Appendix D – Oral Comments
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Agency Oral Comments
Cotton Belt Corridor Regional Rail Project

Agency Scoping Meeting 10:30 a.m. July 28, 2010
DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, 75202

A. Attendees:

Allen Upchurch, City of Plano
Barb Weisel, DART
Bianca Noble, Addison City Council
Bruce Redder, Office of Senator Kay Bailey Hutchison
Christine Polito, COX McLain Environmental Consulting
Curvie Hawkins, The Fort Worth T
Dave Davis, City of Farmers Branch
Frank Turner, Deputy City Manager for Plano
Greg Royster, DFW Airport
Jim O’Conner, City of Irving
John Hoppie, DART
Kay Shelton, DART

Ken Griffin, City of Coppell
Kevin Feldt, North Central Texas Council of Government
Larry Cox, COX McLain Environmental Consulting
Laura Flores, K Strategies Group
Lawrence Meshack, DART
Nancy J. Stavish, URS
Renee Ducker, URS; Peng Zhao, URS
Ruben Landa, K Strategies Group
Shilpa Ravande, City of Dallas
Tom Shelton, North Central Texas Council of Government
Tom Tulley, FRA
Nancy J. Stavish, URS

B. Handouts

1. Cotton Belt Corridor Scoping Information Booklet
2. Cotton Belt Public Scoping Meeting brochure and comment card

C. Introduction of Meeting

1. Dallas Area Rapid Transit (DART) representative opened the meeting and explained that DART is beginning the scoping process for the Cotton Belt Corridor project. DART told the audience there will be a public meeting, July 29, 2010, at the Addison Conference Center, and continued to briefly explain the 2030 transit system plan of 2006 and that DART is in a working partnership with North Central Texas Council of Governments (NCTCOG). DART said that funding initiatives will be discussed in the meeting.

D. Opening Statements of Presentation

1. DART explained what scoping is, the history of the Cotton Belt Corridor project and the role of public involvement in this project. DART referred to images on the presentation
to show what areas the Cotton Belt will extend into and its interplay with the Fort Worth Transportation Authority (the T).

2. DART said they are following the National Environmental Policy Act (NEPA) process, and scoping is the very beginning of the process. DART said the Federal Transit Administration (FTA) has indicated it will not issue a Record of Decision or a formalized approval of The Cotton Belt project until the financing of the project is defined.

3. DART said they are following the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA) to make sure there is full public participation.

E. Presentation Section: Cotton Belt Overview

1. DART said the Cotton Belt extends to Dallas/Fort Worth International Airport (DFW Airport) and then ties into the T’s project. The Cotton Belt, at least part of it, was in the original 1983 final survey plan. The 2030 system plan, which was completed in 2006, shows all the proposed rail corridors. Issues brought up in previous meetings were traffic safety, visual and air quality, natural resources and property values.

2. DART explained that this project is being pursued because of public interest in having the Cotton Belt implemented sooner than later. The Cotton Belt Corridor will also increase the connectivity of other corridors and projects with the Denton County Transit Authority and the T. DART continued to explain NCTCOG’s effort in identifying funding for the project.

F. Presentation Section: Financial Studies of the Cotton Belt

1. DART said that in May 2010 both DART and the T authorized a Memorandum of Understanding (MOU) with the NCTCOG’s Regional Transportation Council (RTC). “We’re working with the NCTCOG, and The T is working with the NCTCOG to come up with funding for the Cotton Belt. The RTC and the NCTCOG are leading the innovative funding initiative ... they’re moving forward to try to determine how to fund the corridor as we move forward...”

2. DART discussed the Funding Development Process and said scoping is the first phase of the PE/EIS, (Preliminary Engineering / Environmental Impact Statement), before DART
can move on to a Record of Decision and ultimately design, construction and then operation.

G. Presentation Section: Scoping

1. DART explained the purpose of scoping, which is to gather the community’s input on specific issues: the impact of the Cotton Belt, the concerns of the residents, the alternative designs and station locations.

H. Presentation Section: Initial Alternatives

1. DART said that alternatives include a no-build alternative: what will happen if nothing is done, and the Natinsky Plan. Things to consider in the alternative choices are how the Cotton Belt interacts with The T and DFW Airport, serving the North Lake area in Coppell, which is not included in the corridor, making sure Addison receives access to the Cotton Belt, interfacing with the Red Line, and the option of extending the corridor east toward Shiloh Road, which is not included in the existing plans.

I. Presentation Section: Schedule

1. DART said there will be a draft environmental impact statement and a public hearing associated with the environmental impact statement, and NCTCOG continues to work on identifying funding. DART stated that the website will be the main point of information. Then the meeting moved into the question and answer session.

J. Question and Answer Section

1. Unidentified women: An audience member asks if there is a preferable alternative for the Cotton Belt.
   i. DART responds: There is not a preferable alternative at this point. Alternatives listed in the NCTCOG report are variations of the same thing, but there is no preferable alternative.

2. Dave Davis, City Traffic Engineer, City of Farmers Branch: Asked whether there is a plan for quarterly meetings with local governments.
   i. DART responds: Yes, and we are planning for frequent meetings with the agencies and the public so that everyone is actively involved.
ii. **Dave Davis, City Traffic Engineer, City of Farmers Branch, comments:** Stated that the area from Midway Road to Preston Road and from Beltline Road to LBJ Freeway should be considered in the Cotton Belt. He said this area has the potential for ridership and is attractive to people for ridership use.

3. **Frank Turner, Deputy City Manager, City of Plano:** Asked for the presenter to go into a little more detail about the interplay/interaction of the financial study done by NCTCOG and the engineering and environmental study.
   i. **DART responds:** DART is going to make sure that NCTCOG understands how the alignment of the project is evolving, what the designs are and will identify the mitigations of the project. By doing this NCTCOG can create a financial study based on the concepts being presented by DART.
   ii. **NCTCOG comments:** As NCTCOG begins to find potential funding and revenue sources for the project they will work very closely with DART and the T to prepare their final documents.

4. **Frank Turner, Deputy City Manager, City of Plano:** Mr. Turner said that city projects are scrambling for tax space, and this is one more competitor for people’s tax dollar. The audience members stated that ridership efficiency is important to this project if it is going to be seen as valuable.
   i. **NCTCOG responds:** “That’s exactly an issue that DART deals with for every corridor. We totally agree, and as you know, our regional travel model is proven to be very accurate and validated. So we are going to use that as the basis.”

5. **Bianca Noble, council member, City of Addison:** Ms. Noble asks if there is a way to market to the public how important the Cotton Belt Corridor is to the region and not just focus on the environmental scoping of the project.
   i. **NCTCOG responds:** When NCTCOG has presentations they show a slide that presents how the area is the fastest growing region in the county with 6.9 million people; this area is considered by the EPA to persistently exceed air pollution levels; and there are 100,000 people moving in annually. This could be added to the presentation for the June 29, 2010 meeting.
K. Conclusion of comments. The meeting ends.
Public Oral Comments
August 18, 2010

Mr. J. Lawrence Meshack, III
Dallas Area Rapid Transit
1401 Pacific Ave.
Dallas, Texas 75202

Re: Public Hearings: Cotton Belt Regional Rail Corridor
Order No. 63

Dear Mr. Meshack:

Enclosed please find the full-size original of the Public Hearing held on July 29, 2010, taken in the above-referenced matter reported and transcribed by Barby D. Black, CSR.

Thank you for the opportunity to assist you in this matter.

Very Truly Yours,

Roseann Spiros

Enclosure
ORIGINAL

DALLAS AREA RAPID TRANSIT
COTTON BELT REGIONAL RAIL CORRIDOR
PUBLIC SCOPING MEETING

THURSDAY, JULY 29, 2010, 6:30 P.M.
ADDISON CONFERENCE CENTER
15650 ADDISON ROAD
ADDISON, TEXAS

Transcribed by Barby D. Black, CSR
Transcription date: August 17, 2010
MR. MESHACK: I'd like to ask Mayor Chow to come up and make his comments first followed by Mayor Slagel.

MAYOR CHOW: Thank you, Lawrence. First of all, I want to thank all of you for coming to this public meeting of Cotton Belt. I'm really proud of this project. I remember back in 2006 that we had opportunity getting approved by DART board for this Cotton Belt 2030 System Plan.

As John has made explicit explanation of Cotton Belt, I just wanted to emphasize how important this is. Personally I was born and raised in Taiwan. I remember when I was little, Taiwan was so much behind. And in recent years, I traveled back, and I can see economic was growing. The economy was growing. Every city had light rail service to bring people from places to places and able to travel to Hong Kong, China. It was so much better than before because of what, the public transit.

What are the criteria for any big public infrastructure? The public transit is always number one issue with Olympic Game and World Expo. They will choose the city with the best public transit.

So that's the reason I really appreciate the collaboration of all the local cities, by
Richardson, Plano, Carrollton, Addison, and also the regional organizations such as COG and RTC, DART itself, and the NTTA and the Department of Transportation and also the federal funding.

Without them, we couldn't make this happen. Most importantly, you'll remember we need your support. We need your input. Without the support of the people, we wouldn't get this great project done.

We want to make sure this project is done right and that everybody has agreed we're in a win-win situation. I really want to encourage all of us, you know, to support this.

If you have some suggestions, please do so in this public meeting. Thank you so much for participating. Thank you.

(Appplause)

MAYOR SLAGEL: Well, we have come a long way. I'm Gary Slagel, the mayor of Richardson, and I guess I've been in this -- involved in this Cotton Belt since maybe 1987, and it has -- it's gone from a dream to almost a reality.

I can only say that that has happened because of the drive that DART has, the fact that the leadership of DART, the organization itself has wanted to see this happen because it makes sense, the fact
that the DART board has worked so hard to make -- to
put this on the map and try to ask their staff to work
with the rest of the region to create a project that
would work extremely well for everyone, and they've
done that.

I will also say that I've been to a few
meetings like this where I was an unpopular person,
maybe still am. But because of the work of Ron
Natinsky, we've been able to move the project forward
with some conditions around it that -- that is as John
said, we'll work through during this study, during this
period of time between now and the end of the year.

This is a terrific move for the region.
It certainly benefits Richardson, Dallas, Addison,
Plano, and the cities to our west and to the east
ultimately. There are some important decisions that
need to be made; and over the next six months, they
will.

I will just touch on a couple of points
regarding Richardson since we have been so involved in
this and have been trying to see this project through
for so many years. You'll notice from the presentation
that John made and the charts that are along the wall
that there are some choices for how to interface with
the Red Line.
John mentioned that he'd like to have input, so I'm going to do that because I know you guys on the DART board and ladies would like to hear what I have to say regarding that. So let me -- let me just lay out a few things.

The station that we think is a great candidate is the Bush station, lots of parking, lots of parking underneath the George Bush Turnpike so that issues of parking pretty much go away with that station. It's in a green field area which has two buses. It's a little bit easier to develop, but also we have the economic impact that will be created.

We're looking for ways to finance this through public and private partnerships. We think that brings a lot to the table and more quickly almost than you might have with other alternatives.

I will also say that the -- with that corridor, the crossing of 75, and the -- running parallel going north on the Red Line disturbs neither. So we don't have an issue with obstruction of traffic on the roadway or disturbance of what we already have with the Red Line. So it looks to be a pretty good alternative.

We'd like to work, of course, with DART and the City of Dallas and the City of Plano to make
all this happen, and I will say that the advantage of our station really is an advantage to Plano because it does take some of the traffic disturbances you might see on the service road and on Plano Parkway away.

So what we do is help create a smoother transition going north and then ultimately to the east and to the other stations that they may want to have in the future. So we would like to -- I would like to go on record on behalf of the City of Richardson and our council to say that this is a fantastic plan.

We really appreciate the effort that DART will go through in the next months, the effort that the cities represented here will go through as well as all the citizens to make sure that their input is heard, and we'll find the right solution to the whole process so that it will benefit all of us.

Thank you very much for doing this.

Lawrence, I'm going to turn this back over to you and listen for some additional input. Thanks.

(Applause)

MR. MESHACK: Thank you, Mayor Slagel and Mayor Chow. The next speaker I have is Councilwoman Noble. Miss Noble, would you like to make comments tonight? If you would, you can either come up here or you can make them at the microphones.
COUNCILWOMAN NOBLE: I just want to thank the members of the public for being so interested in what happens in our region. This is very important to our future. It's not just about a train. That's the simple part. It's really about the economic development that's going to be around those trains.

It's going to be about the livability of the area, our attractiveness as Mayor Chow has said. I just want to say thank you to the people who really brought it this far. I've only been on the council for about a year and a few months.

The people who came before me and all of the people who have been involved in the DART project, especially the people at COG, I just want to say thank you for taking us this far, Ron Natinsky and others.

I know there's more work to do, and it's not going to be easy, and it's not going to be quick, but we hope it will be a lot quicker than what the original plans were.

We look forward to bringing that prosperity to our region as soon as possible. So thank you for being here and thank you to those of you who have worked so hard.

(Applause)

MR. MESHACK: Thank you, Councilwoman. I
have no other elected officials who have requested to speak. Is there anyone else who would like to make comments if you are an elected official? Seeing none, we will go to the general public.

The first person I have to speak will be our CAC representative, Citizens Advisory Committee member, Mr. Dave Brady. Mr. Brady, if you could keep your comments within three minutes or so, we'd appreciate it.

MR. BRADY: Fair enough. Thank you very much to all of the staff, all of the people that have worked for this project for so many years. A very crucial aspect that I must stress to everyone is not everybody will use this line to go to the airport.

There will be riders on and off this line throughout the developed area along the many communities in the DART service area in the future that may be beyond.

The vast polycentric job structure that we have throughout this area will demand the kind of cooperation between our city officials and our political leaders and all of the citizens in ways that we have not been pressed before because we have to pull together in a greater level of cooperation than we've ever known.
Involvement with the DART process has been significant for several decades; but the linking of service to the rider is really what makes it work, and the trip that the rider makes the most every day, every week is to and from the job that keeps the economic stimulation flowing.

It's the life blood of DART, and it's the life blood of the future growth that we have throughout this vast region, now the fourth largest in the nation. This means the call of cooperation for our political leaders for putting that infrastructure together in the right place now and for our future generations, but always think first, the rider is what's going to make the difference.

The more riders on the route, the less cars we have on our roads, the greater potential for economic stimulation we have throughout the job markets in all of the areas within the corridor.

Think first about the rider and those connections that the rider must make along the way. Think then of the wealth of many of those that don't go to the airport far more than they do for the job every week.

Thank you for your effort and keep your cooperation and heart in place. Thank you.
(Applause)

MR. MESHACK: Thank you, Mr. Brady. Our next speaker is Steve Turner.

MR. TURNER: I'm Steve Turner, and I live in the Lake Highlands part of Dallas, but I've attended all the meetings that they've had on this north crosstown connector, and I've bought into it from day one because it's a very good idea.

But I do feel that they need to go back and include Wylie and Murphy in part of this crosstown connector. They're already on the right-of-way out to Wylie. Wylie and Murphy are growing tremendously out there. By the time the trains would be implemented, they will need them out there just as bad as we do around here.

I think that would be a consideration if there's any way they can do it to get Murphy and Wylie back into the plan. It's a good plan. It'll help the growth of the country here, and it'll help take cars off the road.

So I think -- I bought into it. I just wish they'd get the other towns in it too. Thank you.

(Applause)

MR. MESHACK: Thank you, Mr. Turner. The next speaker is William G. Hudson followed by Carolyn
PETON. Is Mr. Hudson here?

MR. HUDSON: Yeah, I'm here. Hello.

This is William Hudson. I live in Dallas. I want to know if they're going to have a train that's going -- if it goes through Grapevine.

We have -- in Grapevine there's a nursing home, and I want to know if they're going -- a train goes right through Grapevine. If it -- if it do [sic], that would be good. Thank you.

(Applause)

MR. MESHACK: Thank you, Mr. Hudson.

Miss Peton.

MS. PETON: Hi. I'm Carolyn Peton. I'm here representing Highlands McKay, which is a small community of about 250 homeowners that will be right on the line. A couple of things that we want to make people aware of that are on the planning committee is there's one and only one access to our neighborhood, and that's Meandering Way, and that means there's one egress.

That's it. We can't get in and out if you block the southern transit and don't go below grade. So that's one major concern for that street.

Also we've been told recently when we were trying to get some speed bumps in there to slow
drivers down and protect our children, that street is
an alternate for fire, police, and rescue units.

So if we don't have a below ground grade
at that point, it's going to hinder their response when
Hillcrest and Coit are backed up because we are the
next major intersection through there.

I've waited -- I've waited since I was a
child for thirty years to see the first DART train roll
through Dallas, so I'm definitely a proponent of the
DART train lines.

I am just representing some people who
are very concerned about being able to get in and out
of the neighborhood and get their kids to school and be
protected because you're also looking at putting a
station near us, and the congestion might be a bit
overwhelming for that one little section.

I'm sure you guys have a lot more on your
plate to think about than our little neighborhood, but
we have looked at it from the perspective of safety
with the fire and police station because the North
Central Police Station is located at the corner of
McCallum and Hillcrest. They use us as an alternative
route.

The fire station is at Frankford and
Hillcrest. They use us as an alternative route, and we
think just making you aware of that might help alleviate something. I don't know what's involved with creating a below grade situation; but I think just given the facts that we've seen, it would be in everybody's benefit not to block that major road even for a short period of time. Thank you.

(Appause)

MR. MESHACK: Thank you, Miss Peton. The next speaker is David Smith, followed by Rick Gover.

MR. SMITH: Good evening. I'm David Smith. I'm a former Plano City Council member and a current candidate for a Collin County judge. I'm here primarily just to listen and learn, but I do want to add my very strong support for the advancement of this corridor.

This corridor along with the development of the McKinney corridor will be very important to Collin County not only for mobility but for economic development. And on a personal note, I'll let you know that I currently live in East Plano about three-tenths of a mile from the Cotton Belt.

If this plan does something that eliminates the noisy freight trains, I'd be even more enthusiastic about it. I very much appreciate all the work by the officials and the public on this plan, and
I look forward to working with you all in the months to come.

(Appause)

MR. MESHACK: Thank you, Councilman Smith. Rick Gover.

MR. GOVER: I'm Rick Gover. I live in Chalfont Place, which is a 100-home community just north of the intersection of Preston and Arapaho, and the Cotton Belt Line is immediately adjacent to our community.

I've attended these meetings for about four years, and I met Mrs. Shelton at Prestonwood Country Club when the 2030 plan was discussed. At that time, we were really dealing with diesel cars and a lot of opposition in North Dallas to the Cotton Belt.

Given all of the opposition, the Natinsky plan was developed, and I -- certainly our community strongly urges DART to adopt the Natinsky plan in its entirety. During John's presentation, I was getting the impression that the Natinsky plan was an option that was being considered.

I may have misunderstood that. I don't think that I did, and it was certainly my understanding from talking to him and representatives from the City of Dallas that the Natinsky plan was, in fact, an
integral part of the Cotton Belt development.

I didn't get that level of confidence during the presentation, and I would urge the DART board to adopt the Natinsky plan in its entirety, particularly the below grade aspects to it, the trails, the light rail, and all of that aspects to it.

That was the result of a lot of negotiation that Mr. Natinsky and Linda Koop had with others, and I certainly hope that DART will adopt it in its entirety. Thank you very much.

(Applause)

MR. MESHACK: Thank you. Sally Wolfish, followed by Tom Wood.

MS. WOLFISH: I'm still here. I'm Sally Wolfish representing Prestonwood Homeowners Association. We're a group of 500 homes that are -- will be directly affected by the Cotton Belt Line.

In a major departure from city council action, on June 26th, 2006, the Dallas City Council passed a resolution affirming the city's commitment to the Cotton Belt Commuter Rail Project.

This change in position from prior city councils which had not included the Cotton Belt among the city's priority list of proposed DART rail projects came about as a result of a careful negotiated set of
criteria for implementation of the Cotton Belt through North Dallas.

This set of criteria known as the Natinsky plan was ten years in the making. The Natinsky plan includes several elements, each of which is critical to the construction of a line through this densely populated portion of Dallas.

These elements include rail technology similar to light rail transit, rail line below grade at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road, the elimination of freight rail service, stations at Noel Road and Preston and west of Coit, enhanced landscaping and sound attenuation in the single-family residential areas, and cooperation with development and implementation of the trail systems shown on the City of Dallas Master Trail Plan.

The residents of far North Dallas supported Councilman Natinsky in his willingness to take a regional view of the potential of the Cotton Belt Line. Had Dallas looked strictly at what was best for Dallas only, the city's major east/west rail line naturally should have aligned at least in part along LBJ Freeway where major centers of employment, medical centers, and regional retail would benefit from rail service.
In comparison, the current alignment of the east/west line along the Cotton Belt brings little benefit to the City of Dallas in terms of alleviating east/west traffic and moving people to centers of employment.

However, acknowledging the long-standing participation of Richardson, Plano, and Addison in the DART system, Councilman Natinsky crafted a plan that includes an east/west line through these cities while at the same time protecting our residential neighborhood.

No other neighborhood in the City of Dallas is slashed by commuter rail as ours is with five major arterial street at-grade crossings within less than a mile. The setting of the Cotton Belt in our neighborhood is unique.

As per Page D-16 of the April 2010 Cotton Belt report, the segment from Knoll Trail to Renner Village is less than fifteen percent of the total length of the DFW to Red Line segment, yet contains fifty percent of the park and recreational linear foot adjacencies and forty-six percent of residential linear foot adjacencies.

Councilman Natinsky recognized that this project must be done right to protect the homes,
creeks, floodplains, and wetlands adjacent to the Cotton Belt and ensure safety of the five local streets crossing the line.

Without the protection of the Natinsky plan, the Dallas City Council resolution approving the Cotton Belt would not have been supported. It is critical that funding of the Cotton Belt include provisions for all elements of the Natinsky plan. Each is vital to the success of the line.

The Cotton Belt could be a model for how to not only finance but implement commuter rail through residential neighborhoods. Just as light rail has been successfully integrated into the city, done correctly public and private commuter rail projects can become a part of our city.

However, if the stated criteria at the City of Dallas are ignored in whole or in part, there will be no faith on the part of the public that DART or COG can be trusted to implement the conditions so carefully negotiated and depended upon for support.

Without that trust and public faith, raising private dollars will be substantially more challenging. We are thankful to COG for incorporating the June 28th, 2006 Dallas city resolution in its funding study. We appreciate DART's recognition of the
impact of the Cotton Belt on our neighborhood.

As set forth in DART's 2000 -- excuse me -- 2030 Transit Plan regarding the Cotton Belt, quote, DART is committed to selecting an environmentally and community-friendly technology to provide express rail service in this corridor.

Detailed studies in later phases of the project development process will identify potential impacts and appropriate mitigation procedures.

Community representatives will be an integral part of this process, end quote.

I and other representatives of our neighborhoods stand ready to work with you to enhance the implementation process. Again, I urge the committee to develop a financing package that specifically includes line items for each element of the Natinsky plan. Thank you for your time and consideration.

(Appause)

MR. MESHACK: Mr. Wood and Mr. Jones.

MR. WOOD: Good evening. My name is Tom Wood. I'm on the board of the Preston Green Homeowners Association. We have 103 homes, but I'd like to really support my colleagues from Highlands McKay and Chalfont.
We too are adjacent. Many of our homes in our community, including mine -- mine is exactly fifty feet from the center of the rails. So we're talking about people that are affected. I stand here before you very much affected.

I very much want to support the Natinsky plan. I want to reiterate the excellent comments made by the previous two speakers. That did at least address a number of the issues; and with all due respect to the gentleman that kept using the word "rider," let's use another word.

Let's use homeowners, okay? Let's use people that are affected by what's going to go on. Let's use taxpayers, all of us in the room. So I would -- let's add another word. Let's be concerned about the riders, but let's be more concerned about the impact on the neighborhoods, the homeowners, and the environment from that standpoint.

Let me make a point about safety. I support the Natinsky plan. I think it's the only way to make it work, and frankly it's got to work. But let's talk about safety. My home is fifty feet from the center of the rails as are nineteen homes along that way.

Our subdivision is -- I should say
community is at the corner of Davenport and Campbell basically there. So we're halfway between you and Chalfont. There are twenty, twenty-one homes that literally back up like I do.

In talking to one of the nice gentlemen from DART earlier this evening, I found out that the new light rail cars are approximately 120 feet long. The easement or right-of-way along most of that twenty-six miles is 100 feet, which means it's fifty feet on each side.

I'm not a math major, but it wouldn't take but one small derailment to wipe out a neighborhood if it's a 120-foot car and you've only got fifty feet. The Natinsky plan below grade will at least give us some options to address those safety issues. Thank you.

(Applause)

MR. MESHACK: Todd Jones, followed by Bill Reeder.

MR. JONES: Good evening. Thank you so much for allowing me to come up and speak in front of you. My name is Todd Jones, Lone Star Realty. I'm here representing the Crew family at 1975, the Bush Station. I'd like to echo Mayor Slagel's comments and let you know as a landowner we're here to dedicate the
right-of-way for that connection on both the east and west side.

The right-of-way will allow you to come through, basically clean through; and what you don't realize is by doing the connection at that intersection, Greenville site, you truly will have one of the largest TODs in the United States, much less the Southwest, which the impact is huge on that rail.

Please keep that in mind. We're currently working with the City of Richardson going through a zoning process, and I encourage you all to call me and understand that because it's exciting.

Thanks again for the opportunity. If you have any questions, please call.

(Applause)

MR. MESHACK: Thank you. Bill Reeder, followed by Maria --

MR. REEDER: I'm Bill --

MR. MESHACK: -- Bocalandro.

MR. REEDER: I'm Bill Reeder. I live near Preston and Campbell. We're about two-tenths of a mile from the track. During the PowerPoint presentation, I saw three alternatives listed that do nothing primarily at grade or at grade with the Natinsky plan.
It sounds like we're regressing back to
ground zero. I just want to voice my support and say
the Natinsky plan has to be adopted and no option
beyond that. Thank you.

(Applause)

MR. MESHACK: I apologize. I butchered
your name. Miss Bocalandro.

MS. BOCALANDRO: Thank you. Maria
Bocalandro from Coppell. I'm a new resident. I'm the
new kid in town in Coppell. I've been there since
2008. I was born, as the mayor of Richardson, in
another country, in a Latin-American country where
eighty percent of the people use public transportation.

I chose Coppell because of the school
district. I have four children. I went -- I
participated in the Vision 2030 Coppell, specifically
in the economic development committee that put together
those ideas with a big participation with our citizens.

I made like a wrong question. I just
raised my hand and said, "Why doesn't Coppell have
public transportation?" The answer was just too
complicated and maybe too political, and I don't want
to go there, but I think it's very important to
incorporate the riders of Coppell.

The presentation I heard that Mr. John
Hoppie spoke about just said that the service was going to be to Cypress Waters, which is a new development, but we have almost 40,000 citizens in Coppell. We are a showcase of sustainability.

We have a Farmers Market that's very close to the railroad system. We have a historic site. We have a park and a new convention center right near the station. We also have an industrial area that pulls in a lot of people working, and those people might need the train.

I just would like to state that it's very important to incorporate maybe communities and cities that didn't start from the beginning, but the train's going through our city. Looking at the way -- the assessment of this project is going to go, I had the great opportunity to be on the board of directors of our metro system which moves two million a day people in the city from where I'm at.

The environmental impact at least in part of Coppell is not as big as other communities because mostly we already have a corridor there of Belt Line, and we do have a school, and we do have some uses that could impact it really bad, but not as bad as other communities I'm hearing about.

So maybe the environmental effect is --
in the case of Coppell, you do have to take it into account, and it is important. The most impact we're going to have is social and economical.

If this project turns its back on Coppell and the location of the station does not incorporate the uses that are in our plan of 2030, we're going to have a bunch of people just going by Coppell and not wanting to stop, and this could be -- go against what we want as Coppellians.

So I would just encourage for DART -- and I know we have Karen Hunt here -- to give us space from Coppell to talk about the development of old Coppell that we're doing, the industrial area -- we have a university. We have North Lake University on 121 -- and see how those uses can be served by this line.

As Mr. Gray said, how many times do you ride to the airport? Maybe two or three or ten times a year if we're lucky. But we go to work every day, and people from Coppell go to work on the corridors like the Green Line of DART. So it would be wonderful to be able to connect.

So my proposition is to think about the rider and also think about the homeowners and the budget situation of the homeowners that might benefit from using public transportation instead of using gas.
Think about the carbon impact that it would have for a lot of citizens to use mass transit.

I would also propose linking this service to -- maybe Coppell can do a small bus system that would feed these stations. The last proposition is one of the hard things about changing to public transportation is the interchange of the different transportation systems.

So when you look at the Cotton Line that connects to the Red Line, it looks so simple. But when you drive a car and you're used to going from your home directly to your parking lot, your office, or your school, wherever you're going, getting off of that train and connecting to the other one has to be very simple.

So I would go one step more. I've already bought the Cotton Line with the integration and thinking about integrating the ticket or the tariff so that when you buy it and you get on in Coppell or in Carrollton or in Richardson, it's already integrated so that you can go into the middle of the city or you can go out to Denton.

Those are my two propositions. Thank you.

(Applause)
MR. MESHACK: Thank you. We have no
speakers listed. Is there anyone else who'd like to
make comments with reference to the Cotton Belt? Yes,
sir. Come up to the microphone and please state your
name.

MR. DUBLE: This is more a question than
anything else. I heard the --

MR. MESHACK: Could you state your name,
sir?

MR. DUBLE: I'm sorry. I apologize. My
name is Ken, K-e-n, Duble, D-u-b-l-e. I live in
Dallas. I was looking at your presentation, and I've
got a question about the -- what appears to be an
eastern section of the Cotton Belt and what appears to
be a western section of the Cotton Belt.

What I'm hearing in this presentation,
I'd like to be mistaken or proven wrong. If hearing
what I'm hearing is wrong, I don't want to be right.
It appears to me that we're talking about two separate
developments at the east and the west.

One of them is being headed up by The T.
The other would be kind of headed up by DART. Very
simple question. I want to know if I get on a train,
say at -- say Richardson just to kind of reflect on
what my colleague was saying here earlier, am I going
to have to change trains at the airport to continue on to Fort Worth?

That's what I want to know. Will you be able to ride straight through or is this not only going to involve changing trains at the airport but maybe even a different type of train with a completely different technology that Fort Worth is doing? That's what I want to know. Can anyone answer that?

MR. MESHACK: Someone will get with you and get that information to you.

MR. DUBLE: I thought -- I thought some people might want to know the answer as well.

MR. MESHACK: If they want to stick around and find out, they can do that, but we're still in the comment period.

MR. DUBLE: Okay.

MR. MESHACK: Thank you. Is there anyone else who would like to make any comments? Yes, sir.

MR. HEDRICK: My name is Bob Hedrick, and I live in Carrollton. Primarily a question with reference to the intersection of Stemmons and Belt Line. We have three projects that we're dealing with there, the widening of Stemmons, the below grade, and the Cotton Belt.

I was curious to know if there have been
efforts made to try to coordinate those three projects
so that we end up with one big mess instead of three
messes.

(Laughter)

MR. MESHACK: Thank you for your comment, sir. As I said, staff will be around to try to address
those after we finish. Would anyone else like to make
comments pertinent to the scoping? Yes, sir.

MR. SCHMIDT: Hi. My name is Scott Schmidt. I just graduated from Newman High School in
Carrollton, and I'm going to college, and I'm going to
be a civil engineer. This last semester, I got the
opportunity to work with ATV, a civil engineering firm.

I was just wondering if not just for the
Cotton Belt project but any other projects that DART
carries out in the future of the Dallas area if
educational opportunities will be made for, say, like
internships or co-ops for, say, people like civil
engineers like me.

(Appause)

MR. MESHACK: Anyone else? Yes, ma'am.

MALE VOICE: Hire that man.

MR. MESHACK: I'm sorry?

MALE VOICE: Hire that man.

(Laughter)
MS. BOCALANDRO: Maria Bocalandro. I'm sorry. I forgot my third idea. My third idea -- I've been listening to like a strong group of homeowners that are very worried about the impact of the train on their residential areas, and that is a very, very big concern.

There is all types of technology, and I was on one in Grenoble in France where there was a lot of people with wheelchairs because there was a lot of, I guess, veterans. They were able to change the technology to make it ground so that you can get on there on the sidewalk.

I mean, there is a lot of things that you can do to minimize the impact, and I would suggest a mixed option. What's the plan called, Nabinsky?

MALE VOICE: Natinsky.

MS. BOCALANDRO: The Natinsky plan where there's a big impact on communities and then the other solution underground.

This is something that technologically you can do some -- some underground and some on top. Of course the problem is the cost, and we don't have money. If we get together and we fundraise and we get the money and we get the citizens to support, it's going to take more than 100 pounds here and 200 pounds
there to get the funding to go underneath.

I propose a mixed option, and it's going
to have to do with the feasibility studies. I think we
have to think out of the box. In Grenoble, the mayor
did a referendum, and they paid extra taxes, and they
redesigned -- I'm talking about a major train company
had to redesign the train for them for their necessity.

So I think it's about participation, and
I really applaud these small communities that are here
enforcing this plan. I think it could be a mix, and I
think we have to think out of the box. I would like to
be of service. I'm here. Thank you.

(Applause)

MR. MESHACK: Thank you. All right.
Last call for anyone who'd like to make comments this
evening.

MR. OLDFIELD: My name is Dave Oldfield.
I'm a former city councilman for the City of
Carrollton, and I headed up the DART referendum in
1983, and then I headed up the what was then a trying
re-call, and I headed it up, and we were successful.

It is interesting to note that some of
the cities that had not paid into it for many, many
years, they want more than what they should get at this
stage of the game.
The Cotton Belt is very important to me. I have a lot of property in downtown Carrollton. We are getting ready for that -- the Green Line, and hopefully I will live long enough to see the Cotton Belt finalized. Thank you very much.

(Applause)

MR. MESHACK: Is there anyone else who'd like to make comments this evening on this project? I'd like to reiterate that if you don't want to make verbal comments, there are several ways -- of course we always have the website. The website is up and operating.

There are these comment cards. We have solo or just stand-alone comment cards here. There are also comment cards with the brochure that you can detach from the brochure and mail these in. We'll be taking those.

As John indicated, we are under a 45-day comment period during the scoping period that will end on August 30th. The website -- did you have something?

MR. HOPPIE: Yeah.

MR. MESHACK: All right. I'll turn it back over to John, and we'll conclude the presentation.
STATE OF TEXAS

COUNTY OF DALLAS

THIS IS TO CERTIFY THAT I, BARBY D. BLACK, a
Certified Shorthand Reporter in and for the State of Texas,
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