volume in 2021 along this portion of Mistletoe Boulevard was projected to be 2,430. These numbers include all day traffic in both eastbound and westbound directions. The Project Team did not study parking or traffic impacts related to TOD. However, a traffic study was conducted and included in the EA documentation, specifically in the Transportation Section of **Appendix B2: Physical Resources Technical Report**, and further in **Appendix E: Traffic Operations Report**. Ridership projections indicate 85 percent of riders at the station would be walk up, based on the Project Team's modeling.	
Comment 18	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** To what extent, in general, did the EA include consideration of TOD?	
	Comment Response: Within the EA, the proposed action for TOD refers to future implementation but not direct impacts.	
Comment 19	**Commenter:** Armando Tiscareno	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Has the construction contract procurement method been determined?	
	Comment Response: The procurement process has not yet been determined but would follow FTA requirements.	
Comment 20	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** History represents an opportunity for storytelling and creative perspective going forward in station design and art.	
	Comment Response: Trinity Metro would utilize a similar art program for the station as completed on the existing TEXRail stations.	
Comment 21	**Commenter:** Danielle M. Tucker	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** is there a participation goal for Women owned businesses?	
	Comment Response: Procurement would follow FTA requirements, which include a Disadvantaged Business Enterprise (DBE) percentage.	
Comment 22	**Commenter:** Claudia Camp	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** still not clear on sidewalk: will it go from Leslie to Jerome?	
	Comment Response: The City of Fort Worth has plans in place to extend the sidewalk network into that neighborhood.	
Comment 23	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** That is a dark area and very inhospitable to walk. Streetlights and trees should be considered further.	
	Comment Response: The station would have both lights and trees.	
Comment 24	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021

Comment #	Name of Commenter	Date of Comment
Comment Received	Comment	
	Response	
Public Meeting Chat Forum	**Comment:** I apologize if this was said. Will chat comments be recorded as part of the public meeting or do we need to respond on the website.	
	Comment Response: Yes, comments provided via the Chat forum during the November 16 Public Meeting will be recorded.	
Comment 25	**Commenter:** Deborah Arnette	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment Part 1:** What type of FTA funding is being considered for the project? **Comment Part 2:** In addition to the remaining grant funds are any additional federal funds required?	
	Comment Response: Trinity Metro has been authorized to use $80 million from the original TEXRail project for the extension. Half of that would be federal funding. The other half would be a local match. There may be other federal funding opportunities.	
Comment 26	**Commenter:** Kim Roberts	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Can you clarify the total cost and funding for this project from all sources?	
	Comment Response: Trinity Metro has been authorized to use $80 million from the TEXRail override. Half of that would be federal funding. The other half would be a local match. There may be other federal funding opportunities.	
Comment 27	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** If this is a walk-up station, then more reason to ensure sidewalks, lights and trees all work at night. Please note it is 6:48 and dark now as in the mornings.	
	Comment Response: Sidewalks as well as station lighting and trees would all be part of the project.	
Comment 28	**Commenter:** Melissa Konur	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Will bike share station be added here?	
	Comment Response: Yes, a bikeshare station is planned for the proposed Near Southside Station.	
Comment 29	**Commenter:** Kim Roberts	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment Part 1:** Can you clarify the total cost of the project and all funding sources? **Comment Part 2**: Funding sources besides federal?	
	Comment Response: Trinity Metro has been authorized to use $80 million from the TEXRail override. Half of that would be federal funding. The other half would be a local match. There may be other federal funding opportunities.	
Comment 30	**Commenter:** Kevin Graf	**Date of Comment:** 11/16/2021
Public Meeting Chat Forum	**Comment:** Is the cm/gc procurement method being considered?	
	Comment Response: The procurement method has not yet been determined.	
Comment 31	**Commenter:** Alex	**Date of Comment:** 11/19/2021
Website	**Comment:** Please, PLEASE include ACTUAL bike parking for the trains.	

Comment #	Name of Commenter	Date of Comment
Comment Received	Comment	
	Response	
	Comment Response: A bikeshare station is planned at the proposed Near Southside Station. Additionally, the Station would have traditional bike racks like other existing TEXRail stations.	
Comment 32	**Commenter:** John Runnion	**Date of Comment:** 11/19/2021
Website	**Comment:** Why does this take so long, and cost so much?	
	Comment Response: There are multiple agencies and stakeholders involved in a project such as this. In addition, half of the funding must come from local sources. Furthermore, the project must follow FTA guidelines and procedures for design, environmental clearance, procurement and construction, and all of these processes are time intensive.	
Comment 33	**Commenter:** G.W. Dodson	**Date of Comment:** 11/20/2021
Website	**Comment:** It makes zero sense to throw an additional $189 million at a rail system operating at 15% of the projections. The fees being charged don't pay 1% of the operation costs. Why aren't the number of trains per day reduced to cut operations costs? This system was sold with lies and it costs our taxes a ridiculous amount for the average 17 riders per train. I doubt those numbers because the trains are empty every time I have to wait for them in my car. It would be far cheaper to provide free Uber for every rider!	
	Comment Response: Every transit agency nationwide has faced a drastic reduction in ridership due to the ongoing COVID-19 pandemic. However, ridership is beginning to rebound as TEXRail had a total ridership of 30,581 for the month of July 2021. All transportation investments should be considered 20 or 50 years into the future when we are well past the current pandemic as growth will continue to occur throughout the region over that timeframe and beyond.	
Comment 34	**Commenter:** Peter LeCody	**Date of Comment:** 11/20/2021
Website	**Comment:** Our organization, Texas Rail Advocates, supports the TEXRail extension project from the Fort Worth T&P Station to the proposed Southside Station in the Fort Worth Medical District. This will open up additional opportunities for the public to access public transportation in our dynamic, growing region.	
	Comment Response: Thank you for your comment.	
Comment 35	**Commenter:** Father Karl A. Claver	**Date of Comment:** 11/21/2021
Website	**Comment:** I strongly FAVOR the extension to the medical complex. Less driving means less cars, and that means less smog and congestion. Please build and begin service to the medical complex.	
	Comment Response: Thank you for your comment.	
Comment 36	**Commenter:** John McFarlane	**Date of Comment:** 11/23/2021
Website	**Comment:** I live in the Fairmount National Historic District and I fully support the proposed project.	
	Comment Response: Thank you for your comment.	
Comment 37	**Commenter:** Dylan	**Date of Comment:** 11/25/2021
Website	**Comment:** TEXRail is my primary method of transportation from northern Fort Worth to DFW Airport, as I do not enjoy driving and would rather take transit most of the way. It's great to see TEXRail being extended to Baylor Scott & White Hospital for the people who work there or live nearby. It will also be an option for people who are willing to walk a little ways to/from Magnolia Avenue. There are a couple of things I would like to see happen for the walk to/from Magnolia Avenue to be easier: 1- Place Southside Station towards the northern portion of the lot rather than the central portion to reduce walking distance; 2- Widen the sidewalk along Mistletoe Blvd. Or, place bulb-	

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	Response	
	outs at driveway entrances so moving cars will know the curbside is for parking. This would create a buffer between moving cars and pedestrians. As part of this project, off-peak headways ought to increase from hourly to half-hourly to match peak headways. Hospital employees and airport employees rarely work 9-5 schedules. Also, employee schedules often start or end on half-hour intervals. At DFW Airport, airline passengers are continuously arriving. Hourly headways are too infrequent to be a convenient option for some of these potential passengers. To end on a positive note, I'm pleased to see Southside Station will feature an island platform rather than two side platforms. At some other TEXRail stations, passengers are often confused about which platform to stand on. The island platform at Southside Station should eliminate this problem.	
	Comment Response: Thank you for your comment. The Project Team has worked with its partners at Baylor Scott & White to determine the most appropriate location to site the Station, and future development that may occur at this site. The station platform needs to be built along tangent track (or track that is not curved), which limits where on the site that the platform can be located, while also allowing for potential development of a portion of the site.	
Comment 38	**Commenter:** Andrew Blake	**Date of Comment:** 11/30/2021
Website	**Comment:** Extension to Berry St & farther south will benefit the system via network effect. Hope it happens ASAP.	
	Comment Response: Thank you for your comment. Currently there is no funding or a timeframe for an extension past the Near Southside station.	
Comment 39	**Commenter:** Chris Carathers	**Date of Comment:** 11/30/2021
Website	**Comment:** I'm am in support of this extension and can't wait for even more of this system to be built. We need more and more mass transit that links sensible areas together. This extension seems like a natural next step with the next one being to southwest Fort Worth. Keep going!	
	Comment Response: Thank you for your comment. Currently there is no funding or a timeframe for an extension past the Near Southside station.	
Comment 40	**Commenter:** Calen	**Date of Comment:** 11/30/2021
Website	**Comment:** Please make this happen! This connect public transit almost to the TCU university area!	
	Comment Response: Thank you for your comment.	
Comment 41	**Commenter:** Matthew Montgomery	**Date of Comment:** 11/30/2021
Website	**Comment:** Please give us a stop somewhere near TCU!!! <3 you!	
	Comment Response: Thank you for your comment. Currently there is no funding or a timeframe for an extension past the Near Southside station.	
Comment 42	**Commenter:** Bill Atkins	**Date of Comment:** 11/30/2021
Website	**Comment:** Using your numbers you propose to spend $16,143 PER FOOT to expand TexRail to west of the hospital district. Your “station” is so far from Harris Hospital that few will want to walk it, especially at night or during extreme weather. You need to figure out how to get the tracks closer to Harris and Cook’s Children’s or this will be another light rail failure.	
	Comment Response: While the station is not located adjacent to every hospital in the Fort Worth Medical District, it was constructed within existing transportation rights-of-way as close to these facilities as possible. While not everyone who works or visits these facilities	

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	will be able to conveniently arrive at their final destination by only passenger rail, there will be connecting local bus service, bicycle facilities, Trinity Metro's ZIPZONE service, and some may choose to walk.	
Comment 43	**Commenter:** Clayton Manning	**Date of Comment:** 11/30/2021
Website	**Comment:** Freight Rail Comment Preface: As the design and review of the project is on-going, the final designs/structures/track/alignments and the areas that they impact are subject to change. The comments provided below are the proactive best efforts to identify items that should be incorporated and addressed - based on currently available information - to ensure the EA will cover all areas and that will/may be affected by the project as the designs continue to develop. Freight Rail General Comment: The design plans used in Appendix C are currently under review with both UPRR and FWWR. They have not been approved yet. Therefore, they are subject to change and any resulting impact to the EA will be the responsibility of TexRail to address. Based on preliminary review of the designs, there are items that have been discussed and agreed to during design meetings that are not incorporated into this version of the plans. Additionally, any outstanding items that appear to have been incorporated are still subject to change, pending final review and approval. Section 3.1.3 of the EA says no mitigation measures will be required as a result of the TexRail Extension Project. It also states that UPRR and FWWR operations would run as they do today. While this statement may apply to the final condition, clarification should be made that there are multiple mitigations for freight railroads being made to maintain operations during construction. Furthermore, operations will temporarily not run as they do today during construction. UPRR Comments: Based on our review of the project we recommend the following: Extend the project limits 1000' past the point of tangent after the long curve on the East side of the project to approx. station 12985+00. Extend limits 1000' past the end of the proposed trackwork on the West side to approx. station 13092+39. (Station values are per the 10% track plans dated Oct. 28, 2021 that were recently submitted) Extend limits an additional 50' North of the proposed shoofly/ TexRail track to accommodate grading, ditching and possible alignment changes if required. FWWR Comments: Based on our review of the project we recommend the following: Extend the project limits 1000' past the point of tangent at approx. Station 493+00 on the North side where TexRail line enters "jug handle". Extend project limits 1000' South from Station 462+00. These two points for extending limits are suggested based on assumption of where shoofly cutover points might be. As the shoofly design has not been presented yet, TexRail should determine where the shoofly will connect to FWWR mainline on the North and South end of the project and extend project limits 1000' past these cutover locations if the assumptions above do not encompass the area. Project limits should include full width of the FWWR ROW and/or (whichever is greater) 50' East of the proposed shoofly/TexRail Track to accommodate grading, ditching and possible alignment changes if required. Section 6.5.3 of the Appendix states nighttime work will be avoided. Design is still on-going, so this is subject to change, but there has been consideration of a possible need for nighttime work for certain construction activities where the project impacts the freight railroad lines. There is a neighborhood on the West side of FWWR tracks near the Southern end of the project. Therefore, a clarification should be made that states no guarantee that nighttime construction will not occur.	
	Comment Response: Trinity Metro continues to meet with and coordinate design with UPRR and FWWR. This process will continue as the project advances into Final Design and Construction. Any future design changes that would require additional environmental assessment would be addressed as a supplemental to the EA, including the extension of project limits. Current 30% design plans will be advanced in Final Design to include items that have been agreed to in the Memorandum of Agreement currently being reviewed for execution between Trinity metro and FWWR.	

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	Response	
	Trinity Metro will continue to work with the freight railroads to minimize impacts to operations during construction in agreement with the railroads. Nighttime construction would be avoided or minimized to the extent possible. Trinity Metro would coordinate construction activities with the approval of the freight railroads.	
Comment 44	**Commenter:** Devon	**Date of Comment:** 11/30/2021
Website	**Comment:** PLEASE expand the TexRail!!	
	Comment Response: Thank you for your comment.	
Comment 45	**Commenter:** Jeffrey A. Stvan	**Date of Comment:** 11/30/2021
Website	**Comment:** Thank you for the very thorough Environmental Assessment. At the moment, I have no concerns that were not addressed in the document. I - as well as my spouse - very much look forward to seeing the proposed extension become a reality.	
	Comment Response: Thank you for your comment.	