Cotton Belt Corridor Regional Rail
Scoping Summary Report Appendix

November 2010
## Document Revision Record

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<th>Project/Report Name: Scoping Summary Report Appendix</th>
<th>URS Project Number: 25338804</th>
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<td>PM: Dan Meyers</td>
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| Comments by: | | Date: |
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| Nancy Stavish, URS | October 31, 2010 |
| Nancy Stavish, URS | November 16, 2010 |

| Task Manager Approval: | Date: |

| Verified/Approved by: | Date: |

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Notice of Intent
SUPPLEMENTARY INFORMATION:
The purpose of the PNWRC Program in Washington State is to improve intercity passenger rail service by reducing travel times, achieving greater schedule reliability, and creating capacity for additional trip frequencies in order to accommodate growing intercity travel demand. To achieve these goals WSDOT applied for federal funding through the High Speed Intercity Passenger Rail Program (HSIPR Program) administered by the FRA and funded by the American Recovery and Reinvestment Act (Recovery Act). WSDOT’s application under the Recovery Act was split into three Service Blocks, and identified incremental service benefits including increased service levels, improved on-time performance and schedule reliability, and reduced travel times. The FRA intends to provide funding under the HSIPR Program for projects contained in two of the three service blocks.

In June 2009, the FRA released the HSIPR Program Guidance (Interim Guidance) that described the eligibility requirements and procedures for obtaining funding under the HSIPR Program. (74 FR 29901 [June 23, 2009]). The Interim Guidance split the funding opportunities into four separate tracks. The PNWRC improvements were submitted by Washington State for consideration for Track 2 funding. The Interim Guidance required Track 2 applicants to submit, with their application, a “corridor-wide ‘service’ NEPA study, such as a programmatic or Tier I EIS.” (Interim Guidance Section 1.6.2). The Interim Guidance went on to define Service NEPA as an environmental document, either an Environmental Impact Statement or an EA, that “[a]ddresses actions at a broad level, such as a program concept for an entire corridor.” (Interim Guidance Section 2.2).

In order to comply with the requirements of the Interim Guidance, WSDOT prepared a Tier-1 or “service” NEPA document that included the analysis of two alternatives; the “No Build” and the “Corridor Service Expansion Alternative.” The No Build Alternative analyzes what would happen if there are no further improvements on the PNWRC. The Corridor Service Expansion Alternative analyzes the effect on the human and natural environments of the service improvements that involve 23 individual projects that build on one another and collectively meet the goals of the PNWRC Program to expand and improve service along the PNWRC. The Tier-1 EA was completed in September, 2009 and was made available for comment between October 2, 2009 and October 23, 2009 on the WSDOT Web site. Thirteen agencies submitted written comments. No individual written comments were received.

Based on the Tier-1 EA and contingent upon successful completion of mitigation measures detailed in the draft FONSI, FRA has determined that the improvements will not have a significant impact on the quality of the human or natural environment. Therefore, FRA has drafted a FONSI for the proposed program of improvements. This FONSI based on the Tier-1 EA has been prepared to comply with NEPA and the FRA’s Environmental Procedures. FRA has concluded that the award of Federal funds to implement the program of improvements to the Washington State segment of the PNWRC that are described as Service Blocks 1, 2, and 3 in the EA, constitute a major Federal action within the meaning of Section 102(c) of NEPA (43 U.S.C. 4321). Prior to release of construction funding for individual projects, WSDOT will successfully complete applicable mitigation measures detailed in the draft FONSI and complete appropriate project-level NEPA evaluations, documentation, and required determinations for the individual project.

FRA Environmental Procedures require that a FONSI be made available to the public for not less than 30 days when the “nature of the proposed action is one without precedent.” Because this is the first Tier-1 EA and draft FONSI that FRA will issue, this notice invites the public to comment on the draft FONSI.

Issued in Washington, DC, on July 2, 2010.

Mark E. Yachmetz,
Associate Administrator for Railroad Policy and Development.

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration

Environmental Impact Statement for the Proposed Implementation of Rail Passenger Service on the Cotton Belt Corridor

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), as the Federal lead agency, and the Dallas Area Rapid Transit (DART) intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County, Texas, through a large portion of northwest Dallas County, to the existing DART Red Line Light Rail Transit (LRT) corridor in the Cities of Plano and Richardson in Collin County, Texas. The primary purpose of the Cotton Belt Corridor Regional Rail Project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers. The Federal Aviation Administration (FAA), having jurisdiction over airports, is being requested to be a cooperating agency in this study. The purpose of this Notice is to alert interested parties regarding the plan to prepare the EIS, to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS proposed in this notice, and to announce that public scoping meetings will be conducted.

DATES: Comment Due Date: Written comments on the scope of the EIS, including the preliminary statement of purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to DART by August 30, 2010. See ADDRESSES below for the address to which written public comments may be sent. Scoping Meetings: The public scoping meeting will be held on

- Thursday, July 29, 2010, at 6:30 p.m. at the Addison Conference Center, 15650 Addison Road, Addison, TX. Please notify the DART Community Affairs representative at (214) 749-2590 at least one week in advance of the meeting date if language translation or hearing-impaired signing is needed. The
building used for the scoping meeting is accessible to persons with disabilities.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the DART Web site at http://www.dart.org/cottonbelt.

An interagency scoping meeting will be held on Wednesday, July 28, 2010 at 10 a.m. at DART Headquarters, in the Board Room, located at 1401 Pacific Avenue in Dallas, TX. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

ADDRESSES: Written comments on the project scope should be sent to John Hoppie, Project Manager, Dallas Area Rapid Transit, P.O. Box 660163, Dallas, TX 75266–7213. Telephone: (214) 749–2525, Fax: (214) 749–3844, or via e-mail: jhoppie@dart.org. Comments may also be offered at the public scoping meetings identified under DATES above.

FOR FURTHER INFORMATION CONTACT: Ms. Lynn Hayes, Community Planner, Federal Transit Administration, Region 6, 819 Taylor Street, Room 8A36, Fort Worth, Texas 76102, Telephone: (817) 978–0550; Fax (817) 978–0575, or e-mail: Lynn.Hayes@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Scoping and Background

FTA and DART invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, specifically on the proposed project’s purpose and need, the alternatives to be evaluated that may address the purpose and need, the impacts of the alternatives considered, and the evaluation methods to be used. Comments should address (1) feasible alternatives that may better achieve the project’s need and purpose with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives. To ensure that these issues are identified, the scoping meetings will begin with a formal presentation followed by the opportunity for the public to comment on the scope of the EIS. Oral and written comments may be given at the scoping meetings; a court reporter will record all comments. Written comments may be submitted at the meeting or may be mailed to the project manager at the address in ADDRESSES above. Following the scoping process, public outreach activities will continue throughout the duration of the work on the EIS as described in FTA Procedures below.

National Environmental Policy Act (NEPA) “scoping” (Title 40 of the Code of Federal Regulations (CFR) 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—“to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives * * * [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.” Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental analyses.

Since 1983, the Cotton Belt Corridor has been included in several transportation service plans and the North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP). In 1999 and 2000 DART identified the North Crosstown Corridor which included the Cotton Belt Corridor as a key transportation corridor. In 2006, DART conducted a higher level of alternatives analysis and completed an existing conditions report of the North Crosstown Corridor, as part of its 2030 Transit System Plan. The Cotton Belt Corridor was identified as the preferred alignment for transit service between DFWIA and the DART Red Line. NCTCOG also included the Cotton Belt Corridor in the region’s long range transportation plan, Mobility 2030: The Metropolitan Transportation Plan for the Dallas–Fort Worth Area—2009 Amendment. In April 2010, the NCTCOG completed a Conceptual Engineering and Funding Study. This study provided background information on the existing environment, and compared various combinations of interlining, Red Line termini, minor alignment deviations, and station locations on the Cotton Belt Corridor. The feasibility study will be used to inform and guide the scoping process and EIS development for the proposed project.

II. Preliminary Statement of Purpose and Need for the Project

The Cotton Belt Regional Rail Corridor’s primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area. The implementation of passenger rail within the Cotton Belt Corridor would also provide an alternative to traffic congestion within the planning area. The connection of three LRT lines and two planned regional rail lines (Denton County Transportation Authority [DCTA] A–Train and Fort Worth Transportation Authority’s [The ‘T’s] Southwest-to-Northeast [SW2NE] Project) makes regional connectivity a key component of the Cotton Belt Corridor. The Cotton Belt Corridor also offers opportunities to connect with the proposed BNSF regional rail corridor between Frisco and Irving, with a connection in downtown Carrollton.

Regional demand for travel in the planning area is projected to increase along with congestion. Implementation would improve transit performance in the planning area by offering a new, more reliable rail service. By providing a new transportation option, peak period congestion would be reduced, providing improvements to regional air quality.

III. Project Location and Environmental Setting

The proposed project would occur in the State of Texas, in portions of Tarrant, Dallas and Collin Counties, within the Cotton Belt Corridor. The project proposes a new regional rail line to provide express rail passenger service between DFWIA, through the cities of Grapevine, Coppell, Carrollton,
Addison, and Dallas to the existing DART Red Line LRT corridor in the cities of Plano and Richardson, Texas. Land use varies along the corridor and includes residential, commercial, government/institutional, transportation, and industrial, as well as underdeveloped areas.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and NCTCOG planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet.

Three freight companies operate within the corridor through agreements on tracks owned by DART: The Fort Worth and Western Railroad (FWWR), the Kansas City Southern (KCS) Railroad, and the Dallas Garland Northeastern (DGNO) short-line freight rail service. The Union Pacific (UP) Railroad has overhead rights but does not currently operate within the corridor. On January 22, 2010, the Surface Transportation Board (STB) approved freight abandonment in the north Dallas area from Knoll Trail in Dallas, Texas to Renner Junction in Richardson, Texas.

IV. Possible Alternatives

Alternatives to be reviewed in the EIS include a No-Build Alternative and the Build Alternative, which may include design options and various station locations.

The No Build Alternative assumes a 2030 condition of land use and demographics. It includes transit capital and service improvements that are programmed to be implemented by DART and other transit providers in the study area, as well as all other planned, programmed, and funded transportation projects for the planning year 2030.

The Build Alternative would consist of “express” rail passenger service within the Cotton Belt Corridor using a passenger rail vehicle that complies with the requirements of the Federal Railroad Administration (FRA) safety standards (FRA-compliant vehicle). Express service is defined as a 20-minute peak and 60-minute off peak headway. A base alignment and station locations will be examined along with various options for the eastern terminus, stations, passing siding/double-track locations, and possible horizontal and vertical alignment deviations at strategic locations.

The Build project would extend eastward from DFWIA within existing railroad right-of-way approximately 26 miles to DART’s Red Line LRT corridor in the cities of Plano and Richardson. At its western terminus, the project would interface with DART’s future Orange Line LRT service, which extends from DFWIA through Irving to downtown Dallas, and to the planned Fort Worth Transportation Authority’s (The T’s) SW2NE Regional Rail Corridor service from downtown Fort Worth to DFWIA. The T completed a Draft EIS (DEIS) for the SW2NE project and the Final EIS is expected to be complete in 2010. The SW2NE project is anticipated to receive environmental clearance for the section of the Cotton Belt from north of DFWIA to Fort Worth, and for a new rail corridor extending from the Cotton Belt south into DFWIA Terminal B.

At the eastern terminus, the base corridor would interface with the Red Line where a new LRT station would be located at the intersection of the two corridors. Options for the Cotton Belt corridor eastern terminus include: Turning south to connect to the existing DART Red Line Bush Turnpike Station, Turning north to connect to the existing Red Line Downtown Plano Station (which would allow an option for service to continue further north into Plano or McKinney), or extending further east on the Cotton Belt to terminate near Shiloh Road in Plano. Additional deviations from the base alignment elsewhere along the corridor may also be considered.

The base corridor includes a total of 54 roadway crossings (44 at-grade; 10 grade-separated) including major roadway facilities such as State Highway (SH) 121, Interstate Highway (IH) 635, the President George Bush Turnpike, IH 35E, the Dallas North Tollway (DNT) and US 75 (North Central Expressway). It is anticipated the Cotton Belt would interface with six other major passenger rail lines, including DART’s Orange, Green and Red LRT lines, a proposed BNSF Corridor service that would interface with the Cotton Belt in downtown Carrollton, a proposed extension of the DCTA A-Train service to downtown Carrollton, and the planned SW2NE rail corridor connection at DFWIA.

Several new rail stations would be provided, depending upon the build alternative selected. Station platforms would be approximately 300 to 500 feet in length. Potential station locations include: DFWIA, North Lake, Downtown Carrollton (Green Line interface), Addison (existing Transit Center), Knoll Trail, Preston Road (State Highway 289), Renner Village, UTD—Synergy Park, the Red Line Interface, and Shiloh Road.

Additional alternatives that emerge during scoping that reasonably address the project’s purpose and need and that have not been previously evaluated will be considered.

V. Possible Effects

The purpose of this EIS process is to study, in a public setting, the potentially significant effects of the proposed project and its alternatives on the quality of the human environment. Areas of investigation for transit projects generally include, but are not limited to: land use, development potential, land acquisition and displacements, environmental justice, historic resources, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species; investigation may reveal that the proposed project will not affect or affect substantially many of those areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

VI. FTA Procedures

The regulations implementing NEPA, as well as provisions of SAFETEA–LU, call for public involvement in the NEPA process. Section 6002 of SAFETEA–LU provides the following guidance: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in becoming a participating agency for the proposed project; (2) Provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in an environmental documentation; and (3) Establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify the project manager, as identified in the ADDRESSES section above.

A comprehensive public and agency involvement program (PAIP) has been developed and will be implemented as part of the DEIS. The PAIP will include: Agency and public scoping meetings; community-wide public information meetings; public hearings; informational briefings to stakeholder groups, elected...
would be responsible for identification of funding sources and for developing a financial plan sufficient to design, build and implement passenger rail service on the Cotton Belt Corridor.

Various funding alternatives are under consideration. The proposed project may be funded through a combination of local funds and funds apportioned to the NCTCOG from the FTA Urbanized Area Formula Program (UAFP) funding under 49 U.S.C 5307 (Section 15). This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

NCTCOG may consider requesting additional funding to help construct the project through various state and Federal programs. NCTCOG is also seeking innovative financing alternatives that may include private sector partners.

The EIS will be prepared in accordance with NEPA (42 U.S.C. 4321 et seq.) of 1969 and the regulations implementing NEPA set forth in 40 CFR Parts 1500–1508 and 23 CFR Part 771, as well as provisions of the enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU).

Issued on: June 29, 2010.

Robert C. Patrick,
Federal Transit Administration, Region VI, Ft. Worth, TX.

FOR FURTHER INFORMATION CONTACT: For further information or to obtain a copy of the submission to OMB, please contact Ira L. Mills at, ira.mills@ots.treas.gov (202) 906–6531, or facsimile number (202) 906–6518, Regulations and Legislation Division, Chief Counsel’s Office, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552.

SUPPLEMENTARY INFORMATION: OTS may not conduct or sponsor an information collection, and respondents are not required to respond to an information collection, unless the information collection displays a currently valid OMB control number. As part of the approval process, we invite comments on the following information collection.

Title of Proposal: Interagency Guidance on Asset Securitization Activities.

AGENCY: Office of Thrift Supervision (OTS), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The proposed information collection request (ICR) described below has been submitted to the Office of Management and Budget (OMB) for review and approval, as required by the Paperwork Reduction Act of 1995. OTS is soliciting public comments on the proposal.

DATES: Submit written comments on or before August 9, 2010. A copy of this ICR, with applicable supporting documentation, can be obtained from RegInfo.gov at http://www.reginfo.gov/public/do/PRAMain.

ADDRESSES: Send comments, referring to the collection by title of the proposal or by OMB approval number, to OMB and OTS at these addresses: Office of Information and Regulatory Affairs, Attention: Desk Officer for OTS, U.S. Office of Management and Budget, 725–17th Street, NW., Room 10235, Washington, DC 20503, or by fax to (202) 395–6974; and Information Collection Comments, Chief Counsel’s Office, Office of Thrift Supervision, 1700 G Street, N.W., Washington, DC 20552, by fax to (202) 906–6518, or by e-mail to infocollection.comments@ots.treas.gov. OTS will post comments and the related index on the OTS Internet Site at http://www.ots.treas.gov. In addition, interested persons may inspect comments at the Public Reading Room, 1700 G Street, NW, by appointment. To make an appointment, call (202) 906–5922, send an e-mail to public.info@ots.treas.gov, or send a facsimile transmission to (202) 906–7755.

DEPARTMENT OF THE TREASURY
Office of Thrift Supervision

Interagency Guidance on Asset Securitization Activities

AGENCY: Office of Thrift Supervision (OTS), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The proposed information collection request (ICR) described below has been submitted to the Office of Management and Budget (OMB) for review and approval, as required by the Paperwork Reduction Act of 1995. OTS is soliciting public comments on the proposal.

DATES: Submit written comments on or before August 9, 2010. A copy of this ICR, with applicable supporting documentation, can be obtained from RegInfo.gov at http://www.reginfo.gov/public/do/PRAMain.
Public Notices
Your Rights May Be Affected by a Class Action Settlement

A proposed class action settlement has been preliminarily approved by the court in Arthur v. Travelers, No. 09-7332 in the United States District Court for the Eastern District of Louisiana.

What Is The Lawsuit About?
The complaint alleges that Travelers’ handling of claims arising out of the events above caused class members to receive fewer benefits than those to which they were entitled. Travelers denies all claims and liability stated in the complaint.

Who Is Included?
All persons, including but not limited to their assignees, subrogees, and lienholders (including the State of Louisiana), who sustained any loss or damage of any kind, arising in any way out of damage, destruction, or harm to property in the State of Louisiana related in any way to Hurricanes Katrina and/or Rita, and who, at the time of the loss, had any rights under a policy of insurance from a Travelers company.

What Are My Rights?
For further information regarding the settlement and your rights, including information on how to exclude yourself from the Settlement Class or object to the terms of the settlement agreement.

- You do not need to do anything to remain in the class. You give up your right to sue will be bound by all Court orders.
- Exclude yourself from the settlement. Written requests for exclusion must be postmarked by September 3, 2010. You the right to sue at your own expense. You not receive a payment from the settlement.
- Object to the Settlement. Written objections must be postmarked by September 3, 2010. If the Settlement is approved and objection is rejected, you will be bound Court orders.
- Attend the Fairness Hearing. You attend or ask to speak at the Fairness Hearing that will be held on October 27, 2010, at the U.S. District Court for the E District of Louisiana, 500 Poydras Street, Orleans, LA 70130. To speak at the hearing you must submit a written request postmark September 27, 2010.

For more information regarding the settlement and your rights, please visit the website the number listed below, or write to: Administrator, c/o Rust Consulting, P.O. Box 361, Minneapolis, MN 55440
Please do not contact the court or the office.


The Dallas Morning News  Dallasnews.com  NORTH TEXAS  C  Sunday, July 11, 2010

Cotton Belt Regional Rail Corridor

Public Scoping Meeting
Cotton Belt Regional Rail Corridor

Cotton Belt Regional Rail Corridor

DART and the Federal Transit Administration (FTA) are advancing the preparation of an Environmental Impact Statement (EIS) to study the implementation of rail passenger service along the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport through a large portion of northwest Dallas County to the existing DART Red Line in Collin County. The rail corridor passes through portions of the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano. As part of the EIS, public Scoping period to receive comments on the Cotton Belt Regional Rail Corridor through August 30, 2010 has been established. DART welcomes all comments from interested individuals, organizations, or businesses regarding any significant social, economic or environmental impacts related to the Cotton Belt Corridor. Within the Scoping period, a public Scoping meeting has been scheduled to present the latest details of the project and to receive comments from attendees.

If you wish to attend the Scoping meeting and need sign language interpretation, please notify DART at least 24 hours in advance by calling the Telecommunications Device for the Deaf (TDD) number 214-749-3628.

For more information, please contact DART Community Affairs at 214-749-2543 or visit www.DART.org.
Mourners Asked to Understand Peters’ ‘Desperation’

By Jean Murphy

Many Stunned Friends, Teachers
Blindsided by Tragedy of Deaths

By Juan Murry

Friends, coworkers, teachers
and fathers were still stunned
this week, having no hint of the
tragedy that ended the seemingly
happy lives of Jaime and Corinne Peters.

Jaime and Corinne were close.
Warner, a good friend of Jaime’s
since the mid-1990s. When Corinne
and other friends tried regularly
to catch up with the Peters’ lives,
Warner said:

“Whenever I was with her
she had that cell phone and she
was always talking to Corinne,”
he said.

“Corinne was a sweet,
sweet girl,” said Warner, who
attended some of Corinne’s bulge
and social with Jamie. Warner

July 29 Meeting to Gather
Public Input on DART Rail

By Jean Murphy

DART and the Federal Transit Administration (FTA) are invit-
ing residents to attend a meeting on
Thursday, July 29. The meeting will be held
at the Addison Conference Center, 15550
Addison Road, in Addison.

After receiving citizen comment
through early August, the two groups will begin
preparing an Environmental Impact Statement (EIS) to
tackle the implementation
of rail passes and services along the line.

Local details of the meeting
will be announced at the meeting
of Addison town council on
July 12.

CISD Forges Ahead with Summer Bond Projects

By Juan Murry

Summer is construction season in Coppell ISD, and
work is well underway on $5.5
million in bond projects as the
School District prepares for
the first day of school on Aug-
ust 23.

The projects include every-
ingthing from new skating
rinks to new football
press box and
heating and
air conditioning systems at
Coppell Middle. The bond is
also funding a solar panel
project on

This new, single-story
field press box is property
next to the Coppell ISD
CISD bond projects

Special Election
for Mayor

See story on page 10.
Agency Scoping Meeting Invitations
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<tr>
<td>Federal Agencies</td>
<td>Ms. Judith Wilson</td>
<td>NEPA Coordinator</td>
<td>Bureau of Indian Affairs</td>
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<td>Houston, TX 77019</td>
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<tr>
<td>Federal Agencies</td>
<td>Mr. William Peterson</td>
<td>Regional Director</td>
<td>Federal Emergency Management Agency</td>
<td>P.O. Box 850 North Loop 288</td>
<td>Houston, TX 77029</td>
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<td>Federal Agencies</td>
<td>Ms. Bonnie Murphy</td>
<td>Regional Administrator</td>
<td>Federal Railroad Administration</td>
<td>2100 International Plaza</td>
<td>Fort Worth, TX 76109-4820</td>
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<tr>
<td>Federal Agencies</td>
<td>Mr. Wayne Lea</td>
<td>Chief, Regulatory Branch</td>
<td>US Army Corps of Engineers</td>
<td>P.O. Box 17300</td>
<td>Fort Worth, TX 76102</td>
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<td>Federal Agencies</td>
<td>Mr. Richard Greene</td>
<td>Regional Administrator</td>
<td>US Environmental Protection Agency, Region 2</td>
<td>1101 Moss Avenue</td>
<td>Dallas, TX 75202</td>
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<tr>
<td>Federal Agencies</td>
<td>Mr. Rowan Gould</td>
<td>Acting Director</td>
<td>US Fish and Wildlife Service, Region 2</td>
<td>P.O. Box 1366</td>
<td>Albuquerque, NM 87103</td>
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<tr>
<td>Federal Agencies</td>
<td>Ms. Shannon Carter</td>
<td>Terminal D Manager</td>
<td>Transportation Security Administration</td>
<td>510 Airline Drive</td>
<td>Coppell, Texas 75019</td>
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<tr>
<td>Federal Agencies</td>
<td>Mr. Tom Cloud</td>
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<td>US Fish and Wildlife Service</td>
<td>711 Stadium Drive</td>
<td>Arlington, TX 76011</td>
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<td>Federal Agencies</td>
<td>Mr. Kelvin Solco</td>
<td>Manager, Southwest Region Airports Division</td>
<td>Federal Aviation Administration</td>
<td>2601 Meacham Boulevard</td>
<td>Fort Worth, TX 76137-4298</td>
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<tr>
<td>State Agencies</td>
<td>Mr. Richard Varela</td>
<td>Executive Director</td>
<td>Railroad Commission of Texas</td>
<td>P.O. Box 12967</td>
<td>Austin, TX 78711</td>
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<tr>
<td>State Agencies</td>
<td>Mr. F. Lawrenceicks</td>
<td>Executive Director</td>
<td>Texas Historical Commission</td>
<td>P.O. Box 12276</td>
<td>Austin, TX 78711</td>
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<tr>
<td>State Agencies</td>
<td>Mr. Carter Smith</td>
<td>Executive Director</td>
<td>Texas Parks and Wildlife Department</td>
<td>4200 Smith School Road</td>
<td>Austin, TX 78744-3218</td>
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<td>State Agencies</td>
<td>Mr. Robert Brown</td>
<td></td>
<td>TXDOT</td>
<td>4777 N Hwy 80</td>
<td>Mesquite, TX 75150</td>
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<td>Regional Agencies</td>
<td>Mr. Michael Morris</td>
<td>Director of Transportation</td>
<td>NCTCOG</td>
<td>616 S Lakeshore Drive</td>
<td>Irving, TX 75060</td>
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<td>Regional Agencies</td>
<td>Mr. Chad Edwards</td>
<td>Principal Transportation Planner</td>
<td>NCTCOG</td>
<td>616 S Lakeshore Drive</td>
<td>Irving, TX 75060</td>
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<tr>
<td>Regional Agencies</td>
<td>Mr. Dick Ruddell</td>
<td>President/Executive Director</td>
<td>Fort Worth Transportation Authority</td>
<td>1600 East Lancaster Street</td>
<td>Fort Worth, TX 76102</td>
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<tr>
<td>Regional Agencies</td>
<td>Mr. Currie Hawkins</td>
<td>Planning Director</td>
<td>Fort Worth Transportation Authority</td>
<td>1600 East Lancaster Street</td>
<td>Fort Worth, TX 76102</td>
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<tr>
<td>Regional Agencies</td>
<td>Mr. Jim Cline</td>
<td>President</td>
<td>Denton County Transportation Authority</td>
<td>1660 South Stemmons</td>
<td>Lewisville, Texas 75067</td>
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<tr>
<td>Member City</td>
<td>Ms. Mary Suhm</td>
<td>City Manager</td>
<td>City of Dallas</td>
<td>1500 Marilla Street</td>
<td>Dallas, TX 75201</td>
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<td>Member City</td>
<td>Mr. Ron Whitehead</td>
<td>City Manager</td>
<td>City of Addison</td>
<td>P.O. Box 9010</td>
<td>Addison, TX 75001-9010</td>
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<td>Member City</td>
<td>Mr. Leonard Martin</td>
<td>City Manager</td>
<td>City of Carrollton</td>
<td>P.O. Box 11050</td>
<td>Carrollton, TX 75011-0535</td>
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<td>Member City</td>
<td>Mr. Hector Saenz</td>
<td>City Manager</td>
<td>City of Colleyville</td>
<td>4125 W. Cameron Drive</td>
<td>Dallas, TX 75211</td>
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<td>Member City</td>
<td>Mr. Gary Greer</td>
<td>City Manager</td>
<td>City of Farmers Branch</td>
<td>P.O. Box 819010</td>
<td>Farmers Branch, TX 75291-9010</td>
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<td>Member City</td>
<td>Mr. Bill Dollar</td>
<td>City Manager</td>
<td>City of Garland</td>
<td>P.O. Box 469002</td>
<td>Garland, TX 75046-9002</td>
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<td>Member City</td>
<td>Ms. Jackie Lee</td>
<td>City Manager</td>
<td>City of Glenn Heights</td>
<td>1315 S. Harrellton Rd</td>
<td>Glenn Heights, TX 75114</td>
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<td>Member City</td>
<td>Mr. Bill Cliney</td>
<td>Town Administrator</td>
<td>Town of Highland Park</td>
<td>4700 Wood Drive</td>
<td>Highland Park, TX 75205</td>
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<td>Member City</td>
<td>Mr. Tomas Gonzalez</td>
<td>City Manager</td>
<td>City of Irving</td>
<td>825 W. Irving Blvd.</td>
<td>Irving, TX 75060</td>
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<td>Member City</td>
<td>Mr. Dan Vedral</td>
<td>Interim Public Works Director</td>
<td>City of Irving</td>
<td>825 W. Irving Blvd.</td>
<td>Irving, TX 75060</td>
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<td>Mr. Thomas Muilenbeck</td>
<td>City Manager</td>
<td>City of Plano</td>
<td>P.O. Box 860038</td>
<td>Plano, TX 75096-0604</td>
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<td>Member City</td>
<td>Mr. Bill Ketter</td>
<td>City Manager</td>
<td>City of Richardson</td>
<td>P.O. Box 893038</td>
<td>Richardson, TX 75080-3038</td>
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<td>Member City</td>
<td>Ms. Lynda Humble</td>
<td>City Manager</td>
<td>City of Rowlett</td>
<td>P.O. Box 99</td>
<td>Rowlett, TX 75088-0099</td>
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<td>Member City</td>
<td>Mr. Bob Livingston</td>
<td>City Manager</td>
<td>University Park</td>
<td>P.O. Box 8005</td>
<td>Dallas, TX 75223-0005</td>
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<td>Non-Member City</td>
<td>W. Clay Phillips</td>
<td>City Manager</td>
<td>Coppell</td>
<td>255 Parkway Boulevard</td>
<td>Coppell, Texas 75019</td>
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<td>Non-Member City</td>
<td>W. Keith Griffin</td>
<td>Director of Engineering &amp; Public Works</td>
<td>Coppell</td>
<td>255 Parkway Boulevard</td>
<td>Coppell, Texas 75019</td>
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<td>Non-Member City</td>
<td>Mr. Bruno Rumbelow</td>
<td>City Manager</td>
<td>Grapevine</td>
<td>P.O. Box 95104</td>
<td>Grapevine, TX 76909</td>
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<td>Non-Member City</td>
<td>Mr. Stan Laster</td>
<td>Director of Public Works</td>
<td>Grapevine</td>
<td>P.O. Box 95104</td>
<td>Grapevine, TX 76909</td>
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<td>Non-Member City</td>
<td>Mr. David B. Jobsey</td>
<td>Transportation &amp; Public Works</td>
<td>City of Fort Worth</td>
<td>1000 Throckmorton Street</td>
<td>Fort Worth, TX 76104</td>
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<tr>
<td>Non-Member City</td>
<td>Mr. Dale A. Fisseler</td>
<td>City Manager</td>
<td>City of Fort Worth</td>
<td>1000 Throckmorton Street</td>
<td>Fort Worth, TX 76104</td>
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June 25, 2010

RE: Agency Scoping Meeting: Cotton Belt Regional Rail Corridor

Dear Agency Representatives:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The Federal Aviation Administration (FAA), having jurisdiction over airports, is being requested to be a cooperating agency in this study. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended, as well as provisions of the enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This notice is to advise interested agencies that an agency scoping meeting will be held on Wednesday, July 28, 2010, at 10:00 am, in the Dallas Area Rapid Transit Board Room located at 1401 Pacific Avenue in Dallas, TX.

The project proposes a new regional rail line to provide express rail passenger service within the Cotton Belt Corridor between DFWIA, through the cities of Grapevine, Coppell, Carrollton and Addison to the existing DART Red Line Light Rail Transit (LRT) corridor in the cities of Plano and Richardson, Texas. The primary purpose of the project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and NCTCOG planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet. The corridor would consist of a single-track line, with strategic sections of double-track, on primarily an at-grade design configuration.

The project is being advanced as an EIS in anticipation of potential environmental impacts. DART is inviting all federal, state and local agencies with a possible interest in any aspect of the proposed project or its impacts to an interagency coordination meeting. If you are unable to attend the meeting, Scoping materials and additional information on the project will be available online at (http://www.dart.org/cottonbelt). If you have any questions, please do not hesitate to contact me at jhoppie@dart.org or 214.749.2525. I look forward to seeing at the interagency meeting.

Sincerely,

John Hoppie, Project Manager
Dallas Area Rapid Transit
June 28, 2010

Mr. Kelvin Solco
Manager, Southwest Region Airports Division
Federal Aviation Administration
2601 Meacham Boulevard
Fort Worth, TX 76137-4298

Dear Mr. Solco:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) to the existing DART Red Line. The alignment extends eastward from the Fort Worth Transit Authority's (The T's) DFW North Station, within the DART owned Cotton Belt right-of-way approximately 2 miles of the 26-mile corridor traverses the northern portion of DFWIA.

Since the project will examine an alignment that extends through DFWIA, and because of your agency's jurisdiction over airports and expertise in airport planning and analysis, we are requesting you to be a cooperating agency.

The project proposes a new regional rail line to provide express rail passenger service within the Cotton Belt Corridor. The primary purpose of the project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers. The alignment being considered was developed through consultation with DFWIA staff.

The Scoping process for the EIS will be initiated through the publishing of a Notice of Intent in the Federal Register. The project is expected to enhance airport access by providing an alternate means of travel and improving mobility for residents throughout the DART Service Area by linking with the regional transit system.

Potential environmental impacts associated with the project are anticipated to be minimal but may include:

- Potential floodplain and/or wetland impacts;
- Construction related impacts;
- Others as determined in the EIS process.
Your agency's involvement should entail those areas under its jurisdiction and expertise. The following are activities we will take to maximize interagency cooperation:

- Invite you to coordination meetings;
- Consult with you on relevant technical studies that will be required for the project;
- Organize joint field reviews with you;
- Provide you with project information, including study results;
- Encourage your agency to use the above documents to express your views on subjects within your jurisdiction or expertise; and,
- Include information in the project environmental documents that cooperating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

It is anticipated that an Airspace Study may be required. Additional analysis may also be needed by FAA environmental specialists to ensure that FAA policies and procedures for preparing an EIS are met. Your cooperation in expediting these studies will be appreciated.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process, the EIS will satisfy your NEPA requirements including those related to environmental consequences and mitigation.

You are also welcome to attend an inter-agency scoping meeting that will be held at 10:00 a.m. on Wednesday, July 28 at DART Headquarters located at 1401 Pacific Avenue in Dallas, TX. We look forward to your response to this request and your role as a cooperating agency on this project. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Lynn Hayes, FTA Community Planner at 817/978-0565, or John Hoppie, DART Project Manager, at 214/749-2525.

Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

cc: Lynn Hayes, FTA Region VI
    Paul Blackford, FAA
    Jeffery Fegan, DFWIA
    Gary Thomas, DART
    Steve Salin, DART
    Eron Linn, DART
    John Hoppie, DART
    Richard Ruddell, FWTA
July 29, 2010

Ms. Bonnie Murphy
Regional Administrator
Federal Railroad Administration
4100 International Plaza, Suite 450
Fort Worth, TX 76109-4820

Dear Ms. Murphy:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long, DART owned Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) to the existing DART Red Line. The alignment extends eastward from the Fort Worth Transit Authority’s (The T’s) DFW North Station. Freight service currently operates within a portion of the Cotton Belt Corridor. This service is expected to continue. Because of your agency’s jurisdiction over railroads, we are requesting you to be a cooperating agency.

The project proposes a new regional rail line to provide express rail passenger service within the Cotton Belt Corridor. The primary purpose of the project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers. The Scoping process for the EIS has been initiated with the publishing of a Notice of Intent in the July 8, 2010 Federal Register.

Potential environmental impacts associated with the project are anticipated to be minimal but may include:

- Potential floodplain and/or wetland impacts;
- Construction related impacts;
- Others as determined in the EIS process.

Your agency’s involvement should entail those areas under its jurisdiction and expertise. The following are activities we will take to maximize interagency cooperation:

- Invite you to coordination meetings;
- Consult with you on relevant impact assessment methodologies and technical studies that will be required for the project;
- Organize joint field reviews with you;
- Provide you with project information, including study results;
Encourage your agency to use the above documents to express your views on subjects within your jurisdiction or expertise; and,

Include information in the project environmental documents that cooperating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

As a cooperating agency, FRA will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process, the EIS will satisfy your NEPA requirements including those related to environmental consequences and mitigation.

We appreciated your participation in the July 28, 2010 inter-agency scoping meeting. We look forward to your response to this request and your role as a cooperating agency on this project. If, however, you elect not to become a cooperating agency, you must decline this invitation in writing. The declination may be transmitted electronically to jhoppie@dart.org, please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is not due until after the interagency scoping meeting. Your agency will be treated as cooperating agency unless your written response declining such designation as outlined above is transmitted to this office not later than August 30, 2010.

If you have any questions or would like to discuss in more detail the project or our agencies’ respective roles and responsibilities during the preparation of the EIS, please contact Lynn Hayes, FTA Community Planner at 817/978-0565, or John Hoppie, DART Project Manager, at 214/749-2525.

Sincerely,

Robert C. Patrick
Regional Administrator

cc: Lynn Hayes, FTA Region VI
    Gary Thomas, DART
    Steve Salin, DART
    Eron Linn, DART
    John Hoppie, DART
    Richard Ruddell, FWTA
List of Elected Officials Contacted

Joe Chow, Mayor of Addison
Ron Whitehead, Town Manager of Addison
Ron Branson, Mayor of Carrollton
Leonard Martin, City Manager of Carrollton
Brett Haney, Assistant to City Manager Hector Saenz
Luis Carrera, Mayor of Cockrell Hill
City Council, City of Coppell
Clay Phillips, City Manager of Coppell
Delia Jasso, Dallas Council District 1
Pauline Medrano, Dallas Council District 2
David Neumann, Dallas Council District 3
Dwaine Caraway, Dallas Council District 4
Vonciel Jones Hill, Dallas Council District 5
Steve Salazar, Dallas Council District 6
Carolyln Davis, Dallas Council District 7
Tennell Atkins, Dallas Council District 8
Sheffie Kadane, Dallas Council District 9
JerryAllen, Dallas Council District 10
Linda Koop, Dallas Council District 11
Ron Natinsky, Dallas Council District 12
Ann Margolin, Dallas Council District 13
Angela Hunt, Dallas Council District 14
Mary Suhrn, City Manager of Dallas
Tom Leppert, Mayor of Dallas
Maurine Dickey, Dallas County Commissioner District 1
Mike Cantrell, Dallas County Commissioner District 2
John Wiley Price, Dallas County Commissioner District 3
Ken Mayfield, Dallas County Commissioner District 4
Jim Foster, Dallas County Judge
Tim O'Hare, Farmers Branch Mayor
Gary Greer, Farmers Branch City Manager
Ron Jones, Garland Mayor
Bill Dollar, Garland City Manager
Victor Pereira, Glenn Heights Mayor
Jackie Lee, Glenn Heights City Manager
Bruno Rumbelow, City Manager of Grapevine
William Tate, Mayor of Grapevine
William Seay, Jr., Highland Park Mayor
Bill Lindley, Highland Park Town Manager
Herbert Gears, Irving Mayor
Tommy Gonzalez, Irving City Manager
Keith Self, Collin County Judge
Phil Dyer, Mayor of Plano
Tom Muehlenbeck, City Manager of Plano
Gary Slagel, Richardson Mayor
Bill Kefler, Richardson City Manager
John Harper, Mayor of Rowlett
Lynda Humble, City Manager of Rowlett
W. Richard Davis, Mayor of University Park
Bob Livingston, City Manager of University Park
July 21, 2010

RE: Cotton Belt Regional Rail Corridor

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended.

The project proposes a new regional rail line to provide express rail passenger service within the Cotton Belt Corridor between DFWIA, through the cities of Grapevine, Coppell, Carrollton and Addison to the existing DART Red Line Light Rail Transit (LRT) corridor in the cities of Plano and Richardson, Texas. The primary purpose of the project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and NCTCOG planning documents since 1983 as an alignment alternative for passenger rail. The corridor would consist of a single-track line, with strategic sections of double-track, on primarily an at-grade design configuration.

DART has invited all federal, state and local agencies with a possible interest in any aspect of the proposed project or its impacts to an interagency scoping meeting to be held on Wednesday, July 28, 2010, at 10:00 am, in the Dallas Area Rapid Transit Board Room located at 1401 Pacific Avenue in Dallas, TX.

In addition to the interagency coordination meeting, a public scoping meeting will held on Thursday, July 29, 2010, at 6:30 p.m. at the Addison Conference Center, 15650 Addison Road, Addison, TX.

Scoping materials and additional information on the project will be available online at [http://www.dart.org/cottonbelt](http://www.dart.org/cottonbelt).

Sincerely,

John Hoppie, Project Manager
Dallas Area Rapid Transit
June 28, 2010

Mr. Donald Patterson, President
Tonkawa Tribe of Oklahoma
1 Rush Buffalo Road
Tonkawa OK. 74653

Dear President Patterson:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended. As part of this EIS, DART will conduct historical and archeological investigations to identify both prehistoric and historic sites within the construction boundaries of this proposed light rail corridor.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and North Central Texas Council of Governments (NCTCOG) planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet.

We respectfully ask that you review the enclosed map and inform us if you have any concerns regarding Traditional Cultural Properties or sacred sites as part of this project. We realize that information on Traditional Cultural Properties is very sensitive. If information regarding Traditional Cultural Properties is provided to FTA, the locations will be considered as privileged and confidential information and will not be released to the public. We look forward to hearing from you. Comments should be directed to John Hoppie, DART Project Manager, at 1401 Pacific Avenue, Dallas, Texas 75266; or at jhoppie@dart.org; or at (214) 749-2525. You are also welcome to attend an inter-agency scoping meeting that will be held at 10:00 a.m. on Wednesday, July 28 at DART Headquarters located at 1401 Pacific Avenue in Dallas, TX. If you are unable to attend the meeting, Scoping materials and additional information on the project will be available online at (http://www.dart.org/cottonbelt)

Sincerely,

Robert C. Patrick
Regional Administrator
Federal Transit Administration

cc: Lynn Hayes, FTA
    John Hoppie, DART
June 28, 2010

Mr. Mike Burgess, Chairman
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

Dear Chairman Burgess:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended. As part of this EIS, DART will conduct historical and archeological investigations to identify both prehistoric and historic sites within the construction boundaries of this proposed light rail corridor.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and North Central Texas Council of Governments (NCTCOG) planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet.

We respectfully ask that you review the enclosed map and inform us if you have any concerns regarding Traditional Cultural Properties or sacred sites as part of this project. We realize that information on Traditional Cultural Properties is very sensitive. If information regarding Traditional Cultural Properties is provided to FTA, the locations will be considered as privileged and confidential information and will not be released to the public. We look forward to hearing from you. Comments should be directed to John Hoppie, DART Project Manager, at 1401 Pacific Avenue, Dallas, Texas 75266; or at hoppie@dart.org; or at (214) 749-2525. You are also welcome to attend an inter-agency scoping meeting that will be held at 10:00 a.m. on Wednesday, July 28 at DART Headquarters located at 1401 Pacific Avenue in Dallas, TX. If you are unable to attend the meeting, Scoping materials and additional information on the project will be available online at (http://www.dart.org/cottonbelt)

Sincerely,

Robert C. Patrick
Regional Administrator

cc: Lynn Hayes, FTA
John Hoppie, DART
June 28, 2010

Ms. Brenda Edwards, Chairperson
Caddo Nation
P.O. Box 487
Binger, OK 73309

Dear Chairperson Edwards:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended. As part of this EIS, DART will conduct historical and archeological investigations to identify both prehistoric and historic sites within the construction boundaries of this proposed light rail corridor.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and North Central Texas Council of Governments (NCTCOG) planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet.

We respectfully ask that you review the enclosed map and inform us if you have any concerns regarding Traditional Cultural Properties or sacred sites as part of this project. We realize that information on Traditional Cultural Properties is very sensitive. If information regarding Traditional Cultural Properties is provided to FTA, the locations will be considered as privileged and confidential information and will not be released to the public. We look forward to hearing from you. Comments should be directed to John Hoppie, DART Project Manager, at 1401 Pacific Avenue, Dallas, Texas 75268; or at jhoppie@dart.org.; or at (214) 749-2525. You are also welcome to attend an inter-agency scoping meeting that will be held at 10:00 a.m. on Wednesday, July 28 at DART Headquarters located at 1401 Pacific Avenue in Dallas, TX. If you are unable to attend the meeting, Scoping materials and additional information on the project will be available online at (http://www.dart.org/cottonbelt)

Sincerely,

Robert C. Patrick
Regional Administrator
Federal Transit Administration

cc: Lynn Hayes, FTA
    John Hoppie, DART
June 28, 2010

Mr. Leslie Standing, President
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

Dear President Standing:

The Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART), the local lead agency, intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County Texas, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County, Texas. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), as amended. As part of this EIS, DART will conduct historical and archeological investigations to identify both prehistoric and historic sites within the construction boundaries of this proposed light rail corridor.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and North Central Texas Council of Governments (NCTCOG) planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet.

We respectfully ask that you review the enclosed map and inform us if you have any concerns regarding Traditional Cultural Properties or sacred sites as part of this project. We realize that information on Traditional Cultural Properties is very sensitive. If information regarding Traditional Cultural Properties is provided to FTA, the locations will be considered as privileged and confidential information and will not be released to the public. We look forward to hearing from you. Comments should be directed to John Hoppie, DART Project Manager, at 1401 Pacific Avenue, Dallas, Texas 75266; or at Jhoppie@dart.org; or at (214) 749-2525. You are also welcome to attend an inter-agency scoping meeting that will be held at 10:00 a.m. on Wednesday, July 28 at DART Headquarters located at 1401 Pacific Avenue in Dallas, TX. If you are unable to attend the meeting, Scoping materials and additional information on the project will be available online at (http://www.dart.org/cottonbelt)

Sincerely,

Robert C. Patrick
Regional Administrator
Federal Transit Administration

cc: Lynn Hayes, FTA
    John Hoppie, DART
Appendix B – Public Comments Received on Draft 2030 TSP Technical Report
Appendix B - Contents

- Public Comments Received on Draft 2030 TSP Technical Report
## Public Comments Received on Draft 2030 TSP Technical Report
(As of October 3, 2006)

<table>
<thead>
<tr>
<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communication</th>
<th>Name</th>
<th>Comments</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB</td>
<td>6/28/2006</td>
<td>e-mail</td>
<td>Timothy Reichard</td>
<td>Far North Dallas neighborhoods oppose the project (for over 12 years). Want the Ron Natinsky Plan if DART continues to press the use of the Cotton Belt. He feels that use of the Cotton Belt will increase pollution. Also, believes an alignment along the Cotton Belt will be noisy and unsafe for children playing in neighborhoods, as well as will reduce property values.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail</td>
<td>Cristina Sellers</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail</td>
<td>Dan Miller</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail with letter attached</td>
<td>Pam Russell for Bennee B. Jones</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>Letter</td>
<td>James Atkins</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>Letter</td>
<td>Frederic Gover</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART. Do not want diesel technology, above-ground commuter rail, noise, smell, environmental problems, or safety concerns.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>Letter</td>
<td>Gary and Barbara Blasius</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail</td>
<td>John Pierce</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail</td>
<td>Bill Parker</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>e-mail</td>
<td>Erica V. Cohen</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
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<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>Letter</td>
<td>Michael and Lana Burnett</td>
<td>Supports adoption of Dallas City Council Resolution of June 28, 2006 by DART. Wants DART to consider the following conditions in their decision: 1) Use light rail technology on the Cotton Belt, 2) Relocate the rail line below grade from at least 1,500 feet east of Meandering Way to 2,000 feet west of Preston Road, 3) Eliminate freight rail service, 4) Provide passenger stations at Knoll Trail, Preston Road (neighborhood station), and at a location immediately west of Coit Road, 5) Enhance landscaping and sound attenuation using cantilevered barriers in rail areas that are adjacent to single-family residential areas, and 6) Provide cooperation in the development and implementation of a trail within the Cotton Belt corridor, as shown on the City of Dallas Trail Master Plan.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>7/7/2006</td>
<td>Letter</td>
<td>Cathy and Bob Dammeyer</td>
<td>Supports adoption of Dallas City Council Resolution of June 28, 2006 by DART. Urgently requests DART uphold Dallas' Resolution, and to specifically include the following conditions: 1) Use light rail technology, 2) Relocate rail line below grade at least 1,500 feet east of Meandering Way to 2,000 feet west of Preston Road, 3) Eliminate freight rail service, 4) Provide DART passenger stations at Knoll Trail, Preston Road (neighborhood station), and at a location immediately west of Coit Road, 5) Enhance landscaping and sound attenuation using cantilevered barriers in rail areas that are adjacent to single-family residential areas, and 6) Provide cooperation in the development and implementation of a trail within the Cotton Belt corridor, as shown on the City of Dallas Trail Master Plan. Any other plan is unacceptable to them.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Dennis and Leslie Deshazer</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Marlin and Joan Edwards</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART. Feels diesel exhaust will lower immune system, which causes cancer.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Martha Curry</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td></td>
</tr>
</tbody>
</table>

Response: Comment noted.
<table>
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<th>Key Topic</th>
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<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Frannie Gardner</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Charles and Kathleen Parker</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Doug and JoAnn Brown</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Eileen Milvenan</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>James Milvenan, M.D.</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Sherrie Klein</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Roger Moore</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Wendy Parker</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Sally Wolfish</td>
<td>Opposed to any technology on the Cotton Belt other than light rail. Notes no other residential area in Dallas has diesel technology through their neighborhood. Doesn't want the environment polluted by diesel. Believes the LBJ alignment will attract more riders, and supports adoption of the Dallas City Council Resolution.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Julian Borejdo</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Rose and Richard Payne</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Janice Boomstein</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Ronald Ashcraft</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Connie and John Bland</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Francis Celi</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
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<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Stephen A. Rosenstock</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/9/2006</td>
<td>e-mail</td>
<td>Tris Casillas</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Gretchen Feemster</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>JoAnn and David Norwood</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Jim Hicks</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Erin Taylor</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Jim Gramm</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>David Dick</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Dr. and Mrs. Shelby Wyll</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Shery and Bill Silverman</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Lisa Faulkner-Dunne</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>No Name</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Bill Silverman</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Chris D. Mantzuranis</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Bill Meeder</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Matt and Linda (No last name given)</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Leslie and Larry Krasner</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Gary and Brenda White</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
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<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Bernard and Shirley Crotty</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Bill and LynnRae Kastle</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/11/2006</td>
<td>e-mail</td>
<td>Anne and Bob Blackford</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/11/2006</td>
<td>e-mail</td>
<td>Rekha and Avi Nangea</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Sion Lye</td>
<td>Would like 3 conditions met for Cotton Belt: 1) clean, quiet light rail; 2) depression of rail line for approx. 1.5 miles through the residential portion of the district; and 3) relocation of existing diesel freight service along the Cotton Belt to other rail lines.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/10/2006</td>
<td>Letter</td>
<td>Sue Dunlap Stark</td>
<td>Requests DART Board adopt Dallas City Council Resolution of June 28, 2006. They would like the Board to consider the following conditions: 1) Use light rail technology on the Cotton Belt, 2) Relocate the rail line below grade from at least 1,500 feet east of Meandering Way to 2,000 feet west of Preston Road, 3) Eliminate freight rail service, 4) Provide passenger stations at Knoll Trail, Preston Road (neighborhood station), and at a location immediately west of Coit Road, 5) Enhance landscaping and sound attenuation using cantilevered barriers in rail areas that are adjacent to single-family residential areas, and 6) Provide cooperation in the development and implementation of a trail within the Cotton Belt corridor, as shown on the City of Dallas Trail Master Plan. Any other plan is unacceptable.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/11/2006</td>
<td>e-mail</td>
<td>Gail Greenberg</td>
<td>Supports Dallas City Council Resolution. Fears plummeting property values and a loss of quality of life if Board doesn't adopt Resolution.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
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</tr>
<tr>
<td>CB</td>
<td>7/11/2006</td>
<td>e-mail</td>
<td>Julie Simons</td>
<td>Home located just south of the Cotton Belt. Concerned because her children go to school at Brentfield Elementary and the track intersects the school and neighborhood. She strongly suggests that the DART Board upholds the City Council resolutions regarding recommendations in regards to the Cotton Belt proposal.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/14/2006</td>
<td>e-mail</td>
<td>Tom Moschos</td>
<td>Would like DART to fully study the KCS and BNSF road lines. Also, wants DART to alter their emphasis of rail usage for the Cotton Belt Line and the LBJ/Inwood rapid routes. Against Cotton Belt alignment because he fears diesel exhaust fumes will alter quality of life and cause health problems for residents along the line. Believes DART Board's mind is not open to new approaches, ideas, and true facts pertaining to the commuter line approach. Stated that residents along the Cotton Belt were not told about the railroad in their neighborhood when they purchased their homes. Wants DART to be open minded and will review the Cotton Belt Line decision to withdraw this approach. Wants DART to be unbiased.</td>
<td>Comment noted.</td>
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<tr>
<td>CB</td>
<td>7/28/2006</td>
<td>Letter</td>
<td>Frank Morris</td>
<td>Feels the DART Board used costs as the only criteria for choosing alternatives rather than the wishes of the citizens. Thinks ridership is better LBJ and that an grade alignment along LBJ would be cheaper than underground. Wants DART to support the Natinsky Plan to use light rail and below grade on the Cotton Belt since DART did not choose the LBJ alignment.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>7/31/2006</td>
<td>e-mail</td>
<td>Tom Wood</td>
<td>Request to Michael Miles to attend Preston Green Homeowners Association Board meeting on August 8, 2006.</td>
<td>Michael Miles and Kay Shelton attended meeting. Also, Michael Miles sent Mr. Wood an e-mail informing him of the posting of the 2030 TSP Technical report to DART's website.</td>
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<td>Key Topic</td>
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<td>CB</td>
<td>8/8/2006</td>
<td>Letter</td>
<td>Arelio and Ellen</td>
<td>Wants DART Board to adopt the Dallas City Council Resolution dated 6/28/2006. Feels that as residents along the Cotton Belt, they have compromised their position and now it is time for DART to compromise too. Reminds the Board that they have an obligation to take into account the wishes of the residents most affected by the plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>8/8/2006</td>
<td>e-mail</td>
<td>Rick Gover</td>
<td>Fearful the Cotton Belt will have diesel. Also, wanted information regarding the 2030 TSP (technical findings, neighborhood meetings, and comment period).</td>
<td>Michael Miles responded by e-mail. He informed Mr. Gover of posting of the DRAFT 2030 TSP to DART's website, as well as the schedule for community meetings. He also informed Mr. Gover that the public comment period ends September 30, 2006. Kay Shelton and Michael Miles provided a briefing to Chalfont Place residents on September 12th per Mr. Gover's request.</td>
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<td>Key Topic</td>
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<td>CB</td>
<td>8/9/2006</td>
<td>e-mail</td>
<td>Tom Wood</td>
<td>Preston Green Homeowners Association Board very concerned about having a full size Express Train within 30' of homes on west side of Southpoint Dr. They want below grade recommendation, and are concerned about the lack of parameters/guidelines on safety, noise, pollution, types of locomotives, vibration, traffic congestion on Campbell Rd. and Davenport, number of tracks, operating times, and quality of life. Attachment to e-mail listed concerns regarding: diesel locomotives; noise level restrictions; above ground, grade level, or below grade?; operating time; number of tracks; vibration, safety specifics; and traffic control at Davenport and Campbell. He referenced timing will most probably be after 2013, but prior to 2015.</td>
<td>Response by Kay Shelton on 8/9/2006. She, in an e-mail, stated DART’s not considering locomotives, but self propelled rail vehicles. She clarified that DART’s rail project commitments are through 2018, so DART does not have capacity to build/operate any new rail lines (such as the Cotton Belt) until about the 2025 timeframe.</td>
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<tr>
<td>CB</td>
<td>8/9/2006</td>
<td>e-mail</td>
<td>Tom Wood</td>
<td>Response to Kay Shelton’s e-mail. Mr. Wood is still concerned about the type of vehicle used for the Cotton Belt (feels it is still to be determined). The Home Owners Association is still concerned about noise, vibration, safety, etc. Mr. Wood has heard that if there is another major Federal Grant, the timetable could be moved up from the 2025 timeframe.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>8/15/2006</td>
<td>e-mail</td>
<td>John and Barbara Vana</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>8/15/2006</td>
<td>e-mail</td>
<td>Tom Wood</td>
<td>Invitation to Michael Miles and Kay Shelton for DART engineers to walk the Preston Green area to view their concerns from their point of view.</td>
<td>To be scheduled.</td>
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<td>Key Topic</td>
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<td>Response</td>
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<tr>
<td>CB</td>
<td>8/21/2006</td>
<td>e-mail</td>
<td>Tom Wood</td>
<td>E-mail sent to DART Board of copy of e-mail sent to State Rep. Tony Goolsby on behalf of the 103 homeowners in Preston Green Homeowners Association. They are concerned about DART's recommendation to fund the Cotton Belt as a crosstown corridor, safety, noise, vibration, lifestyle, home values, hospitals, and schools located along the Cotton Belt. Concerns also included not wanting two tracks or an at-grade alignment. Included as an attachment to the e-mail were notes from a conference call and meeting with DART personnel.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>8/25/2006</td>
<td>Letter</td>
<td>Rodney Gappelberg</td>
<td>Feels he will be impacted by the planned Cotton Belt expansion for DART, and that DART is willfully refusing to support the plan worked out by the City of Dallas' City Council and citizens in the neighborhoods close to the Cotton Belt. Wants DART to eliminate diesel technology, from the corridor, and include light rail along with below grade to eliminate noise. Also, wants preservation of park-like areas along the Cotton Belt. Supports Dallas City Council Resolution to modify the 2030 TSP. Letter serves as exhibit A in a lawsuit against DART for modifying their neighborhood.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/2/2006</td>
<td>Letter</td>
<td>Tom Wood</td>
<td>Letter from Tom Wood, Secretary and DART Chairperson for Preston Green Homeowners Association, regarding support for the Dallas City Council resolution on DART development and the following concerns: No real parameters or constraints placed on DART, interruption of lifestyle by diesel trains every 10 minutes, safety of children because of 3 tracks, traffic congestion, major drop in property value of homes, and feel DART needs cross-town access rather than on the Cotton Belt. Feels the Cotton Belt alignment does not promote DART's mission.</td>
<td>Comment noted.</td>
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10/6/2006
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<tr>
<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communication</th>
<th>Name</th>
<th>Comments</th>
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<tbody>
<tr>
<td>CB</td>
<td>9/3/2006</td>
<td>Letter</td>
<td>Robert Franklin, President of Preston Creek Homeowners Association</td>
<td>Letter to William Velasco, DART Board Member, on behalf of Preston Creek Homeowners Association asking that DART support the Dallas City Council resolution on DART development, and assist them in obtaining DART approval for the provisions of the City's resolution. They are willing to compromise on the use of the Cotton Belt line as long as it includes electric light rail and depressed or below grade corridors in residential areas.</td>
</tr>
<tr>
<td>CB</td>
<td>9/10/2006</td>
<td>e-mail</td>
<td>Linda Baity</td>
<td>Would like DART to use light rail along the Cotton Belt, also to place rail line below grade in residential areas, eliminate freight rail service, enhance landscaping, and provide sound attenuation in all residential areas.</td>
</tr>
<tr>
<td>CB</td>
<td>9/16/2006</td>
<td>Letter</td>
<td>Fred Mikkelsen</td>
<td>Letter on behalf of the Preston Bend Homeowners Association to express their support for the terms and conditions of the City of Dallas Resolution, and to urge the DART Board to accept the conditions of the Resolution. They are particularly pleased with section 2.2 of the Resolution as it related to the Cotton Belt LRT line. The use of LRT partially placed below grade will satisfy the expressed need for cross-town mass transport. With the incorporation of the provisions of City of Dallas Resolution 061835 in the DART 2030 TSP, they feel they will have something they can actively support.</td>
</tr>
<tr>
<td>CB</td>
<td>9/19/2006</td>
<td>Letter</td>
<td>William D. Tate, Mayor of Grapevine, TX</td>
<td>Informing Board of the intention to join &quot;The T&quot; with the ability to connect with DART at DFW Airport and benefit from its regional, safe and efficient transportation System. Want to urge the DART Board to approve development of rail service along the Cotton Belt rail line. Feels the Cotton Belt decision is critical for the successful growth of the entire region, and that it is a priority for all of North Texas.</td>
</tr>
<tr>
<td>CB</td>
<td>9/20/2006</td>
<td>e-mail</td>
<td>William C. Sproull</td>
<td>E-mail (forwarded to DART by Molly Ulmer) from William C. Sproull, President/CEO of Richardson Chamber of Commerce, regarding an invitation to attend the DART Public Meeting in Addison to support Richardson's participation and support for the proposed Cotton Belt Line to connect Richardson to DFW Airport.</td>
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<td>Comment noted.</td>
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<td>CB</td>
<td>9/20/2006</td>
<td>Letter</td>
<td>David Holl, President and Chief Executive Officer, Mary Kay, Inc.</td>
<td>Letter to Mark Enoch regarding Mary Kay's initiative in joining regional elected officials, business leaders and citizens in support of rail service along the Cotton Belt line. Feels the Cotton Belt line will be a vital addition to the DART system as it may reduce congestion, offer workers access to Mary Kay's headquarters, and ease the commute for beauty consultants. Feels adding the Cotton Belt link is a good benefit for their Company and a great way to keep North Texas strong.</td>
</tr>
<tr>
<td>CB</td>
<td>9/20/2006</td>
<td>Letter</td>
<td>Florence Shapiro, State Senator, District 8</td>
<td>Letter regarding rail along the Cotton Belt. Has joined local officials, business and community leaders as part of Cotton Belt-Smart for DART to support the decision to develop the Cotton Belt Line. Would like the Board to make the Cotton Belt a reality as quickly as possible.</td>
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<tr>
<td>CB</td>
<td>9/21/2006</td>
<td>Letter</td>
<td>Sharon Klimartin, President, Addison Hotel Association</td>
<td>Letter on behalf of the Addison Hotel Association supporting the Cotton Belt line as the west-east transportation alternative. Feel the rail line can provide access to downtown Fort Worth through DFW Airport, major business and education centers such as the Telecom Corridor, UTD, the TI Wafer Fab Plant, family entertainment festivals (such as Kaboom Town, Taste of Addison, and Octoberfest). It is their belief that the Cotton Belt line will help reduce traffic, provide clean, safe, cost effective mass transit, promote economic development and enhance the quality of life throughout northern Dallas County and Collin County. They respectively urges DART Board members to approve the Cotton Belt line.</td>
</tr>
<tr>
<td>CB</td>
<td>9/22/2006</td>
<td>Letter</td>
<td>Frederic Gover</td>
<td>Would like DART's Board to adopt Dallas City Council Resolution. He also wishes to express his extreme dissatisfaction with the DART staff's technical report that would place diesel, ground-level commuter rail traffic on the Cotton Belt. Feels staff have not considered noise, smell, environment and health considerations or safety concerns which outweigh any possible construction savings that an at-grade alignment may provide.</td>
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<td>Key Topic</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>e-mail</td>
<td>Virginia Wallace</td>
<td>Supports express rail for Addison on the Cotton Belt from Richardson to DFW. Feels since Addison has been a member of DART since 1983, it is time for them to have rail service.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>e-mail</td>
<td>Connie Gutierrez</td>
<td>Supports express rail service from Richardson to DFW Airport. Feels it is time that Addison got rail. Wants the service to be considered and constructed in a cost conscious and environmentally friendly manner.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>e-mail</td>
<td>Wendy Parker</td>
<td>Feels diesel powered commuter trains along the Cotton Belt will not be tolerated by many. Appreciated the opportunity to speak at the Addison Conference Center. Her home backs up to the track, but there is a wide, deep section of the McKamy Branch creek, as well as dense woods, separating property from the track. She is concerned about the wildlife in this section, and feels diesel commuter rail will disrupt the eco-system. Will fight to preserve this environment, and plans to investigate having it declared a protected wildlife area.</td>
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<td>CB</td>
<td>9/25/2006</td>
<td>e-mail</td>
<td>Sally Wolfish</td>
<td>She does not support use of diesel on the Cotton Belt. Feels diesel accounts for 20% of Dallas' pollution. Wants LRT, and for DART to find a way to make it affordable along the Cotton Belt. She supports the Natinsky Plan. Feels diesel emissions will increase pollution in the Dallas area. Wants DART's Board to support the Natinsky Plan.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Karen McCleskey</td>
<td>She and her husband strongly favor of the Natinsky Plan for light rail over diesel on the Cotton Belt. Big supporters of light rail, and feel DART is a huge asset to Dallas and their neighborhood.</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Ken Murphy</td>
<td>Strongly support light rail and not diesel on the Cotton Belt. Wants DART to build a 21st Century light rail, not a 19th Century one.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Debra B. Purdon</td>
<td>Feels DART has not listened to her support for rail on LBJ, so she is supporting the Natinsky Plan (which is a compromise for her). Wants DART Board to listen to long-term Dallas residents and endorse the Natinsky Plan.</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Marc Blumberg</td>
<td>New homeowner with young children. Unacceptable that train horns are sounded and wake the neighborhood a few times per week. The noise scares his children. Does not want to be forced to move.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Elly Marsh</td>
<td>Her family supports use of the Cotton Belt for the Natinsky Plan as voted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Carmen Moran</td>
<td>Supports the Cotton Belt. Wants DART to use money wisely, and get the most bang for their transit dollars. Feels the Natinsky Plan is a waste of transit dollars, and a way for the Prestonwood people to see that nothing happens. Requested that DART would please make the common sense, cost effective solution for a cross-town transit line.</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Rodney Schlosser</td>
<td>Opposed to Cotton Belt if above ground and diesel. Will only approve of below grade and light rail in residential neighborhoods.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Beth and Jack Jones</td>
<td>Doesn't trust DART to do the best they can. Wants the Natinsky Plan to be approved by the Board, or they will know DART doesn't listen. Feels DART is not listening, and using diesel will cause a mass exodus from Dallas neighborhoods.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Bill and Lynn Rae Kastle</td>
<td>Support the City of Dallas resolution for the Natinsky Plan, below grade, light rail- not diesel.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Cathy and David Giroos</td>
<td>Supports the Natinsky Plan for the Cotton Belt. Also supportive of the City of Dallas Resolution regarding the Cotton Belt exactly as it is stated.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Steven and Jessica Zimmerman</td>
<td>Their floral business and they personally support the Natinsky Plan, and agree with the City of Dallas resolution to implement light rail, below grade.</td>
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<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Paul Sims</td>
<td>Supports the Ron Natinsky Plan for the development of DART light rail through the Prestonwood area.</td>
</tr>
<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Schultz</td>
<td>Supports light rail, and underground is the only acceptable alternative.</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Randy Moravec</td>
<td>Supportive of DART's Technical Recommendation for the Cotton Belt Line because it would extend rail to the Airport, would attract more riders, and more neighborhood friendly- if open cut is used, it would significantly detract from the quality of life for the neighborhood for years. Wants the DART Board to reject the Dallas Plan and support the technical plan for Cotton Belt.</td>
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<tr>
<td>CB</td>
<td>9/25/2006</td>
<td>Comment Sheet</td>
<td>Phyllis Silver</td>
<td>Wants DART to make the Cotton Belt rail a priority. Concerned that dates for rail construction is too far in the future. Transportation needs to be time efficient and cost effective. Feels Dallas needs to keep its competitive edge in attracting tourists and business travelers to our area, and feels our residents deserve reliable, affordable, and efficient airport service.</td>
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<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Russ Sikes</td>
<td>Concerned that appeasing residents in the North Dallas area with a more expensive option for light rail on the Cotton Belt would cost other citizens their potential rail connections, since they also pay taxes. Feels light rail from Plano to Carrollton is a train to nowhere, and if the Cotton Belt isn't completed through to DFW Airport (especially if the Fort Worth T connects from the southwest) it will fail its primary purpose of becoming a true &quot;crosstown corridor.&quot; Thinks the more favorable tradeoff lies with a faster, more comprehensive buildout that includes non-electric portions. His vote is for light rail, budget permitting.</td>
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Response: Comment noted.
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<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Tom and Karen Wood</td>
<td>Thanks DART for handling such a difficult Public Meeting in Addison. Offer still stands for staff to come by their home to get a first hand look at their home backed up to the tracks. Hopes the DART Board listened to the comments given at the Public Meeting for the below grade option on the Cotton Belt. If not, they will revert back to &quot;LBJ is the Way.&quot;</td>
<td>Comment noted.</td>
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<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>JoAnn Mitchell</td>
<td>Employer (The Home Depot) supports the expansion of the proposed rail express services. Feels it will help them to attract the best work force for their centers. Would like to increase job opportunities and economic growth through faster and more economical transportation options for everyone. Supports and welcomes the significant advantages and opportunities the 2030 Plan will offer for decades to come.</td>
<td>Michael Miles responded with an e-mail thanking her for comments and informing her that they would be included in the formal recording of records that will be forwarded to the DART Board for their consideration.</td>
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<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Billy Green</td>
<td>Feels that about 90% of all the people that attended the Public Meeting in Addison supported light rail. Also thinks about 95% of the people opposed diesel trains. He feels that despite this, DART intends to use diesel technology on the Cotton Belt unless transportation technology improves within the next 20 years. His analogy is: &quot;It just costs too much to build a nice facility in North Dallas; just build them an outhouse.&quot;</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Charles B. Parker</td>
<td>Attended the Addison meeting, and would like to express total support for the Natinsky Plan and the unanimous support of the Dallas City Council. Although physically closer to the rail line than he and his family would like, they see the benefits. Wants the DART Board to support the obvious desires of those affected and commit to true light rail, electric.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Barbara Stokol</td>
<td>She does not want diesel on the Cotton Belt. Favors electric without crossings from Coit to Preston. Wants DART's Board to listen to the people.</td>
<td>Comment noted.</td>
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<td>Key Topic</td>
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<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Linda Baity</td>
<td>Feels that by the size and interest of the crowd that attended the Public Meeting in Addison, the DART Board realizes how many homes and families will be adversely affected if the 2030 Plan is adopted. Not only concerned about her property value, but also safety, pollution, and accessibility on major streets such as Colt, Hillcrest and Preston Road. Asked if DART was aware that many young teens walk across tracks from their homes on McCallum to a middle school to the north, and east of Dickinson. As President of Willow Greene Condominiums, she respectfully urges DART to consider the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>A. M. Bell</td>
<td>Supports the Natinsky/Dallas City Council position on the Cotton Belt Line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Judy Foxman</td>
<td>Strongly oppose the use of diesel on the Cotton Belt rail line. Feels it is highly detrimental to the neighborhood, and that light rail is more appropriate.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Susan D. and John Cuellar</td>
<td>Wants to urge DART to eliminate diesel fueled trains on the Cotton Belt line. Feels the bigger questions are the air quality and impact on the neighborhoods. Wants DART to please pledge not to use diesel trains. Although they want cost conscious officials and programs, they feel diesel is an outdated technology that will be more so in 14 years in the future when the line may be built.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Betsy and Mark Kleinman</td>
<td>Requests DART not allow diesel fueled technology through their neighborhood.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Esme Jacobson</td>
<td>Want to urge the DART Board not to use diesel on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Richard Schumacher</td>
<td>Wants to urge adoption of DART staff recommendations for the 2030 TSP. Feels recommendations are reasonable solutions to transit problems. Feels that concerns about noise, air pollution, and traffic disruptions caused by passenger rail can be resolved using appropriate modern rail propulsion technologies and grade separations as warranted.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Donald Blum</td>
<td>Against the route proposed crossing Campbell and running through Prestonwood area.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Liz Haberman</td>
<td>Would like to go on record as opposed to the DART proposal for diesel trains on the Cotton Belt rail line. Feels it would be unhealthy, polluting, and dangerous because of stopping traffic and tracks too close to homes. Supports the City of Dallas' Natinsky plan for quiet, clean electric light rail with tracks below grade so as not to interfere with traffic and to muffle some of the noise.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/26/2006</td>
<td>e-mail</td>
<td>Jack and Audrey Lamb</td>
<td>Requests DART not allow diesel engines on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/27/2006</td>
<td>e-mail</td>
<td>Jan De Meulder</td>
<td>She fully supports the Natinsky Plan and does not accept commuter diesel rail on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/27/2006</td>
<td>e-mail</td>
<td>Mark E. Snyder, P.E.</td>
<td>Strong proponent of public transportation, but opposed to the current plan as it stands. Wants DART to adopt the Natinsky Plan. Feels that the Natinsky Plan preserves some integrity to the neighborhood and environment, and actually provides some benefit to our area (instead of only supporting the interests of Addison and Richardson).</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
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<tr>
<td>CB</td>
<td>9/27/2006</td>
<td>e-mail</td>
<td>M. W. (Hugh) Resnick</td>
<td>Loves DART rail, but mortified that DART is planning to put diesel trains on the Cotton Belt line. Feels if DART can use light rail in all other residences in the area, they should also do the same in North Dallas. Feels diesel is a bad idea in neighborhoods because of: 1) reduced safety (more mass requires longer stopping distances), 2) increased noise and vibrations, 3) reduced home values, 4) increased health/air pollution problems (already in an EPA non-attainment area), and 5) it is horrific P.R. for a marvelous, environmental, mass transit concept, as evidenced at the Public Meeting held in Addison on 9/25/2006. He requested the following data on both electric and diesel trains: 1) stopping distances for both diesel and electric trains and 2) decibel levels for both diesel and electric trains when measured at 100 and 300 feet. Wanted to know how property values and development will be affected by diesel trains. Asked if there have been studies done anywhere in the U.S. showing how property values and development were affected by diesel trains, and what is the impact of diesel trains on economics and health of residents.</td>
<td>Letter response in development- to be completed by 10/13/2006</td>
</tr>
<tr>
<td>CB</td>
<td>9/27/2006</td>
<td>Letter</td>
<td>William L. Neary</td>
<td>Objects to the use of diesel on the Cotton Belt and the resulting pollution. Would like DART to take a position against diesel emissions in the interest of the entire populace, and specifically to protect the interests of the Cotton Belt Corridor's immediate neighbors.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Valarie Hamby</td>
<td>No to DART's 2030 Plan, and yes to City Council's Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Anthony and Mary Ann</td>
<td>Morago</td>
<td>As resident of Willow Greene Condominiums, they are asking DART to please support the City Council's Plan for the Cotton Belt line from Bush Turnpike to Downtown Carrollton with the following conditions: 1) Light rail as opposed to diesel, 2) Below-grade alignment through North Dallas residential areas (beginning east of Dickerson), 3) Noise barriers, and 4) Attractive landscaping.</td>
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<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
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<td>Comments</td>
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<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Jeffrey Cohen</td>
<td>Wants DART to look at the technology Volkswagen is developing, and the Scuderi engine engineering. Also requests DART read the American Lung Association State of the Air: 2006 Report (4/27/06 release). Feels DART is stubborn in their insistence upon using diesel locomotive on the Cotton Belt with no regard for the health of the individuals living in the neighborhoods along the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Ellen Cohen</td>
<td>Would like to know if DART has done a study to compare costs versus economic development versus viability on the Cotton Belt line, if the Natinsky plan were to be adopted (which is more beneficial?). Wanted to know what became of the report done by John Fragonese for the City of Dallas? Feels DART has resolved to use diesel technology on the Cotton Belt despite the feeling of the residents in the area, so wanted to know if DART compromises with the community (feels she cannot trust DART). Realizes that in some form or other the Cotton Belt will eventually be used, but thinks it would be shameful if DART doesn't leave a legacy of cleaner air to future citizens.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Mary Ann Mayer Redmond</td>
<td>Wants DART to unanimously adopt the recommendations of the Natinsky Plan or go back to the drawing board and come up with an off-the-charts way-brilliant environmentally friendly economical solution. Wants DART to contact William McDonough, an environmental design genius, to talk with him. Also requests DART check out the environmental studies building at Oberlin College (her alma mater) or the Nike production facility, and also TI's now-world-renowned new green chip factory. Wants DART to have an attitude that environmental technology is here now.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Kay Allen</td>
<td>Supports light rail as opposed to diesel, and beginning east of Dickerson, below-grade alignment through North Dallas residential areas. Also would like noise barriers and attractive landscaping in residential areas.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>John and Brenda Wood</td>
<td>Please vote for the Natinsky Plan to develop passenger trains on Cotton Belt Corridor.</td>
<td>Comment noted.</td>
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<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Bill North, President, Highlands of McKamy HOA</td>
<td>The 248 homeowners and families in Highlands of McKamy support the Natinsky Plan!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Billy Don Green and Linda Jean Green</td>
<td>They support the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>e-mail</td>
<td>Roger Lachele</td>
<td>When he bought his home, she did not expect to see heavy diesel on a 10 or 20 minute schedule using the nearby rail path. It seems to her that the homeowners in Dallas have given up considerable ground in moving from outright opposition to the Cotton Belt to now grudgingly going along with the Natinsky plan as approved by the Dallas City Council. Wants DART to give ground by setting concrete performance standards for any future use of the Cotton Belt right-of-way to include sound, emission, vibration, and grade separation equal to that it already has on existing light rail lines. On existing light rail lines, wants to know the closest single-family homes in the adjacent neighborhoods and how many of those are in the $300 - 800,000 range, and what they see, smell, hear, feel at comparable distances to their homes? They fear something like the TRE. Feels DART needs to settle which grades are to be separated at major crossings with considerable traffic flow, and that the Plan seems too timid in addressing the area’s needs. Thinks the format of our meetings wastes time for everyone (didn’t like hearing representatives from the City of Addison individually thanking and voicing their support for exactly the same thing).</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>Marla Morgan</td>
<td>Wanted to know where freight rail will go if DART uses the Cotton Belt for commuter traffic, i.e. light rail.</td>
<td></td>
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<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>Ellen Gomez</td>
<td>Supports the Natinsky Plan even though there is additional costs involved. Believes today's technology should be used in lieu of diesel. Wants things to be done right in order to protect homeowners close to the tracks because of children. Wants corridor to be below grade in residential areas, and landscaping as a hiking trail.</td>
<td>Comment noted.</td>
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<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
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<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>M. W. Resnick</td>
<td>Feels it is a bad idea to put diesel in neighborhoods because of reduced safety (needs longer stopping distance), increased noise and vibrations, reduced home values, increased health/air pollution problems, and horrific p.r. for a marvelous, environmental, mass transit concept. Thinks it is impossible to make an informed decision without considering the above mentioned facts.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>Douglas and JoAnn Brown</td>
<td>Hopes the overwhelming support of residents will convince the Board to immediately revise the 2030 TSP. With a school, a park and 6 street crossings in one mile (east of Preston to west of Coit), the Natinsky Plan provides the only safe solution to DART's desire to use the Cotton Belt. There is also a fire station at Preston and Davenport that must cross these tracks several times to reach their neighborhood (Preston Green North). Below grade will eliminate any possible delay in reaction time for these emergency vehicles. They need these guarantees now, not political jargon about future options!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>David Dick</td>
<td>Supports the Natinsky Plan that is favored by the Dallas City Council. Feels diesel trains are wrong for numerous reasons. Wants DART to quit telling them that light rail will increase their property values. Feels since there is no land available for commercial or residential development along the Cotton Belt route through North Dallas, the only thing that will occur along the Cotton Belt is decreased property values!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>Comment Sheet</td>
<td>Roland Greenwald</td>
<td>Wants DART, but wants DART to provide a good appearance for the surrounding neighborhoods. Why not do it right the first time?</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Tim Reichard and Sydney McQuoid</td>
<td>Feels diesel is not the option because it is a path toward increased health risks for citizens of Dallas. Wants to DART Board to commit now to electric light rail for the Cotton Belt, and to listen to citizens and incorporate the Natinsky Plan to do it right.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Kay Allen</td>
<td>Wants light rail and not diesel. Also wants below-grade alignment through north Dallas, as well as noise barriers and attractive landscaping.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Frank Magro</td>
<td>Supports the Natinsky Plan for the Cotton Belt.</td>
<td>Comment noted.</td>
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<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
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<td>CB</td>
<td>9/28/2006</td>
<td>e-mail</td>
<td>Denise Bookatz</td>
<td>North Dallas homeowner who is concerned with DART's plan for the Cotton Belt. Attended public meeting in Addison, and feels the DART Board is shortchanging the residents that live along the Cotton Belt because of diesel technology. Wants DART to please reconsider and adopt the Natinsky Plan!!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Beverly Strauss</td>
<td>Wants the DART Board to please act responsibly and vote for the Natinsky Plan for the Cotton Belt, and vote to eliminate freight traffic on the Cotton Belt as it it developed for passenger trains. Feels the Natinsky Plan is a necessity.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Paula Zeltman</td>
<td>Wants DART's Board to please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Becky M. Clay</td>
<td>Wants DART's Board to vote for the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Fran Casey</td>
<td>Asks for DART Board to please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt Corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Trisse Brown</td>
<td>Wants DART Board to vote for the Natinsky Plan to develop passenger trains (LRT) on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Bo and Trisse Brown</td>
<td>Wants DART Board to vote for the Natinsky Plan to develop passenger trains (LRT) on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Donise W. Pearson</td>
<td>Wants DART Board to vote for the Natinsky Plan to develop passenger trains (LRT) on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Jackson Salasky</td>
<td>Requests DART make the Cotton Belt alignment below-grade in residential areas, and that diesel not be used. Feels almost all the DART system is in good taste as compared to New York and Boston. Wants a below-grade, first class system.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Gary Stolbach, P.C.</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor. Feels this is very important to his neighbors and family, and they feel it will serve the interest of public transportation and neighborhood, which they greatly value.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Frank A. Polina, PA</td>
<td>Request DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor, and to please, at a minimum, consider electric equipment through the corridor rather than the DMU.</td>
<td>Comment noted.</td>
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<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Mira and Robert Clary</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Mr. &amp; Mrs. D. K. Richardson</td>
<td>As residents of a quiet and desirable neighborhood, they would like the DART Board to please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Robert J. Clary</td>
<td>He is in favor of LRT on the Cotton Belt, and strongly opposed to any diesel trains being utilized on the corridor. Feels his neighborhood is residential where children and growing up, families need sleep, and everyone wants to breathe clean air. He request DART Board to please not &quot;mess up&quot; his neighborhood.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>David Kurtz</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Janice Boomstein</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>None given.</td>
<td>Requests DART Board vote for the Natinsky Plan. She feels it's the only viable solution.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Dean Nottestad</td>
<td>Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor. Feels if DART can't afford to do it right, they should not do it at all.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Wendy Parker</td>
<td>Requests DART Board accept the Natinsky Plan as adopted by the Dallas City Council. Feels diesel trains along the Cotton Belt will not be tolerated by many of the homeowners along the Cotton Belt. She appreciates the opportunity she had to speak at the public meeting in Addison. She would like to add that the wildlife reserve within the City of Dallas limits will be ruined with diesel technology.</td>
<td>Comment noted.</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Donna Magro</td>
<td>She supports the Ron Natinsky Plan for the Cotton Belt. Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
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<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
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<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Ellen Cohen</td>
<td>Asks the DART Board the question: &quot;Is this our legacy?&quot; in reference to an article written by Juliet Eilperin of the Washington Post (9/14/2006). Included a copy of the article and made reference to a paragraph towards the end of the article that stated California Air Resources Board analyzed diesel pollution from the Roseville Rail Yard (the largest rail yard in the West), and found that the cancer risk level for as many as 26,000 nearby residents averaged between 100 and 500 in a million (the exposure nearly doubled the lifetime cancer risk for those residents).</td>
<td>DART is not proposing use of technology such as that for existing freight locomotives.</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>David Dick</td>
<td>Supports the Natinsky Plan for passenger trains on the Cotton Belt, and requests DART please quit telling them that their home values will increase with trains. He feels home values will only go down once the Plan is approved and announced publicly. Feels there is no land available for additional housing, retail, or businesses along the corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Gail Mitchell</td>
<td>Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Fred Mikkelsen</td>
<td>Wrote on behalf of Preston Bend Homeowners Association to express their support for the terms and conditions of the City of Dallas Resolution 061835, and to urge the DART Board to accept it and make it a part of the DART 2030 TSP. Would like LRT rather than diesel.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Julie Storm</td>
<td>Requests DART Board please give careful consideration to the win/win option and vote yes for the Natinsky Plan for the development on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Geoff Hughes</td>
<td>Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
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<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
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<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Ellen Cohen</td>
<td>Would like to know if a study has been done to compare the cost v.s. economic development v.s. viability of the lines (Cotton Belt v.s. LBJ). Wants to remind DART that the City of Dallas City Council stated it would prefer a plan that runs parallel to LBJ, as it would spur economic development. Would also like to know: what happened to the report done by John Fragonese for the City of Dallas? Stated that the budget figure used in the 2030 TSP presentation means to her that the introduction of diesel commuter rail was planned. Feels all the models shown during the presentation indicated that diesel would be the choice. Asked: What is clean air worth/what kind of legacy are we leaving?</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Cathy Dammeyer</td>
<td>Requests DART Board please think about the adverse results from diesel to the environment, children and the community citizens. Would really appreciate if the Board would review the proximity of the home in Chalfont Place that border the railroad (provided photos at the meeting in Addison). Wants the Board to seriously consider the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Tony Buffington and Nancy Berry</td>
<td>Requests the Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Elysia Zale</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Carol Lanham</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor. Reminds the Board that their vote will determine her family's future.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>None given.</td>
<td>Requests DART Board vote for the Natinsky Plan to develop trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Grady King</td>
<td>Requests DART Board vote for the Natinsky Plan to develop trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>CJ Brott</td>
<td>Supports the Natinsky Plan for development of passenger train traffic on the Cotton Belt rail line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td><strong>CB</strong></td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Natalie Olsen</td>
<td>Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor. She lives off Meandering Way and the quality of life in her neighborhood would be negatively affected if diesel trains begin service on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Leslie DeShazer</td>
<td>As the owner of a beautiful creek home and the mother of two small children who attend Brentfield and will attend Parkhill (both along side the tracks, representing 1,500 kids), she urges DART’s Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor. Feels anything other than this plan will kill our neighborhoods. Wants the Board to think of all the people they will harm if they don’t approve only the Natinsky’s well thought-out stipulations. Thinks DART will get more support from neighbors if they approve the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Lisa Faulkner-Dunne</td>
<td>Requests DART Board please support the Dallas City Council resolution, which includes the Natinsky Plan for the development of the Cotton Belt. Feels North Dallas citizens support the Natinsky Plan, which still allows Richardson and Addison to enjoy the benefits of a train through their industrial and business areas, but will also preserve a stable neighborhood and allay traffic safety, pollution and noise issues.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Susan Quante</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>None given.</td>
<td>Requests DART Board please do not approve diesel for the Cotton Belt corridor due to pollution, noise, and proximity to certain homes in Chalfont Place.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Nancy Spector</td>
<td>Requests DART Board support the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Lorna Weir</td>
<td>Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Richard Dickerman</td>
<td>Urges DART Board to support the Natinsky Plan for developing service on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Sue Dunlap Stark</td>
<td>In favor of the Natinsky Plan to develop passenger trains for the Cotton Belt corridor. The railroad is behind her home, so she feels the Natinsky Plan is a much better/safer plan than the DART Plan for neighborhoods close to the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Bill North, President, Highlands of McKamy HOA</td>
<td>On behalf of the 248 homeowners at Highlands of McKamy, they support the Natinsky Plan. He is hopeful the DART Board votes to adopt the Natinsky Plan. His neighborhood strongly supports the proposal.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
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<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Henry Gelender</td>
<td>Requests DART Board vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor, due to the recent problems Houston is having with pollution. Feels DART will simply fix one problem and create far greater problems for the future of Dallas is they do not support the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Susan, Austin and Parker Lee</td>
<td>They yes for the Natinsky Plan, and request DART support and please vote for the Plan also.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Mr. &amp; Mrs. Richard Payne</td>
<td>Requests DART Board vote for the Natinsky Plan for developing the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Veronica Thomson</td>
<td>She supports the Ron Natinsky Plan for the Cotton Belt. Requests DART Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Genny &amp; Chris Mantzuranis</td>
<td>He and his wife support the Natinsky Plan for the Cotton Belt corridor. They believe it better preserves the value of their neighborhoods, is safer for their children, and helps preserve their environment. Also, they wholly support the goals and objectives of DART and what it stands for and the growth and progress of Dallas and its surrounding neighbors. As a business person and significant payer of local as well as federal taxes, Mr. Mantzuranis believes below grade tracks and electric pollution-free trains are the best alternative for their neighborhood.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Roy and Judy Hohman</td>
<td>They are 17 year residents of North Dallas, and long time supporters of DART LRT. They encourage the DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Billy Don Green and Linda Jean Green</td>
<td>Requests the Board please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>Letter &amp; Resolution</td>
<td>Jacky L. Knox, General Manager, Dallas County Utility and Reclamation District (DCURD)</td>
<td>Transmittal letter for Dallas County Utility and Reclamation District (DCURD) Resolution #2006-09 regarding the DART 2030 Transit System Plan. They support the inclusion of the BNSF railroad as a future commuter rail line and the Las Colinas Urban Center transit oriented developments that are currently being developed. The resolution includes the following stipulations: 1) That DCURD encourages DART to include the BNSF rail corridor in the final 2030 TSP as a &quot;Vision Corridor&quot; and that all approved 2030 TSP maps show the BNSF rail corridor, 2) That the 2030 TSP include information and discussion on all DART member city transit oriented development planning and significant multimodal transit improvements that are currently underway that will promote ridership and improve the efficiency of the DART System, 3) That the 2030 TSP discuss the Land Use and Economic Development &quot;Strategies for Success&quot; opportunities afforded to the DART transportation system with the 2011 connection of the Northwest Corridor LRT to the Las Colinas APT System including transit oriented development, integrated land use, transit access to promote economic development, and integrated transit service within transit oriented developments, 4) That their resolution shall be circulated to interested parties including the Texas Congressional Delegation, members of the Texas Legislature, City of Irving, and other DART member cities, the media and others, and 5) That their resolution shall take effect from and after its final date of passage (8/20/2006).</td>
<td>Comment and Resolution noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>James Perkins</td>
<td>Want to urge the DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt Corridor.</td>
<td></td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name(S)</td>
<td>Comments</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Nancy Berry and Tony Buffington</td>
<td>Attended the Addison meeting, and would like to express support for the Natinsky Plan. They live in earshot of the rail track, and currently hear existing trains late at night. They are extremely concerned about what will happen to their neighborhood if they have noisy and environmentally negative trains running frequently throughout the day through their area. They feel the Natinsky proposal supported by the Dallas City Council encompasses an approach for how the LRT proposal should be done, which amounts to doing it right. Don't think rail should be done on the Cotton Belt at all if DART can't afford to do it right.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Don M. Whitney</td>
<td>Urges DART Board to support the Natinsky Plan for developing service on the Cotton Belt corridor.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Linda and Glenn Messer</td>
<td>Urges DART Board to support the Natinsky Plan for developing service on the Cotton Belt corridor.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Cheryl</td>
<td>Urges DART Board to support the Natinsky Plan for developing service on the Cotton Belt corridor.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>John and Aggie Carroll</td>
<td>Although were not able to attend the Addison Public Meeting, he and his wife support the Natinsky Plan for the Cotton Belt corridor. They believe that having trains pass through their neighborhood every 20 minutes would be unbearable and would greatly devalue their home and property.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Drew and Michele Baird</td>
<td>Urges DART Board to support the Natinsky Plan for developing service on the Cotton Belt corridor. Concerned about their home value, diesel pollution, diesel use in the nation, city planning, costs, etc.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>David B. Owen, M.D., Karla, Jeffrey, and Nicole Owen</td>
<td>Request DART Board vote for 2030 Plan Cotton Belt- the Ron Natinsky Plan.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Janis Burklund</td>
<td>Has asthma and the last thing she needs near her home is diesel. Prefers LRT for the Cotton Belt or nothing at all. Passed a copy of an e-mail she sent to her representative regarding the Cotton Belt. Supports the Natinsky Plan.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Glenn Messer</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td></td>
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Response:
- Comment noted.
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<tr>
<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communication</th>
<th>Name</th>
<th>Comments</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Mark Ellis</td>
<td>Strongly against the installation of a diesel commuter line. In favor of the Natinsky Plan. Included web link for information on the harms of diesel emissions.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Brent &amp; Christine Larson</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Karen and Bill French</td>
<td>Feels if they have to have passenger rail, DART needs to abide by the Natinsky Plan. Urges DART Board to vote for the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Craig Maurer, President, DSC Truck Services</td>
<td>Urges DART Board to support and vote for the Natinsky Plan to develop passenger trains on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Anita Corenblith</td>
<td>Urges DART Board to support and vote for the Natinsky Plan to develop passenger trains on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Fred Watkins</td>
<td>In favor of the development of DART, but only as stated in the Natinsky Plan. Respectfully asks DART's Board to vote for the Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Jerry Wight</td>
<td>Supports the Natinsky Plan for LRT on the Cotton Belt. His bedroom window is 8.5 feet from the Cotton Belt rail line wall and approximately 50 feet from the mail rails. He is vehemently opposed to diesel and/or express service on the Cotton Belt line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Gary Booth</td>
<td>Urges DART Board to please vote for the Natinsky Plan to develop passenger trains on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Felipe Fernandez</td>
<td>Against any DART trains on the Cotton Belt corridor. He will only support the Natinsky Plan because anything other than this would render his home uninhabitable. His home is in excess of $500K.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Ja'Ree Ayala</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Curtis and Nancy Reese</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Susan and James Brown</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Johnnie and Ila Hitt</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Jeff &amp; Michele Porter</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Dan Miller</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
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10/6/2006
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<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communications</th>
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<th>Comments</th>
<th>Response</th>
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<tbody>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Ellen McGinnis</td>
<td>Supports the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Jim Atkins</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Hexter-Fair Title Company</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Steve Pearson</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Madge &amp; Hervey Levin</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Debbie Kelher</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Bill L. &amp; Bobbie Couch</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Candy Crawford</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>No Name</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Marti Croft</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Lori Palmer</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Richard North, M.D.</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor because it would be detrimental to the safety and peace of the neighborhood for diesel trains to run through his neighborhood.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Christopher Lane</td>
<td>Do not want diesel in his neighborhood. Asks &quot;Why in the world would DART even consider using diesel for a public conveyance, and not electric?&quot;</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Ann Irvin</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Deborah DeBoor</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Daphne B. Silwood</td>
<td>Retired widow living about 50 feet from the Cotton Belt tracks who is aware of every train that passes by her home. Amount of money stated to put rail on the Cotton Belt sounds exorbitant to her. As a taxpayer, she wants efficient value from her tax dollars.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Chris Winbery</td>
<td>Supports Dallas City Council Resolution for rail on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Anita Bigbee</td>
<td>Agrees that DART needs an East/West train route, but disagree with use of diesel because of pollution. Also, would prefer below-grade rather than at-grade. The current recommendation is not acceptable to her. Wants to do it right the first time.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Bill North, President, Highlands of McKamy HOA</td>
<td>The 248 homewoners and families in Highlands of McKamy support the Natinsky Plan!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/29/2006</td>
<td>e-mail</td>
<td>Wendy Blum</td>
<td>Does not support diesel on the Cotton Belt.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Jeanette Hurst</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Gary Blasius</td>
<td>Asked: &quot;What does DART propose to do about vibration from trains and to protect the walls of his home from crumbling?&quot; Wants an answer to that question. Also, supports the Natinsky Plan.</td>
<td></td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Virginia Ross</td>
<td>Can't believe DART is such a poor corporate citizen since they are trying to force old, polluting technology to transport people through the City. Believes our very planet depends on all of us doing our part to clean up the air, and that if the Nantinsky Plan eliminates more air pollution, she is for it.</td>
<td>New, clean technology would be used.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Christiana Stich</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Ellen McGinnis</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Leslie Shirley</td>
<td>Would like DART to respect the serenity and beauty of their neighborhood, the quality of the lives of their families, and their property values. Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Form of Communication</td>
<td>Name</td>
<td>Comments</td>
<td>Response</td>
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<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>Comment Sheet</td>
<td>Matt and Linda Adamczyk</td>
<td>Feels that the 2030 TSP is based solely on cost of construction, without any regard to the impact on residents living near the Cotton Belt corridor. Also feels there was no discussion of negative impacts in the presentation, although they were led to believe their concerns and comments would be considered. Asked 2 questions: 1) Why were neighborhood impacts not talked about?, and 2) Were all the previous meetings a sham? Feels that because a price has already been determined for the Cotton Belt line, she can't believe the type of technology will be chosen in the future. She feels some alternatives have already been eliminated, and this is dishonest! She expects the City of Dallas to pull out of the 2030 Plan, as proposed. Her neighborhood expects LRT like all the other lines built in the DART System- nothing less.</td>
<td>1) Potential neighborhood impacts can be generalized at this level, but cannot be assessed until more detailed information is available. 2) Technology has not been selected, but a self propelled vehicle appropriate for an express service strategy is technically appropriate.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Joanne Stevic</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Ted and Marjorie Nichols</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Phyllis Schulman</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Blake Frank</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Katie Hickney</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>None given.</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Barbara A. Cole</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Mary Biggers</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Grant A. Hurst</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Diana Pollard</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Roberta Akresh</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>John Pierce</td>
<td>Supports the Natinsky Plan.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
<td>Format of Communication</td>
<td>Name</td>
<td>Comments</td>
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<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Marilyn White</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Chung-Sen and Shan Hsu</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Thomas R. Boughnou</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Lori &amp; Billy Prewitt</td>
<td>Urges DART Board to vote for the Natinsky Plan to develop passenger trains on the Cotton Belt corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Michael Byington</td>
<td>Concerned about the environmental impact of diesel technology in his neighborhood, and about impact on DFW SIP (what or how much would have to be demonstrated by modeling). Feels diesel would exacerbate the situation.</td>
<td>Air quality impacts and benefits are addressed during EIS stage using regional model.</td>
</tr>
<tr>
<td>CB</td>
<td>9/30/2006</td>
<td>e-mail</td>
<td>Clifton Corenbith</td>
<td>Compares DART to Snidely Whiplash (cartoon character). Commented that DART is tying Dallas citizens to the Cotton Belt rail line and driving the train that will run them over. Dudley Do-Right, the Canadian mountie, is the City of Dallas who unanimously agreed if DART expanded the use of the Cotton Belt rail line, they should use clean, quiet electric engines and below grade crossings to wend their way through middle and low income homes and apartments, childcare areas, playgrounds, parks, even senior citizen living areas. Feels the real beneficiaries of the Cotton Belt are the cities to the north, Frisco, Allen, Plano, etc., and that DART is a threat to justice. Wants DART to say &quot;we will find a way, even with delay until they can pay for LRT and below-grade street crossings.&quot;</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB</td>
<td>10/3/2006</td>
<td>Petition Cards</td>
<td>Cities of Addison and Richardson</td>
<td>2,801 petition cards received as part of the Cotton Belt: Smart for DART campaign. The petition card states the following: &quot;Yes, I Support DART Rail Service in North Dallas! I urge the DART Board of Directors and the Dallas City Council to support rail service to North Dallas' families and businesses along the Cotton Belt rail line.&quot;</td>
<td>Petition noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
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<td>Comments</td>
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<tr>
<td>CB</td>
<td>10/3/2006</td>
<td>Letters of Support for DART Rail Service on the Cotton Belt as part of the Cotton Belt: Smart for DART campaign</td>
<td>Submitted by the Honorable Gary Slagel, Mayor of City of Richardson</td>
<td>Fifteen (15) letters in support of the Cotton Belt.</td>
<td>Letters noted, and hard copy provided as separate handout to DART Board.</td>
</tr>
<tr>
<td>CBD</td>
<td>7/30/2006</td>
<td>e-mail</td>
<td>Michael</td>
<td>Would like to know what alignment is being looked at in the Dallas CBD. Also wanted to know if DART plans to post the CBD Alternatives Analysis Study to its website, and would like a 1983 and 1984 DART rail plan map e-mailed to him.</td>
<td>E-mail sent on September 1, 2006 by Kay Shelton answering questions, including City of Dallas Transportation Study map.</td>
</tr>
<tr>
<td>CBD</td>
<td>8/3/2006</td>
<td>e-mail</td>
<td>Michael</td>
<td>Wanted to know where the Downtown CBD alignment will start and end and what streets or avenues will be used.</td>
<td>E-mail sent on September 1, 2006 by Kay Shelton answering questions, including City of Dallas Transportation Study map.</td>
</tr>
<tr>
<td>CBD</td>
<td>8/29/2006</td>
<td>e-mail</td>
<td>Michael</td>
<td>Would like to know what alternatives are being looked at for the second light rail alignment in Downtown Dallas and if and will DART will post on its website the DART Central Business Alternatives Analysis for the second alignment in the CBD.</td>
<td>E-mail sent on September 1, 2006 by Kay Shelton answering questions, including City of Dallas Transportation Study map.</td>
</tr>
<tr>
<td>CB/LBJ</td>
<td>7/8/2006</td>
<td>e-mail</td>
<td>Sally Wolfish</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART. Key issue: Diesel (health, air quality concerns). Also supports LBJ corridor.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB/LBJ</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>Jill and Gary Stolbach</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART regarding Cotton Belt. Support LBJ corridor as #1 priority to use tax dollars wisely and benefit greatest number of citizens.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB/LBJ</td>
<td>7/10/2006</td>
<td>e-mail</td>
<td>LaTonya Gordon</td>
<td>Supports adoption of the Dallas City Council Resolution of June 28, 2006 by DART. Recommendation of LBJ route for the east-west corridor DART commuter line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Key Topic</td>
<td>Comment Date</td>
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<td>Name</td>
<td>Comments</td>
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<tr>
<td>CB/LBJ</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Lucy McBride</td>
<td>Pleased DART is moving toward a system that meets the needs of more communities. Would like the LBJ line, and feels the Cotton Belt alignment must be done in a way that minimizes impact and traffic.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>CB/LBJ</td>
<td>9/30/2006</td>
<td>Comment Card</td>
<td>Lorraine Davis</td>
<td>Wants DART to please provide a rapid transit path from downtown Dallas to Preston/Forest. The 184 is great, but it only runs during rush hour. Also, requests DART Board do what's best for the entire City in regards to the Cotton Belt/Red Line scenario with the limited resources available, and what's best for all citizens.</td>
<td>Comment noted and forwarded to Service Planning Division.</td>
</tr>
<tr>
<td>General</td>
<td>7/27/2006</td>
<td>e-mail</td>
<td>Bill Mazzeo</td>
<td>Wanted latest e-mail on the 2030 TSP.</td>
<td>Michael Miles responded to Mr. Mazzeo with e-mail informing him of the posting of the 2030 TSP Draft to DART's website.</td>
</tr>
<tr>
<td>General</td>
<td>8/10/2006</td>
<td>Comment Sheet</td>
<td>None given.</td>
<td>Would like DART to start bus service to DFW and Parkland Hospital. Would like immediate action.</td>
<td>Comment noted and forwarded to Service Planning Division.</td>
</tr>
<tr>
<td>General</td>
<td>8/17/2006</td>
<td>Comment Card</td>
<td>No name</td>
<td>A rider of the 206 bus. Wants to know what plans are being made for additional parking spaces at the Glenn Heights Park-N-Ride station.</td>
<td>Comment forwarded to Service Planning as information.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Maria Alcantara</td>
<td>Appreciates work DART is doing. DART's work gives people the opportunity to work in other areas.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Euscbio Martinez</td>
<td>Thanks DART for the information on the System Plan, and feels the project will benefit West Dallas.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Sabina Alcantara</td>
<td>Likes the proposed project because it will help travel to work, stores, hospitals; very appreciative.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Esther Cabral Ortega</td>
<td>Feels the 2030 TSP is a very good project because gasoline is expensive and this project will help save money and keep people from using their cars a lot.</td>
<td>Comment noted.</td>
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10/6/2006
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<tr>
<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communication</th>
<th>Name</th>
<th>Comments</th>
<th>Response</th>
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<tbody>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Jesus De La Cerca</td>
<td>Stated he is handicapped and uses Paratransit. On several occasions, he has experienced problems with the service whenever he needed to wait for a pickup near a construction site or street repair area. The drivers do not make an effort to locate him if he cannot get to the designated pick-up area due to the construction. Feels DART should stress to drivers that they are providing a service to handicapped individuals and should be more accommodating.</td>
<td>Comment noted and forwarded to Paratransit Services.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Guadalupe Gurrusquieta</td>
<td>Feels the project is interesting and will provide more efficient and rapid service to many people that need transportation to get to work and to other areas of the city. Appreciates the information provided.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>8/28/2006</td>
<td>Comment Sheet</td>
<td>Antonio Gallegos</td>
<td>Feels the project is interesting and is thankful for the information. Feels everyone will benefit because it will improve all DART services and help with the pollution problem.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>8/30/2006</td>
<td>Comment Sheet</td>
<td>Norman Girtzen</td>
<td>Would like all the rail system to be double tracked. Felt the 2030 Presentation was very helpful, informative, and enjoyable.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Mir Yousufuddin</td>
<td>Recommends installing U.S. postal mail drops at each of the DART stations near the ticket dispensers. Would like trash containers inside the train compartments.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Cora Simmons</td>
<td>Would like the 488 and 582 buses to return to the old schedule.</td>
<td>Comment forwarded to Service Planning as information.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Qamardin Khawajaeh</td>
<td>Commented that N. Carrollton Transit Center has only 3 bus lines (204, 333, 344), so residents going to DFW Airport or Parkland Hospital have to suffer many times and spend more money because of changing buses since there is no direct route buses running from Carrollton. Wants DART to start bus service to DFW and Parkland Hospital. Noted this is a request for immediate action and also longterm action in the 2030 TSP.</td>
<td>Comment forwarded to Service Planning as Information.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Winston Carwell</td>
<td>Has observed individuals riding the TRE for &quot;free&quot;. He has called our office to report, and has not gotten a response from DART yet. He intends to go to Fox 4 News and WFAA 8.</td>
<td>Comment forwarded to media relations.</td>
</tr>
<tr>
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<td>Comment Date</td>
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<td>Comments</td>
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</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Ruthie Azaoui</td>
<td>Would like a 571 bus on Sundays to get to work.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Jeannie Paris</td>
<td>Feels buses are too crowded, that it's not safe to stand, and that operators do not know how to regulate the A/C on buses.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Fred Stonum</td>
<td>Would like more comfortable seating on trains, better on-time arrival and departure times for buses, a first class car for an extra $1.00/person, more train cars, express train routes, and less expensive pass rates.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Ana Elisa Barenos Santana</td>
<td>Would like DART to make certain the buses arrive at rail stations in enough time to make the connection onto a train.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Joe Lucero</td>
<td>Would like another 582 bus to run after 10:09 p.m. Would also like the 488 bus to go back to the east from Forest Lane Station to Royal Lane instead of Forest Lane.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Shirley Chowritmootoo</td>
<td>Concerned that her clothes are getting dirty from dirty seats, handicap stickers should be checked by DART security for the driver's matching license, that there should be one-way traffic for vehicles entering and exiting (transit stations?), and would like to know how much a handicapped person pays to use the space of 3 seats for their wheelchairs.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Devin Williams</td>
<td>Wants DART to return its articulated buses to high volume routes. Do not like the sleek look of buses. Would like DART to get a new logo with wavy lines like the Fort Worth T.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Ashley Crenshaw</td>
<td>Enjoy riding DART's buses and look forward to more rides in the future.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>No name</td>
<td>Feels we are Americans, and we should not be catering to those that don't want to learn the language or join our society (reference to bilingual brochure).</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Marcus W. Washington</td>
<td>Would like the 1/2 off fares offered his Company by DART to continue, and enjoys riding the 205 Bus from Addison Station to Downtown Dallas.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>G. C. Murray</td>
<td>Would like DART to add a car to the Red Line train in off-peak hours. Asked why there is no 488, 489, 580 or 551 bus on Sunday nights. Would like to have bus service every 90 -120 minutes on Sunday nights.</td>
<td></td>
</tr>
</tbody>
</table>

Response:
- Comment forwarded to Service Planning.
- Comment noted.
- Comment noted and forwarded to Transit Police and Paratransit as information.
- Comment noted.
- Comment noted.
- Comment noted.
- Comment noted.
- Comment noted.
- Comment noted.
<table>
<thead>
<tr>
<th>Key Topic</th>
<th>Comment Date</th>
<th>Form of Communication</th>
<th>Name</th>
<th>Comments</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>John Burton</td>
<td>Would like for a train from the Dallas Centre Port Station to Fort Worth to run on Sundays. Asked when we will build an extension of the TRE from Centre Port to Arlington (to go to baseball games and Six Flags).</td>
<td>Forwarded to DART Commuter Rail and the T as information.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Jon Herber</td>
<td>Concerned about frequent standing on the train, feels light rail should go to Love Field Airport and DFW, and that HOV is a failure. He feels that people that are concerned about the environment should use mass transit instead of carpooling.</td>
<td>Response provided via e-mail explaining DART Service Area boundary.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Tom Jaeb</td>
<td>Would like a copy of the &quot;Draft 2030 TSP&quot; for advanced review.</td>
<td>Response provided that document is available on <a href="http://www.DART.org">www.DART.org</a> (web address included).</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>No name</td>
<td>Buses, 52 &amp; 59, take too long on Saturday and Sunday.</td>
<td>Comment forwarded to Service Planning.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Mary Reeves</td>
<td>Concerned about the train crossing at Mockingbird Station (on Twin Sixties - from access road to the station). Concerned that vehicles speed and refuse to stop for pedestrians.</td>
<td>Comment noted and forwarded to DART Police.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Melvita Shoals</td>
<td>Complained that buses don't show up on time (20-30 minutes late), they don't run on weekend, and there are not enough of them. Rides the 574 bus, which has caused her to be clocked. She has already complained to DART with no change. Wants a bus before the 6:29 A.M. bus.</td>
<td>Comment forwarded to Service Planning.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Alegra Hewitt</td>
<td>Feels buses and trains should run 24 hours, 7 days a week. Has to rush to get off from work to get the 11:00 P.M. train to be able to get the last bus, or he will have to walk a long distance to get home.</td>
<td>Comment forwarded to Service Planning.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Charles Correll</td>
<td>Would like DART's drivers to be educated to help handicap passengers.</td>
<td>Sent to Paratransit</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Russell A. Johnson</td>
<td>Has tried applying for many jobs at DART, but has not been called for an interview. Would very much like to work for DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
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</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Noctels</td>
<td>Front and rear seats of the new buses are uncomfortable, and should be re-configured (210 Bus from Plano).</td>
<td>Comment forwarded to Service Planning.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Socorro Enríquez</td>
<td>He commented that bus service is bad lately, and the treatment of some of the operators is bad also. Many smoke inside the buses in front of his children. The drivers drive bad, don't come on time, or are late/early on routes 31, 486, and 185. He would like DART to offer weekend service.</td>
<td>Comment forwarded to Service Planning.</td>
</tr>
<tr>
<td>General</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Larry W. Davis</td>
<td>Would like to make sure DART oversees proper stability and overall upkeep of the System for transit riders.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>9/13/2006</td>
<td>e-mail</td>
<td>Thomas B.</td>
<td>Overall, pleased with the Draft 2030 TSP, but would like staff to consider Personal Rapid Transit (PRT). Also, wants DART to eventually replace the 400 and 500 series buses with an interconnected PRT system. He would like the replacement of buses that feed into downtown with light rail service to the outlying population centers and tie it all together with interconnections among the various PRT loops.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>General</td>
<td>9/19/2006</td>
<td>Comment Sheet</td>
<td>Stan Aten</td>
<td>Commented DART stations need coffee shops, dry cleaners, and post office services. Also feels stations need more police on trains because teenagers are a problem after school and late at night. Wants new bus routes on Kiest Blvd., from Spur 408 to the Blue Line and Hampton from Redbird Transit Center to Mockingbird Station. Asked if light rail cars to Love Field and DFW will accommodate passenger luggage. Wanted to know why DART can't have signs like Washington Metro to let people know when trains/buses are coming, and why DART doesn't have bus passes that are tourist friendly or 3-5 day passes?</td>
<td>Comments noted and forwarded to Economic Development, Service Planning, and Transit Police.</td>
</tr>
<tr>
<td>General</td>
<td>9/30/2006</td>
<td>Comment Card</td>
<td>Chris Scaggs</td>
<td>Requests DART provide more 553 Trips. Works 12 p.m. to 9:00 p.m., and has to walk 20 minutes away to get a bus, then walk another 35 minutes to get to his house. He noticed that others have to do the same. He needs DART's consideration of those on the Lancaster side of Altamesa, who work in the evening.</td>
<td>Comment noted and forwarded to Service Planning.</td>
</tr>
<tr>
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</tr>
<tr>
<td>General, CB, CBD, Southport, and HOV</td>
<td>9/14/06</td>
<td>Comment Sheet</td>
<td>Lee Lutz</td>
<td>Would like service for neighborhoods - Garland Coomer Creek Neighborhood Association off I90, North of Belt Line, bounded by 78 and Crist (2000 homes with kids). Houses approximately 1 mile to work and school. They need DART on Demand. Also would like the Cotton Belt alignment and no tunnel in Dallas CBD because of cost. Southport may fail so it should not be on the table. Feels express buses are a good plan. The mission is light rail, and she would like for TxDOT to operate HOV, not DART.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>HOV</td>
<td>8/30/06</td>
<td>e-mail</td>
<td>Tonja Waters</td>
<td>Wants to know if the I-30 HOV lane from Dallas will be extended to Garland and Rowlett. Feels it would be nice.</td>
<td>Response provided by Rosalyn VanWinkle that HOV will be extended to IH 635 by July 2007, then out to Rowlett and ultimately to Bush Turnpike as part of the 2030 Plan (date yet to be determined).</td>
</tr>
<tr>
<td>HOV</td>
<td>9/30/06</td>
<td>Comment Card</td>
<td>Ms. Wingate</td>
<td>Don't support HOV lanes at all. Tried to carpool, but it was very difficult- not convenient for her (lose your independence). Likes DART LRT better, with multiple leave/pick-up times.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>LBJ</td>
<td>7/10/06</td>
<td>e-mail</td>
<td>Lana Pitman</td>
<td>Recommendation of LBJ route for the east-west corridor DART commuter line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>LBJ</td>
<td>7/10/06</td>
<td>e-mail</td>
<td>Jerry Crawford</td>
<td>Recommendation of LBJ route for the east-west corridor DART commuter line.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Expansion</td>
<td>8/13/06</td>
<td>e-mail</td>
<td>Genie Sullivan</td>
<td>Would like to see a line that connects the Blue Line, Red Line and future expansion into Carrollton (would like an East/West Line). Would like this change incorporated into the 2030 System Plan.</td>
<td>Comment noted. Such recommendations are included in 2030 TSP and Vision Element.</td>
</tr>
<tr>
<td>Rail Expansion</td>
<td>8/23/06</td>
<td>e-mail</td>
<td>Angela L. Snyder</td>
<td>Would like DART rail service extended to McKinney, Texas. Very interested in expansion plans.</td>
<td>Rosalyn VanWinkle responded by e-mail explaining current DART Service Area limitations.</td>
</tr>
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</tr>
<tr>
<td>Rail Expansion</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Joseph Sarubbi</td>
<td>Asked if DART can extend the Red Line to Grand Prairie or Arlington.</td>
<td>Rosalyn VanWinkle responded by e-mail explaining current DART Service Area limitations.</td>
</tr>
<tr>
<td>Rail Expansion</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Vicki Rice</td>
<td>Wants to know why there is no future rail to Mesquite, and would like to use park/ride all the way to work. Is happy that DART and Raytheon has partnered up at the LBJ/Central Station to McKinney.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Expansion</td>
<td>9/26/2006</td>
<td>Communication with DART employee at Addison Public Meeting</td>
<td>J. Robert White</td>
<td>Very interested in transit service on the BNSF Line to Frisco, and would like to speak to Frisco officials about this matter. He would like to know who in DART and in Frisco would have to hold discussions about Frisco joining DART or other arrangements to provide rail transit service on the BNSF line.</td>
<td>Comment forwarded to Jay Kline, Director of Program Planning at DART</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/2006</td>
<td>Comment Card</td>
<td>Gregg Welpe</td>
<td>Wants DART to expedite completion of the Knox/Henderson Subway Station on the Red Line. Would like to know when this Station will open.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/14/2006</td>
<td>e-mail</td>
<td>Alan Walne</td>
<td>Supports the proposed DART neighborhood station in Lake Highlands. Feels the station is of the utmost importance for the future economic vitality for Lake Highlands. There is no opposition from the neighborhood for the station.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/19/2006</td>
<td>e-mail</td>
<td>Donna Halstead</td>
<td>Supports the DART station at Walnut Hill and White Rock Trail. She believes that with the DART station and the Tax Increment Financing District, Lake Highlands will see enormous redevelopment.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/19/2006</td>
<td>e-mail</td>
<td>Bill Blaydes</td>
<td>Supports the proposed DART neighborhood station in Lake Highlands. The station has been part of Councilman Blaydes' overall goal for the revitalization of the Skillman Rd. area of District 10. Would like to see Board approval of the 2030 TSP as soon as possible.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/19/2006</td>
<td>e-mail</td>
<td>Luke Davis</td>
<td>Supports the proposed DART neighborhood station in Lake Highlands. Mr. Davis' is excited that RISD is able to participate in the revitalization of the Lake Highlands community, and feels the Walnut Hill station would be a central part of the Lake Highlands redevelopment. He encourages the DART Board to support the new station.</td>
<td>Comment noted.</td>
</tr>
<tr>
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<td>Comment Date</td>
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</tr>
<tr>
<td>Rail Stations</td>
<td>9/20/2006</td>
<td>e-mail</td>
<td>David Tyson</td>
<td>Note from David Tyson, Lake Highlands area resident, supporting the Skillman-Walnut DART station.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/20/2006</td>
<td>e-mail</td>
<td>John P. Dean</td>
<td>As President of Exchange Club of Lake Highlands, he supports the DART station in Lake Highlands (Walnut Hill Station). He also applauds the DART Board for being a partner in Lake Highlands' future redevelopment.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/20/2006</td>
<td>Letter</td>
<td>Susan Morgan</td>
<td>Lake Highlands Area Improvement Association supports the proposed station at the intersection of Walnut Hill and Skillman. The station is consistent with the District 10 Strategy Plan and Forward Dallas!, Skillman TIF incentives for additional transit-oriented development, and the 2006 bond proposal, $4.7M infrastructure funding at Skillman/Walnut Hill. Feels the new station is a defining component of the transit-oriented development the community would like to see occur.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Rail Stations</td>
<td>9/29/2006</td>
<td>Letter/Resolution</td>
<td>Pete Oppel, Executive Director, Dallas Northeast Chamber of Commerce</td>
<td>Letter transmitting a copy of a resolution passed unanimously Tuesday, 9/26/2006, by the Board of Directors of Dallas Northeast Chamber of Commerce. The resolution states that they support “the advancement and development” of a DART LRT station near Walnut Hill Lane in Lake Highlands as a stimulus for transit oriented development in that area. It also urges the DART Board to consider including funding for the station as part of the final 2030 TSP deliberations (Resolution attached).</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Southport</td>
<td>9/7/2006</td>
<td>Comment Sheet</td>
<td>Dr. Clement Adegoke</td>
<td>Wants rail line extended from Ledbetter Station to midway between existing Paul Quinn College and proposed UNT Dallas campus. Feels if development is focused only on the UNT campus, it will unfairly adversely impact Paul Quinn College which is already in existence before the UNT Dallas campus.</td>
<td>Comment noted.</td>
</tr>
</tbody>
</table>

Key:
CB = Cotton Belt
CBD = 2nd CBD Alignment
CB/LBJ = Cotton Belt-LBJ/Inwood
LBJ= LBJ/Inwood

10/6/2006
Appendix C – Scoping Meeting Materials
Appendix C - Contents

- Sign-in Sheet for Agency Scoping Meeting
- Sign-in Sheet for Public Scoping Meeting
- Scoping Information Booklet
- Scoping Presentation
- Scoping Brochure/Comment Form
Sign-in Sheet for Agency Scoping Meeting
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Tom Tulley</td>
<td>FRA</td>
<td></td>
<td></td>
<td>817-312-2552</td>
</tr>
<tr>
<td>Greg Toner</td>
<td>DFW Airport</td>
<td></td>
<td></td>
<td>972-973-4677</td>
</tr>
<tr>
<td>David Schleg</td>
<td>CO Dallas</td>
<td>1500 McKinney - SCN</td>
<td></td>
<td>214-676-5875</td>
</tr>
<tr>
<td>Bruce Redden</td>
<td>KStrategies Inc</td>
<td>3500 Oak Lawn Avenue</td>
<td>Dallas</td>
<td>214-593-5766</td>
</tr>
<tr>
<td>Bianca Noble</td>
<td>Town of Addison</td>
<td></td>
<td></td>
<td>972-768-2426</td>
</tr>
<tr>
<td>Jim O'Connor</td>
<td>City of Irving</td>
<td>333 Valley View</td>
<td>Irving</td>
<td>972-721-3781</td>
</tr>
<tr>
<td>Kevin Pestor</td>
<td>NRCCOG</td>
<td>616 Six Flags Drive</td>
<td>Arlington</td>
<td>817-704-2529</td>
</tr>
</tbody>
</table>

Sign in Sheet
Agency Scoping Meeting
Wednesday, July 28, 2010, 10:00 AM

DART Board Room
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<tr>
<th>Name</th>
<th>Business/Organization</th>
<th>Address</th>
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<th>Phone #</th>
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</thead>
<tbody>
<tr>
<td>Larry Cox</td>
<td>Cox/McLain Envl.</td>
<td>4131 Spicewood Spr. Suite A-4</td>
<td>Austin, TX 78759</td>
<td>512-338-2223</td>
</tr>
<tr>
<td>Christine Polito</td>
<td>Cox/McLain Envl.</td>
<td>4131 Spicewood Springs</td>
<td>Austin 78759</td>
<td>512-338-2223</td>
</tr>
<tr>
<td>Peng Zhao</td>
<td>URS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ada Apachewski</td>
<td>Perao</td>
<td>Po Box 866050</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laura Flores</td>
<td>K Strategies</td>
<td>3500 Oaklawn Ave</td>
<td>Dallas, TX 75219</td>
<td>214-594-9021</td>
</tr>
<tr>
<td>Ken Griffin</td>
<td>City of Coppell</td>
<td>255 Parkway Blvd.</td>
<td>Coppell, TX 75019</td>
<td>972-304-3686</td>
</tr>
<tr>
<td>Dave Davis</td>
<td>Farmers Branch</td>
<td></td>
<td></td>
<td>9-919-2578</td>
</tr>
<tr>
<td>Shilpa Ravande</td>
<td>City of Dallas</td>
<td>(320 Main St)</td>
<td>Dallas, TX</td>
<td>214-690-5822</td>
</tr>
<tr>
<td>Barb Weigel</td>
<td>DART</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Tom Sperzon</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curvie Hawkins</td>
<td>The T</td>
<td>1600 E. Lancaster Ft. Worth, TX 76102</td>
<td>Ft. Worth</td>
<td>817-215-5432</td>
</tr>
<tr>
<td>John A. Richardson</td>
<td></td>
<td>7007 Fm. 19, Branch Ft. Dallas</td>
<td></td>
<td>214-727-7011</td>
</tr>
</tbody>
</table>

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<td><a href="mailto:Thomas.Tulley@dot.gov">Thomas.Tulley@dot.gov</a></td>
</tr>
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<td>DFW Airport</td>
<td>1500 McKale - 5CN</td>
<td>Dallas</td>
<td>972-973-4677</td>
<td><a href="mailto:groyster@dfwairport.com">groyster@dfwairport.com</a></td>
</tr>
<tr>
<td>CITY of PLANO</td>
<td></td>
<td></td>
<td>214-670-5875</td>
<td><a href="mailto:David.schleg@dallascityhall.com">David.schleg@dallascityhall.com</a></td>
</tr>
<tr>
<td>KStrategic</td>
<td>3500 Oak Lawn Avenue</td>
<td>Dallas</td>
<td>214-591-9766</td>
<td><a href="mailto:jbrandt@kstrategic.com">jbrandt@kstrategic.com</a></td>
</tr>
<tr>
<td>Sam. Hutchinson</td>
<td>10440 N. Central Expwy, Dallas</td>
<td>75231</td>
<td>214-361-2500</td>
<td><a href="mailto:Bruce.reddick@hutchinsonsege.com">Bruce.reddick@hutchinsonsege.com</a></td>
</tr>
<tr>
<td>Town of Addison</td>
<td></td>
<td></td>
<td>972-768-2426</td>
<td><a href="mailto:brent.brow@addisontx.gov">brent.brow@addisontx.gov</a></td>
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<td>City of Irving</td>
<td>333 Valley View</td>
<td>Irving</td>
<td>972-721-3781</td>
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<td>Arlington</td>
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<td>512-338-2223</td>
<td>christine@coxmc lain.com</td>
</tr>
<tr>
<td>URS</td>
<td>P.O. Box 886036, Dallas, TX 75279</td>
<td>Dallas, TX 75219</td>
<td>214-741-7777</td>
<td><a href="mailto:peng_zhang@urscorp.com">peng_zhang@urscorp.com</a></td>
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<tr>
<td>Plano</td>
<td>Box 886036, Dallas, TX 75219</td>
<td>Dallas, TX 75219</td>
<td>972-941-7152</td>
<td><a href="mailto:okanu@plano.gov">okanu@plano.gov</a></td>
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<tr>
<td>K Strategies</td>
<td>3500 Oak Lawn Ave, Dallas, TX 75219</td>
<td>Dallas, TX 75219</td>
<td>214-599-9999</td>
<td><a href="mailto:lflores@kstrategies.com">lflores@kstrategies.com</a></td>
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<tr>
<td>City of Coppell</td>
<td>255 Parkway Blvd., Coppell, TX 75019</td>
<td>Coppell, TX 75019</td>
<td>972-304-3686</td>
<td>kgriffin@co pPELLtx.gov</td>
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<tr>
<td>Farmers Branch</td>
<td>9-919-2578</td>
<td>Dallas, TX 75279</td>
<td>9-919-2578</td>
<td><a href="mailto:dave.davis@farmersbranch.in">dave.davis@farmersbranch.in</a></td>
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<tr>
<td>City of Dallas</td>
<td>200 Main St., Dallas, TX 75219</td>
<td>Dallas, TX 75219</td>
<td>214-690-5827</td>
<td>shilpa.van@city of dallas.org</td>
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<tr>
<td>DART</td>
<td>14101 Stemmons Freeway, Dallas, TX 75218</td>
<td>Dallas, TX 75218</td>
<td>214-721-9696</td>
<td><a href="mailto:twiegand@dart.org">twiegand@dart.org</a></td>
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<tr>
<td>The T</td>
<td>1600 E. Lancaster, Ft. Worth, TX 76102</td>
<td>Ft. Worth, TX 76102</td>
<td>817-215-8852</td>
<td><a href="mailto:chaukings@the-t.com">chaukings@the-t.com</a></td>
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<tr>
<td>B2C</td>
<td>1350 South Swiss Ave, Dallas, TX 75215</td>
<td>Dallas, TX 75215</td>
<td>214-727-7011</td>
<td><a href="mailto:richardson@b2c.com">richardson@b2c.com</a></td>
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Sign-in Sheet for Public Scoping Meeting
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<tr>
<td>Kimberly Loy</td>
<td>Councilmember</td>
<td>Addison</td>
<td>214-552-8244</td>
<td><a href="mailto:Loy@addisontx.gov">Loy@addisontx.gov</a></td>
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<tr>
<td>Ernest Randol</td>
<td>For Council</td>
<td>Richardson</td>
<td>214-546-3130</td>
<td>crandol@211.233.0612</td>
<td></td>
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<tr>
<td>Ted Jones</td>
<td></td>
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<tr>
<td>Gary Slagel</td>
<td>Mayor</td>
<td>Richardson</td>
<td>972-220-6323</td>
<td><a href="mailto:Slagel@cityofrichardson.com">Slagel@cityofrichardson.com</a></td>
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<tr>
<td>Dave Carter</td>
<td>Assst Dir.</td>
<td>Richardson</td>
<td>972-983-9943</td>
<td><a href="mailto:Dave.Carter@cor.gov">Dave.Carter@cor.gov</a></td>
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<tr>
<td>Bianca Noble</td>
<td>Council Member</td>
<td>Addison</td>
<td>972-768-2426</td>
<td>Nobleaddison@</td>
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<tr>
<td>Neil Resnik</td>
<td>Council Member</td>
<td>Addison</td>
<td>972-381-1063</td>
<td><a href="mailto:Neil@C.Finale.com">Neil@C.Finale.com</a></td>
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<tr>
<td>Joe Chow</td>
<td>Mayor</td>
<td>Addison</td>
<td>214-668-5789</td>
<td><a href="mailto:JChow@addisonTX.gov">JChow@addisonTX.gov</a></td>
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Addison Conference Center
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<tr>
<td>Richard Pilone</td>
<td></td>
<td>801 Howell Dr</td>
<td>Coppell 75019</td>
<td>214-288-8635</td>
<td><a href="mailto:trilacs@msn.com">trilacs@msn.com</a></td>
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<tr>
<td>Linda Pilone</td>
<td></td>
<td>801 Howell Dr</td>
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<td>John Richardson</td>
<td></td>
<td>7009 Spanky Branch</td>
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<tr>
<td>Peggy Shaver</td>
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<td>7218 Bethel School</td>
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<tr>
<td>Frank Turner</td>
<td>City of Plano</td>
<td>7218 Bethel School</td>
<td>Coppell 75019</td>
<td>214-213-8752</td>
<td><a href="mailto:amyesaker@gmail.com">amyesaker@gmail.com</a></td>
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<tr>
<td>Amy Sailer</td>
<td></td>
<td>13601 Legoard Ln</td>
<td>Addison, TX</td>
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<tr>
<td>Olivia Kim</td>
<td></td>
<td>1411 S. AVE.</td>
<td>Plano, TX 75025</td>
<td>972-945-0850</td>
<td><a href="mailto:oliviaw999@gmail.com">oliviaw999@gmail.com</a></td>
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<tr>
<td>Nick Fambro</td>
<td></td>
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<td>Ralph Bokart</td>
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<tr>
<td>Max Liskinanny</td>
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<td>Tom Matting</td>
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<tr>
<td>Beverly Strauss</td>
<td></td>
<td></td>
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<td></td>
<td><a href="mailto:bstrauss@sbcglobal.net">bstrauss@sbcglobal.net</a></td>
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## COTTON BELT

**Sign in Sheet**
Public Scoping Meeting
Thursday, July 29, 2010, 6:30 PM

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<tr>
<th>Name</th>
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<tr>
<td>William Jones</td>
<td></td>
<td>8701 Vantage Pk 12th Fl</td>
<td>Dallas 75248</td>
<td>214-698-3786</td>
<td><a href="mailto:Williamjones@ncog.org">Williamjones@ncog.org</a></td>
</tr>
<tr>
<td>Tobi Bray</td>
<td></td>
<td>6514 Lauren Valley</td>
<td>Dallas 75248</td>
<td>972-287-0248</td>
<td><a href="mailto:tobi.bray@att.net">tobi.bray@att.net</a></td>
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<tr>
<td>Dee Owens</td>
<td>Effy Halliday</td>
<td>16000 Aston Rd, Dallas 75248</td>
<td>Dallas 75248</td>
<td>9/307-0308</td>
<td><a href="mailto:dee.owens@dealy.com">dee.owens@dealy.com</a></td>
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<tr>
<td>Mark Owens</td>
<td></td>
<td>701 Wilkerson</td>
<td>Dallas TX</td>
<td>214-964-8476</td>
<td><a href="mailto:markw@prodigy.net">markw@prodigy.net</a></td>
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<tr>
<td>Ken Dumble</td>
<td></td>
<td>1111 S Alexander St</td>
<td>Dallas TX</td>
<td>469-441-8476</td>
<td><a href="mailto:kml@lantec.net">kml@lantec.net</a></td>
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<tr>
<td>Bill Parker</td>
<td></td>
<td>6415 Riverpark</td>
<td>Dallas TX</td>
<td>972-381-9763</td>
<td><a href="mailto:bill@lantec.net">bill@lantec.net</a></td>
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<tr>
<td>Mike Liang</td>
<td>URS Corp</td>
<td>1950 N Stemmons</td>
<td>Dallas, TX</td>
<td>214-741-7777</td>
<td>jane@ erosion.com</td>
</tr>
<tr>
<td>Charlie nurs</td>
<td></td>
<td>1111 S Alexander St</td>
<td>Dallas TX</td>
<td>469-441-8476</td>
<td>jane@ erosion.com</td>
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<tr>
<td>John Wood</td>
<td>Samwise Carton</td>
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<td><a href="mailto:john_wood@custo.com">john_wood@custo.com</a></td>
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<tr>
<td>Joe Crow</td>
<td>Town of Addison</td>
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<tr>
<td>Curt Hefner</td>
<td>URS Corp</td>
<td>1873 Shadywood Lane</td>
<td>Carrollton 75010</td>
<td>972-241-2707</td>
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<tr>
<td>Caroline Sandy</td>
<td></td>
<td>205 Wellington Ave, TX</td>
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<tr>
<td>ISRAEL CROWE</td>
<td></td>
<td>7628 EL PASTEL DR</td>
<td>CANTON 75218</td>
<td>214-257-1030</td>
<td>corwa.com</td>
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<tr>
<td>JON HOLZHEIMER</td>
<td></td>
<td>145 GLENDALE DR.</td>
<td>CYPRESS 75019</td>
<td>214-536-3617</td>
<td><a href="mailto:jheiner@cywil.org">jheiner@cywil.org</a></td>
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<tr>
<td>Gustavo Borr</td>
<td></td>
<td>706 NORMA COURT</td>
<td>Allen 75013</td>
<td>214-536-3617</td>
<td><a href="mailto:bborr4@cywil.org">bborr4@cywil.org</a></td>
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<tr>
<td>Tom Legrand</td>
<td></td>
<td>110 S. BROADWAY</td>
<td>Carrollton 75017</td>
<td>972-242-6452</td>
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<tr>
<td>Bradley Moss</td>
<td></td>
<td>2000 PARK CENTRAL DR.</td>
<td>Dallas 75248</td>
<td>972-728-1325</td>
<td><a href="mailto:mmoss@kimberley.com">mmoss@kimberley.com</a></td>
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<tr>
<td>TOM WOOD</td>
<td>Homeowner</td>
<td>6341 SOMERSET LAKES</td>
<td>Dallas 75248</td>
<td>972-981-6270</td>
<td><a href="mailto:Twood498@email.com">Twood498@email.com</a></td>
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<tr>
<td>LIZAJA NNANT</td>
<td></td>
<td>10400 LEDFORDTON</td>
<td>Addison 75001</td>
<td>972-267-2841</td>
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<tr>
<td>Scott Schmidt</td>
<td>Student</td>
<td>8131 GLENDALE DR.</td>
<td>Farmers Branch 75234</td>
<td>469-274-9483</td>
<td><a href="mailto:ScottSchmidt17222@Yahoo.com">ScottSchmidt17222@Yahoo.com</a></td>
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<tr>
<td>JOHN NATHAN</td>
<td>ACCO, N.A.</td>
<td>16400 LEDFORDTON</td>
<td>Addison 75001</td>
<td>214-405-4896</td>
<td><a href="mailto:Dallas2000000@HOTmail.com">Dallas2000000@HOTmail.com</a></td>
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<tr>
<td>FRANK GRAY</td>
<td></td>
<td>6514 LAUREL VALLEY</td>
<td>Dallas 75248</td>
<td>972-365-7792</td>
<td><a href="mailto:fgray@att.net">fgray@att.net</a></td>
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<tr>
<td>Ruben Isacco</td>
<td>KStrategyn/group</td>
<td>3500 CANTON AVE.</td>
<td>Dallas 75219</td>
<td>214-599-7760</td>
<td><a href="mailto:PIsacco2@Kstrategyn.com">PIsacco2@Kstrategyn.com</a></td>
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<tr>
<td>SALLY Waffen</td>
<td>Neighbor</td>
<td>(4411 RIVERVIEW)</td>
<td>75249-972-713-6848</td>
<td><a href="mailto:Salliebeth55@Hotmail.com">Salliebeth55@Hotmail.com</a></td>
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## Cotton Belt

### Sign in Sheet
Public Scoping Meeting
Thursday, July 29, 2010, 6:30 PM

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<tr>
<th>Name</th>
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<tr>
<td>Liz Heberman</td>
<td>6009 Gates</td>
<td>6009 Calm Meadows</td>
<td>Dallas 75248</td>
<td>972-239-0277</td>
<td><a href="mailto:liz.heberman@chefmail.com">liz.heberman@chefmail.com</a></td>
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<tr>
<td>Richard Heberman</td>
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<tr>
<td>Austin Bush</td>
<td>Link Properties, Inc.</td>
<td>3002 Century Drive</td>
<td>Carrollton 75080</td>
<td>214-271-7852</td>
<td><a href="mailto:richard.bush@linkproperties.com">richard.bush@linkproperties.com</a></td>
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<tr>
<td>Roy Wilshire</td>
<td>Kimley-Horn</td>
<td>12700 Park Central Rd. Suite 1800</td>
<td>Dallas 75251</td>
<td>972-770-1300</td>
<td><a href="mailto:roy.wilshire@kimley-horn.com">roy.wilshire@kimley-horn.com</a></td>
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<td>Walter Rees</td>
<td>City of Farmersville</td>
<td>1804 Red Oak</td>
<td>Carrollton 75007</td>
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<td><a href="mailto:scharrer@tx.rr.com">scharrer@tx.rr.com</a></td>
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<td>Fritz Scharrer</td>
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<td>Dallas 75248</td>
<td>972</td>
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<td><a href="mailto:jimbaldwin@verizon.net">jimbaldwin@verizon.net</a></td>
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<td>Jim Abadi</td>
<td>DART CAC</td>
<td>1326 Canyon Dr</td>
<td>Carrollton 75006</td>
<td>245-8512</td>
<td><a href="mailto:Tom.ryder@parsons.com">Tom.ryder@parsons.com</a></td>
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<tr>
<td>Tom Ryder</td>
<td>PARSONS</td>
<td>1301 W Pres &amp; Blvd</td>
<td>Richardson 75080</td>
<td>972-244-6056</td>
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<tr>
<td>Jon Tal</td>
<td>self</td>
<td>6036 Keller Spring</td>
<td>Dallas</td>
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<td><a href="mailto:Sally@att.net">Sally@att.net</a></td>
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<td>Garland</td>
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<tr>
<td>Jack Lamb</td>
<td>TSWHA &amp; NPCA</td>
<td>16910 Graduate Dr</td>
<td>Dallas 7</td>
<td>9-381-9653</td>
<td><a href="mailto:Jack.KWU@Gmail.com">Jack.KWU@Gmail.com</a></td>
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<td>Gordon Pender</td>
<td>Highlands of McKinney</td>
<td>7111 Debbe Dr</td>
<td>Dallas TX 75230</td>
<td>972-331-7472</td>
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<td>Robert Olney</td>
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<td>1331 Northlake</td>
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<td>Bob Enrican</td>
<td>Old Downtown Carr</td>
<td>2709 Wagonwheel Dr</td>
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<td>Michael Kass</td>
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<td>5352 Kelvin St</td>
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<td>Leticia Jackson</td>
<td>K Strategies</td>
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<td>6306 Dillard</td>
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<td>Dave Millheiser</td>
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<td>6703 Barkwood Dr</td>
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<td>214-616-9977</td>
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<tr>
<td>Rick Gover</td>
<td>Self (Challaford)</td>
<td>16054 Chalaford Co</td>
<td>Dallas</td>
<td>(972) 355-7975</td>
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<tr>
<td>Daniel Drabish</td>
<td>Self</td>
<td>2626 Frankford</td>
<td>Dallas</td>
<td>464-742-1501</td>
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<tr>
<td>Todd Kelly</td>
<td>H.Q.R</td>
<td>17111 Preston Pl</td>
<td>Dallas</td>
<td>214-697-1328</td>
<td><a href="mailto:raked@chanceinc.com">raked@chanceinc.com</a></td>
</tr>
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<td>Don Schrobart</td>
<td>Self</td>
<td>13861 Far Hills</td>
<td>Dallas</td>
<td>972-387-3117</td>
<td><a href="mailto:dandischober@besklen.net">dandischober@besklen.net</a></td>
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<tr>
<td>Jean Schrobart</td>
<td>Self</td>
<td>13861 Far Hills</td>
<td>Dallas</td>
<td>972-387-3117</td>
<td></td>
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<tr>
<td>Lawrence F. Wilson</td>
<td>Business and Development</td>
<td>3521 Oaklawn</td>
<td>Dallas 75219</td>
<td>817.984.914</td>
<td><a href="mailto:Lawrence.F.Wilson@yahoo.com">Lawrence.F.Wilson@yahoo.com</a></td>
</tr>
<tr>
<td>William Hudson</td>
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<td>817-380-6087</td>
<td><a href="mailto:bop@bawiwc.com">bop@bawiwc.com</a></td>
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<td>Tom Hammons</td>
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<td>Ernie G Martinez</td>
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Scoping Information Booklet
The Cotton Belt Corridor Regional Rail Project proposes a new regional rail line within the 26-mile Cotton Belt Corridor between Dallas-Fort Worth International Airport (DFW Airport) and the existing Dallas Area Rapid Transit (DART) Red Line Light Rail Transit (LRT) corridor in the Richardson/Plano area.

The Cotton Belt Corridor traverses Tarrant, Dallas and Collin Counties, and includes the communities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, as well as portions of DFW Airport.

The proposed project would lie within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future regional rail service. The corridor has been included in various DART and North Central Texas Council of Governments (NCTCOG) planning documents since 1983 as an alignment alternative for regional rail.

The base corridor includes numerous roadway crossings including major roadway facilities such as State Highway (SH) 121, Interstate Highway (IH) 635, the President George Bush Turnpike, IH 35E, the Dallas North Tollway (DNT) and US 75 (North Central Expressway). It is anticipated the Cotton Belt Corridor Regional Rail Project would interface with six other major regional rail lines, including

This booklet is designed to help you participate in the scoping process for the Cotton Belt Corridor Regional Rail Project. Within this booklet you will find descriptions of the alternatives currently under consideration and important background information about the project.
YOU ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETING

The Public Scoping Meeting will offer an opportunity to discuss project-related issues with project staff and view displays to help you understand the proposed project options. The meeting will include a brief presentation that will focus on the scoping process, project purpose and need, and alternatives currently under consideration. After the presentation, you will have an opportunity to comment on the purpose of and need for the project, alternatives to be evaluated, and potential environmental issues and benefits of the proposed project.

The scoping information is also available on the project web site at http://www.DART.org/cottonbelt.

A separate Interagency Scoping Meeting will be held to receive input from federal, state, tribal, regional and local government agencies that may have an interest in the project. For more information see contact information below.

Get involved early in the process and contribute your ideas. Your input, whether oral or written, will help shape your community’s quality of life. Oral comments can be made at the scoping meeting—a court reporter will be documenting the meeting. Written comments can be given at the scoping meeting, mailed, or made on the project web site. Written comments should be sent by the close of the scoping comment period on August 30, 2010, to Mr. John Hoppie at the address provided below.

FOR MORE INFORMATION

Mr. John Hoppie, Project Manager
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213
Telephone: (214) 749-2525
Fax: (214) 749-3844
E-mail: jhoppie@dart.org
DART’s Orange, Green and Red LRT lines, a proposed BNSF Corridor service that would interface with the Cotton Belt in downtown Carrollton, a proposed extension of the Denton County Transportation Authority (DCTA) A-Train service to downtown Carrollton, and the planned Southwest to Northeast (SW2NE) rail corridor connection at DFW Airport by the Fort Worth Transportation Authority (The T).

BACKGROUND
The DART 2030 Transit System Plan (TSP) identifies the Cotton Belt Corridor as a priority project with implementation in the year 2025-2030 timeframe. Given the regional desire to accelerate the segment from DFW Airport to the DART Red Line, Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area identifies this project, and possibly portions of the SW2NE project, as a candidate for a public-private partnership (PPP) to design, build, operate, maintain and/or finance the corridor.

DART initiated the PPP effort in May 2009 with a Request for Information (RFI). On May 11, 2010 the DART Board of Directors authorized the President/Executive Director to execute the Memorandum of Understanding between DART and the Regional Transportation Council (RTC) concerning the identification of funding sources to implement regional rail service on the Cotton Belt Corridor. As a result, the RTC/NCTCOG issued a Request for Proposals entitled “Cotton Belt Passenger Rail Corridor Innovative Finance Initiative (Planning Services).”

Based on early input during the DART PPP RFI, potential private partners noted that a more detailed project definition and environmental clearance would be needed before advancing the project. As a result, DART is advancing preliminary engineering and conducting an Environmental Impact Statement (EIS), which includes identification of environmental impacts, design considerations and cost estimates to inform the innovative finance effort.

PURPOSE OF AND NEED FOR THE PROJECT
The primary purpose for the proposed Cotton Belt Corridor Regional Rail Project is to provide regional rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area. The connection of three LRT lines and two planned regional rail lines (DCTA A-Train and The T’s SW2NE Project) makes regional connectivity a key component of the Cotton Belt Corridor. The Cotton Belt Corridor also offers opportunities to connect with the proposed BNSF regional rail corridor between Frisco and Irving, with a connection in downtown Carrollton.

GOALS AND OBJECTIVES

**ENHANCE CORRIDOR MOBILITY AND ACCESSIBILITY**
- Provide connectivity to existing and planned regional rail facilities
- Provide transportation investments serving future population and employment growth
- Improve access to existing and emerging major activity centers
- Increase transit usage for existing and new riders
- Improve access to transit
- Provide cost-effective options

**REDUCE CONGESTION**
- Increase transit capacity and improve travel times through more reliable transit
- Improve air quality
- Reduce demand on local roadways
- Reduce number of single occupant vehicles

**ENCOURAGE ECONOMIC DEVELOPMENT**
- Encourage employment opportunities
- Encourage economic development opportunities
- Encourage sustainable and livable development opportunities
- Encourage consistency with regional and local transportation and comprehensive plans
- Encourage strategies for land use development and redevelopment

**PROVIDE AN ENVIRONMENTALLY-SENSITIVE TRANSIT INVESTMENT**
- Minimize negative impacts to the community
- Minimize negative impacts to the environment
- Minimize negative impacts to natural, social and economic environments
Regional demand for travel in the study area is projected to increase along with congestion. Implementation of regional rail service would improve transit performance in the study area by offering a new, more reliable service. By providing a new transportation option, peak period congestion would be reduced, providing improvements to regional air quality.

THE SCOPING PROCESS

What is Scoping?
The first step in the project development process is to involve the community in outlining the "scope" of the project.

The scoping process ensures that citizens, elected officials, and appropriate government review agencies are involved early in the decision-making process and in outlining the scope of the study so comments and concerns can be addressed during the project development phase.

Throughout the scoping process, you will have an opportunity to review information and offer your comments either orally at the upcoming public scoping meeting or in writing.

Why is Scoping Important?
The purpose of scoping is to inform the public that the environmental review process is beginning. In addition to initiating dialogue on the proposed alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the project development process.

At the scoping meeting, the project team will explain the scoping process and environmental review process, describe the alternatives currently being considered, and ask for your ideas and comments. You are invited to comment on the alternatives to be addressed; the alignments and station locations to be considered; and the environmental, social, and economic concerns to be analyzed. Interested individuals, organizations, or agencies may propose the consideration of additional, specific alternatives or the study of a specific potential environmental effect associated with an alternative.

What is the Outcome of Scoping?
At the conclusion of the scoping comment period, comments received will be considered by DART to make
project decisions that are in the best overall public interest. A Scoping Summary Report will be prepared and it will contain comments received during the comment period, describe the content of the meetings, and document the process by which the alternatives were refined. The Final Scoping Summary Report will be published on the project web site. Following project scoping, preliminary engineering will begin, which will include developing a design for how the project will look and operate and where stations will be located within the corridor.

ENVIRONMENTAL REVIEW PROCESS

The Cotton Belt Corridor Regional Rail Project is being evaluated by a process set forth by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act (NEPA) of 1969, as well as provisions of the enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Compliance with NEPA and SAFETEA-LU’s implementing regulations is necessary for a project to be eligible for federal capital funds. DART is complying with all federal, state and local regulations regarding the evaluation of alternatives to provide needed transit services within the study area. The EIS process allows for careful consideration of the design, costs, and benefits of transportation alternatives and will document probable effects and potentially significant impacts to social, economic and environmental factors associated with the proposed alternatives. Preliminary engineering will define physical and operational aspects of the proposed project in sufficient detail to assess environmental effects. The proposed project may generate environmental benefits, so the EIS will document positive impacts as well.

A Draft EIS will be available for public and agency review and comment and a public hearing will be held. Following the comment period on the Draft EIS, a Final EIS will be distributed for public and agency review and comment and a public hearing will be held. Following the comment period on the Final EIS, a final decision will be made on the project.

“The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.”

National Environmental Policy Act
EIS, a Final EIS will be prepared that will respond to comments received during the circulation of the Draft EIS, identify additional analyses that will be required to adequately respond to public comment or resolve issues in the Draft EIS, and identify mitigation measures and develop a mitigation monitoring program.

The FTA and DART announced the decision to prepare an EIS for the proposed project with a “Notice of Intent” that was published in the Federal Register on July 8, 2010.

Once the preferred alternative is selected as a result of the EIS process, it is anticipated that the FTA will proceed to the “Record of Decision” (ROD) after which funding negotiations with FTA or other partners will advance. The ROD must be issued prior to entering into the Final Design phase of the project if a Build Alternative is selected.

**ALTERNATIVES CURRENTLY BEING CONSIDERED**

Alternatives to be reviewed in the EIS include a No-Build Alternative and the Build Alternative, which may include design options and various station locations.

**No-Build Alternative**

The inclusion and analysis of the “No-Build” Alternative is required in the EIS process. The No-Build Alternative is included as a benchmark against which the impacts of other alternatives can be compared. For this study, the No-Build Alternative assumes a 2030 condition of land use and demographics. It includes transit capital and service improvements that are programmed to be implemented by DART and other transit providers in the study area, as well as all other planned, programmed, and funded transportation projects for the planning year 2030. Regardless of whether or not the Cotton Belt Corridor Regional Rail Project is implemented, the projects associated with the No-Build Alternative would be funded and built.

**Build Alternative**

The Build Alternative would consist of regional rail service within the Cotton Belt Corridor and it is anticipated that the vehicle type would comply with the requirements of the Federal Railroad Administration (FRA) safety.

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**A note about the SW2NE project...**

The T completed a Draft EIS for the SW2NE project in October 2008 and the Final EIS is expected to be complete in 2010. The SW2NE project is anticipated to receive environmental clearance for the section of the Cotton Belt Corridor from north of DFW Airport to Fort Worth and for a new rail corridor extending from the Cotton Belt Corridor south into DFW Airport Terminal B.
standards (FRA-compliant vehicle). Service would be provided every 20 minutes during the peak periods and every 60 minutes during the off-peak period. A base alignment and potential station locations will be examined along with various options for the eastern terminus, stations, passing siding/double-track locations, and possible horizontal and vertical alignment deviations at strategic locations.

At its western terminus, the proposed project would interface with DART’s future Orange Line LRT service, which will extend from DFW Airport through Irving to downtown Dallas, and with The T’s planned SW2NE regional rail corridor service from southwest Fort Worth to DFW Airport. At the eastern terminus, the base corridor assumes an interface with the existing DART Red Line at the intersection of the two corridors, which would require a new LRT station at the location. Additional options for the Cotton Belt Corridor eastern terminus include: turning south to connect to the existing DART Red Line Bush Turnpike Station, turning north to connect to the existing Red Line Downtown Plano Station (which may allow an option for service to continue farther north into Plano or McKinney), or extending farther east on the Cotton Belt line to terminate near Shiloh Road in Plano.

Several new rail stations would be provided, depending upon the build alternative selected. Station platforms would be approximately 300 to 500 feet in length. Potential station locations include: DFW Airport, North Lake, Downtown Carrollton (Green Line interface), Addison (existing Transit Center), Knoll Trail, Preston Road (State Highway 289), Renner Village, UTD – Synergy Park, the Red Line Interface, and Shiloh Road.

Additional alternatives that emerge during scoping that reasonably address the project’s purpose and need and that have not been previously evaluated will be considered.

MORE OPPORTUNITIES FOR INVOLVEMENT

This is just the beginning! The scoping meeting is just one of many opportunities that you will have to provide comments, gather information, and make inquiries about the Cotton Belt Corridor Regional Rail Project. Public comments, suggestions, and requests for information are recorded and distributed to project team members.

We want you to help our team design a system that meets your needs. Your comments are encouraged and will be considered throughout the Cotton Belt Corridor Regional Rail Project.

For Additional Information, Documents and Upcoming Events

Visit DART’s website at http://www.DART.org/cottonbelt for additional project information including key Cotton Belt Corridor Regional Rail Project information, documents and upcoming events.

The Scoping comment period for the Cotton Belt Corridor Regional Rail Project will close on Monday, August 30, 2010.
Cotton Belt Corridor Regional Rail Project
Scoping Information Booklet

Public Meeting
Thursday, July 29, 2010
6:30 p.m.
Addison Conference Centre
15650 Addison Road
Dallas, Texas 75001-3285
Scoping Presentation
Scoping Meetings
July 28, 2010 Agency Scoping
July 29, 2010 Public Scoping
Agenda

• Introductions
• Scoping
• Project History and Community Issues
• Project Development Process
• Project Overview
• Public Involvement
• Comments
Why is transit important to the region?

- 4th Largest Metropolitan Area in the United States
- Ranked first for Population Growth among U.S. Metropolitan Areas during 2009
- Represents Over 34 Percent of the State’s Economy
- 6.5 Million Persons in Year 2009
- Growing to 10 Million Persons by the Year 2035
- Air quality and traffic will worsen
Scoping

Purpose of Scoping:

- To involve community in outlining the “scope” of the project
- To ensure that citizens, elected officials, and government agencies are involved in the decision-making process
- To provide an opportunity to voice comments and concerns during the planning of a project
Federal NEPA Process

WE ARE HERE

Notice of Intent
Published July 8, 2010 in Federal Register

Scoping

Preliminary Engineering/EIS

Draft EIS Distribution

30-day Public Comment

Final EIS Distribution

Final EIS Preparation

45-day Public Comment

Record of Decision*

*FTA will not issue a ROD until funding of the project is well defined
Agency Coordination

• Lead Agencies
  – DART and Federal Transit Administration (FTA)

• Invited to be Cooperating Agencies
  – Federal Aviation Administration (FAA), Federal Railroad Administration (FRA)

• Participating Agencies
  – Local, state and federal agencies

• Regional Partners
  – The T, NCTCOG, Airports, DCTA, NTTA, TxDOT

• SAFETEA-LU Coordination Plan
  – To enable more efficient and effective reviews of the environmental review process
Stakeholder Coordination

- Property Owners
- Neighborhood Associations
- Freight Rail Companies
  - DG NO, BNSF, KCS, FWWR and UP
- Chambers of Commerce/business community
- Developers
- Schools and Universities
- Utilities
- Other interest groups
The Cotton Belt Corridor
Regional Rail Project
## Cotton Belt Corridor History

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<tr>
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<td>April 1983</td>
<td>DART Final Service Plan</td>
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<tr>
<td>Oct. 1990</td>
<td>Corridor was purchased by DART.</td>
</tr>
<tr>
<td>Nov. 1995</td>
<td>2010 DART Transit System Plan</td>
</tr>
<tr>
<td>Dec. 1996</td>
<td>Mobility 2020 - The Metropolitan Transportation Plan</td>
</tr>
<tr>
<td>Jan. 2000</td>
<td>Mobility 2025 - The Metropolitan Transportation Plan</td>
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<tr>
<td>May 2001</td>
<td>Mobility 2025 Update - The Metropolitan Transportation Plan</td>
</tr>
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<td>Jan. 2004</td>
<td>Mobility 2025 - The Metropolitan Transportation Plan - 2004 Update</td>
</tr>
<tr>
<td>April 2005</td>
<td>Mobility 2025 - The Metropolitan Transportation Plan - April 2005 Amendment</td>
</tr>
<tr>
<td>Oct. 2006</td>
<td>DART 2030 Transit System Plan</td>
</tr>
<tr>
<td>June 2007</td>
<td>Mobility 2030 - The Metropolitan Transportation Plan</td>
</tr>
<tr>
<td>April 2009</td>
<td>Mobility 2030 - The Metropolitan Transportation Plan - 2009 Amendment</td>
</tr>
<tr>
<td>April 2010</td>
<td>Cotton Belt Corridor Conceptual Engineering and Funding Study</td>
</tr>
</tbody>
</table>
Revenue Service Projected: 2025-2030
Key Community Issues

- Noise and Vibration
- Traffic and Safety
- Visual
- Air Quality
- Natural Resources
  - Vegetation
  - Water Resources
- Property Values
- Comments received have influenced efforts to date
Corridor Development Conditions

DART Board Resolution 060177 to guide planning efforts in corridor:

- Pursue removal of freight
- Impacts mitigated to a level consistent with DART light rail. DART acknowledges City of Dallas’ preference for trench option.
- Locomotive-hauled passenger rail will not be considered
- Size of rail car generally consistent with DART light rail vehicle
- Emissions will meet or beat Environmental Protection Agency (EPA) standards
- City of Dallas preference for stations at Knoll Trail, Preston Road, and west of Coit Road
- City of Dallas preference to minimize number of tracks
DART requested formal freight abandonment on portion of the Cotton Belt. STB approved request effective January 27, 2010.
Regional Rail - New Technology

- New concept vehicle
- Characteristics similar to DART Light Rail
- Will be Federal Railroad Administration (FRA) Compliant
- Environmentally and community-friendly
- Self propelled (No locomotive haul rail)

**Service Frequency**
- 20-minute peak service
- 60-minute off-peak service
Why Now?

- **Regional desire to advance corridor**
  - Plano, Richardson, Dallas, Addison, Carrollton
  - Regional Transportation Council
- **Improved connectivity with DART radial corridors**
  - Red Line, Green Line, Orange Line
- **Opportunity for regional connections**
  - The T(SW2NE), DCTA (The A-Train)
The T: SW2NE

DCTA: A-Train
Conceptual Engineering and Funding Study

• Completed by the NCTCOG in April 2010
• Identified design options and potential station locations
• Provided foundation for further environmental study
• Key element to identify funding sources
Financial Study

- May 2010, DART and The T authorized Memorandum of Understanding (MOU) with Regional Transportation Council (RTC) to pursue funding

- RTC/NCTCOG leading an innovative funding initiative concurrent with PE/EIS effort

- DART PE/EIS will coordinate with and inform the innovative funding initiative

- Funding Plan required to move project forward
Project Development Process

1. **Regional Transportation Plan**
2. **DART 2030 Transit System Plan NCTCOG CE&FS**
3. **PE/EIS**
   - **Record of Decision**
   - **Design/Construction**
   - **Operation**

**Public Involvement**

- **Scoping**

**Date:** 2010-11
Scoping

We want your input on:

• Draft Purpose and Need
• Key issues, impacts, or concerns that should be addressed
• Alternatives or design options to be considered
  - Alignments and Station Locations
  - Operations
  - Maintenance Facility Location
Draft Purpose and Need

• To improve mobility, accessibility in the corridor
• To provide system linkages to major employment, population and activity centers in the northern part of the DART Service Area
• To maintain regional competitiveness
• To enhance quality of life
• To provide opportunity for economic development
Environmental Analysis

Categories

- Land use and socioeconomic conditions
- Zoning
- Community services and resources
- Environmental justice
- Acquisitions/displacements and relocations
- Soils and geology
- Ecosystems
- Wildlife
- Water resources (water quality, wetlands, surface water, groundwater, floodplains)

- Noise and vibration
- Habitats
- Vegetation
- Electromagnetic radiation
- Air quality
- Hazardous and regulated materials
- Historic, archeological, and cultural resources
- Public parklands
- Traffic and transportation
- Visual and aesthetic resources
- Safety and security
**Initial Alternatives**

- No Build *(No Action)*
- Primarily At-Grade  
  *(Below Grade in North Dallas)*
- Primarily At-Grade *(Grade Determined by NEPA Process)*
- NEPA requires evaluation of all feasible and prudent alternatives
Key Issue Areas

Western terminus
North Lake
Downtown Carrollton - Green Line interface
North Dallas Trench Option
Eastern terminus and Red Line interface
Eastern Terminus Options

Figure 3-2 - Eastern Terminus Options Coit Road to Shiloh Road

Alternatives 1, 4 & 7: via abandoned ROW to Bush Turnpike Station
Alternatives 5 & 8: via new alignment across US 75 to Bush Turnpike Station. Alternative 8 continues to McKinney

Alternatives 2 & 3:
- Alternative 2 to Parker Road Station
- Alternative 3 terminates with proposed McKinney Corridor to McKinney North Station

Cotton Belt Corridor — Conceptual Engineering and Funding Study
Potential Station Locations

Alternatives 2, 5 & 6:
- To Parker Road (Alt. 2)
- To McKinney North (Alt. 2)
- 12th Street (Alt. 6)

Alternatives 1, 4, & 7:
- Richardson North

COTTON BELT

COTTON BELT CORRIDOR
Conceptual Engineering and Funding Study
*FTA will not issue a ROD until funding of the project is well defined*
How to Stay Informed

• Public Meetings
• Public Hearings
• Newsletters
  – Quarterly
• Website – [http://www.DART.org/cottonbelt](http://www.DART.org/cottonbelt)
  – Project Information
  – Project Documents
  – Newsletters
Scoping Comments and Input

• Make a public comment (oral or written)
• Close of Scoping period:
  – August 30, 2010
• Comments will be documented in the Scoping Summary Report and made available to the public on the project website
Ways to Comment - Written

- Complete a comment sheet
- Send comments through project website: [http://www.DART.org/cottonbelt](http://www.DART.org/cottonbelt)
- Send written comments to
  DART COMMUNITY AFFAIRS - 7232
  Dallas Area Rapid Transit
  P.O. Box 660163
  Dallas, TX 75266-9672
Ways to Comment - Oral

- We Want to Listen to Everyone
- Your statement recorded today by a court reporter
  - Please fill out a request to speak card
  - Please say your full name before your statement
- Your statement – up to 3 minutes
214.979.1111
www.DART.org

http://www.DART.org/cottonbelt
DART y la Administración Federal de Tránsito (FTA) están preparando una Declaración sobre el Impacto Medioambiental (EIS) para estudiar la implementación de un servicio de trenes de pasajeros a lo largo del corredor Cotton Belt, que se extiende por 26 millas, desde el Aeropuerto Internacional Dallas/Fort Worth, pasando por un gran sector del noroeste del Condado de Dallas, hasta la Línea Roja (Red Line) del Tren de DART en el Condado de Collin. El corredor ferroviario pasa por sectores de las ciudades de Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson y Plano.

El proyecto propuesto operará dentro del derecho de vía que DART adquirió en 1990 y reservó para un futuro servicio de trenes de pasajeros. Desde 1983, dicho corredor ha sido mencionado en varios documentos de planificación de DART y del Consejo de Gobiernos del Norte Central de Texas (NCTCOG) como una alternativa de alineación para trenes de pasajeros. Aunque varía a lo largo del corredor, el ancho del derecho de vía es, en general, de 100 pies. El corredor consistirá en una vía de tren única, con vías dobles en puntos estratégicos. Su diseño será, sobre todo, a nivel.

El objetivo principal de este proyecto es brindar a los pasajeros conexiones de tren que mejoren la movilidad, el acceso y los nexos del sistema con los centros de empleo, población y actividad más importantes.

Como parte de la EIS, se ha establecido un periodo de alcance público, que se extiende hasta el 30 de agosto de 2010, para recibir comentarios sobre el corredor ferroviario regional Cotton Belt. DART agradece a aquellas personas, organizaciones y empresas interesadas todos los comentarios vinculados con cualquier impacto social, económico o medioambiental significativo relacionado con el corredor Cotton Belt. Los comentarios pueden proporcionarse verbalmente, por escrito o por correo electrónico hasta el 30 de agosto de 2010. Durante este período, se ha programado una Junta Pública de Alcance para presentar los últimos detalles del proyecto y recibir comentarios de las personas que asistan.

**Corredor ferroviario regional Cotton Belt**
**Junta Pública de Alcance**
**Jueves 29 de julio de 2010 a las 6:30 p.m.**
**Addison Conference Center**
**15650 Addison Road, Addison, TX 75001**
**Página 4Y de MAPSCO, Rutas de autobús 341 y 347**

Si desea más información, comuníquese con la Oficina de Asuntos Comunitarios (DART Community Affairs) al 214-749-2543 o visite www.transporteDART.org.

**Public Scoping Meeting**
**Junta Pública de Alcance**
**Corredor ferroviario regional Cotton Belt**

**Thursday, July 29, 2010**
**Jueves 29 de julio de 2010**
DART and the Federal Transit Administration (FTA) are advancing the preparation of an Environmental Impact Statement (EIS) to study the implementation of rail passenger service along the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport through a large portion of northwest Dallas County to the existing DART Red Line in Collin County. The rail corridor passes through portions of the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano.

The proposed project would operate within right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various DART and NCTCOG planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet. The corridor would consist of a single-track line, with strategic sections of double track, on primarily an at-grade design configuration.

The primary purpose of the project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers.

As part of the EIS, a public Scoping period to receive comments on the Cotton Belt Regional Rail Corridor has been established through August 30, 2010. DART welcomes all comments from interested individuals, organizations, or businesses regarding any significant social, economic or environmental impacts related to the Cotton Belt Corridor. Scoping comments can be provided orally, in writing or via e-mail through August 30, 2010. Within the Scoping period, a public scoping meeting has been scheduled to present the latest details of the project and to receive comments from attendees.

Cotton Belt Regional Rail Corridor Public Scoping Meeting Thursday, July 29, 2010 – 6:30 P.M. Addison Conference Center 15650 Addison Road, Addison, TX 75001 MAPSCO Page 4Y Bus Routes (341 and 347)

For more information, please contact DART Community Affairs at 214-749-2543 or visit www.DART.org.
Appendix D – Oral Comments
Appendix D - Contents

- Agency Oral Comments
- Public Oral Comments
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
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.

(Applause)

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.

(Applause)

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.

(Applause)

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.
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.

(Applause)

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, 
reported in shorthand the proceedings had at the time and 
place set forth in the caption hereof, and that the above and 
foregoing 32 pages contain a full, true, and correct 
transcript of the said proceedings. 

Certified to on this the 17th day of August, 2010.

Barby D. Black, CSR No. 2518
Expiration Date: 12/31/10
Firm Registration No. 491
The Nathaniel Barrett Building
903 East 18th Street, Suite 115
Plano, Texas 75074
Phone: (214) 303-0222
Fax: (214) 303-0202
Appendix E – Written Comments
Appendix E - Contents

- Agency Written Comments
- Public Written Comments
Agency Written Comments
The National Park Service has reviewed this project, and determined that no parks will be affected; therefore, we have no comments.

Thank you!
Julie

~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Julie Sharp
Planning Tech/Environmental Protection Assistant
National Park Service - Intermountain Regional Office
Denver, CO
ph 303.987.6705
DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P.O. BOX 17300
FORT WORTH, TEXAS 76102-0300

July 16, 2010

Planning, Environmental, and Regulatory Division
Regulatory Branch

SUBJECT: Project Number SWF-2010-00316, Cotton Belt Regional Rail Corridor

Mr. John Hoppie
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213

Dear Mr. Hoppie:

Thank you for your letter received July 01, 2010 concerning a proposal by Dallas Area Rapid Transit to construct a new regional rail line to provide express rail passenger service within the Cotton Belt Corridor located from Dallas-Fort Worth International Airport through a large portion on northwest Dallas County, to the existing DART Red Line in Collin County, Dallas, Collin and Tarrant Counties, Texas. This project has been assigned Project Number SWF-2010-00316. Please include this number in all future correspondence concerning this project.

Mr. Frederick Land has been assigned as the regulatory project manager for your request and will be evaluating it as expeditiously as possible.

You may be contacted for additional information about your request. For your information, please reference the Fort Worth District Regulatory Branch homepage at http://www.swf.usace.army.mil/regulatory and particularly guidance on submittals at http://www.swf.usace.army.mil/pubdate/environ/regulatory/introduction/submittal.pdf, and mitigation at http://www.usace.army.mil/CECW/Pages/final_cmr.aspx that may help you supplement your current request or prepare future requests.

If you have any questions about the evaluation of your submittal or would like to request a copy of one of the documents referenced above, please contact Mr. Frederick Land at the address above or telephone (817) 886-1729 and refer to your assigned project number. Please note that it is unlawful to start work without a Department of the Army permit if one is required.

Please help the Regulatory Program improve its service by completing the survey on the following website: http://per2.nwp.usace.army.mil/survey.html.

Stephen L. Brooks
Chief, Regulatory Branch
July 26, 2010

John Hoppie, Project Manager  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163

RE: Proposed Cotton Belt Regional Rail Corridor (Tarrant, Dallas, and Collin Counties)

Dear Mr. Hoppie:

The Texas Parks and Wildlife Department (TPWD) has received the scoping request for the above-referenced project for which the Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART) intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County, through a large portion of northwest Dallas County, to the existing DART Red Line in Collin County. TPWD has reviewed the scoping materials and portions of the associated Cotton Belt Corridor Conceptual Engineering and Funding Study (CBCCEFS) provided on the DART website (http://www.dart.org/cottonbelt). TPWD offers the following comments and recommendations for consideration in the EIS process and to minimize impacts to natural resources of the state including rare, threatened, and endangered species and their habitat.

Station Locations and East End Route Alternatives

The CBCCEFS indicates ten potential station locations and various east end route alternatives for the project. East end route Alternatives 5 and 8 would utilize a new alignment across US 75 to the Bush Turnpike Station. Aerial photography of the new alignment indicates that Alternatives 5 and 8 would follow along Spring Creek.

Recommendations: TPWD prefers that the route alternative chosen for the project utilize existing rail, transportation, and utility corridors to the extent feasible to minimize impact to undeveloped areas. Development in close proximity to and parallel to creeks and riparian corridors are discouraged. When considering the size and placement of proposed routes and station locations, TPWD prefers the use of existing cleared or disturbed sites and avoiding placement within upland and bottomland woodlands, wetland areas, riparian habitat, greenspace and parkland. Elevating the rail line through these areas should be considered in the EIS if avoidance is not feasible.

Stream Crossings and Riparian Habitat

Riparian areas are vegetated corridors along drainages that generally provide nesting habitat for birds, soil stabilization for enhanced water quality, and food, cover, and travel corridors for wildlife. Because many species of wildlife travel along riparian corridors it is
important to reduce disturbance and fragmentation to riparian corridors. Riparian habitat is a priority for conservation by TPWD across the state.

**Recommendation:** TPWD prefers that necessary stream crossings be placed in exiting open spaces where the riparian buffer is previously cleared or narrow to minimize the amount of riparian habitat disturbance. Crossings should span the riparian vegetation, if feasible, and be placed perpendicular to the stream to minimize loss of riparian habitat.

**Recommendation:** Where riparian areas would be crossed using bridge spans, the design should allow usable vertical and horizontal space beneath the bridges for local terrestrial wildlife to comfortably cross under the facility.

**Recommendation:** The amount of vegetation removed, trampled, or disturbed should be minimized in riparian areas. To avoid soil disturbances, machinery and other vehicles should utilize nearby roadways and bridges when crossing drainages, wetlands, and creeks.

**Rare Resources**

The TPWD Annotated County Lists of Rare Species are available at [http://gis.tpwd.state.tx.us/TpwdEndangeredSpecies/DesktopDefault.aspx](http://gis.tpwd.state.tx.us/TpwdEndangeredSpecies/DesktopDefault.aspx). These lists provide information regarding rare species that have potential to occur within each county. Rare species could potentially be impacted if suitable habitat is present at or near the project site.

**Recommendation:** The county list(s) should be used as a reference to determine if suitable habitat occurs within the proposed project ROW and to determine if the project would impact the species or habitats. The project should be designed and constructed to avoid or minimize adverse impacts and to mitigate any impacts when rare plant and animal species and their habitat are found within or near the project area.

**Landscaping and Water Conservation**

There has been a dramatic increase in water demand across North Texas associated with increased development and population growth, thus water conservation is essential to this area. Native vegetation is adapted to the soil and climate of the area and usually requires less maintenance and watering than introduced species. The disease tolerance of native vegetation provides longevity to the landscape without high cost. Native landscapes provide an enjoyable outdoor space for passengers while also benefiting wildlife such as birds and butterflies. Mature trees and shrubs provide nesting, loafing, and forage habitat for birds and other wildlife.

**Recommendation:** Site planning and construction techniques should be designed to avoid and preserve existing mature native trees and shrubs. Native replacement trees should be planted as mitigation for trees removed.
Recommendation: To enhance the value of the proposed project to both wildlife and passengers and to aid in water conservation, native vegetation beneficial to fish and wildlife should be used for landscaping. Native species appropriate for the area can be found at the TPWD Wildscapes site [http://www.tpwd.state.tx.us/huntwild/wild/wildscapes/](http://www.tpwd.state.tx.us/huntwild/wild/wildscapes/), the Texas Plant Information Database [http://tpid.tpwd.state.tx.us/overview.asp](http://tpid.tpwd.state.tx.us/overview.asp), and the Lady Bird Johnson Wildflower Center website [http://www.wildflower.org/collections/](http://www.wildflower.org/collections/).

**Parks and Recreation Areas**

The CBCCEFS indicated parks, hike and bike trails, greenbelts, nature areas, and preserves located within the study area and identified three laws/regulations that need to be considered including: Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, Texas Parks and Wildlife Code Title 3 Chapter 26, and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act.

The TPWD allocates recreation grant funds each year, some of which include trails and openspace. Additionally, the Texas Department of Transportation (TXDOT) allocates federal funds for hike and bike trails.

**Recommendation:** The EIS should address which, if any, of the three laws above apply for each park, hike and bike trail, greenbelt, nature area, and preserve that would be potentially impacted by the project. DART should coordinate with the Recreation Grants Program of TPWD (512) 389-8175 to determine whether or not any portion of this project will impact Section 26 properties or LWCF projects.

TPWD appreciates the opportunity to provide comments regarding this project. Please continue to coordinate regarding this project with staff of the TPWD Wildlife Habitat Assessment Program addressed to myself or Ms. Kathy Boydston, Program Leader, Wildlife Habitat Assessment Program, Texas Parks and Wildlife Department, 4200 Smith School Road, Austin, Texas 78744. If you have any questions, please contact me at (903) 322-5001.

Sincerely,

Karen B. Hardin
Wildlife Habitat Assessment Program
Wildlife Division

kbh/15249
Public Written Comments
Date: 7/9/10
Project: COTTON BELT
Name: RICK GERVER
Address: 1603 Y CHALFANT CIR
City: DALLAS, TX 75248
Zip Code: 75248
Telephone: (972) 325-7977
E-mail: ryver@countercity.com

Comments:
CHALFANT PLACE (100 HME COMMUNITY NORTH OF PLANTAR AKAPAN) SUPPOSES THE NATIVE FLAN (1 ONLY TRAIN VEHICLE, 2 RAIL SERVICE ADJACENT TO OUR AREA TO BE BELOW Grade; 3 Freight Service Retried; Y. LASSAUNES + Sound Protection in Previo 5 Rail SYSTEM GUARAN) WE OPPOSE DEVIATION FROM THE NATIVE FLAN IN ANY RESPECT.
Date / Fecha: July 27, 2010
Project / Proyecto: Connected
Name / Nombre: Lawrence M. Wortish
Address / Dirección: 6411 Riverview Lane
City / Ciudad: Dallas
Zip Code / Código Postal: 75248
Telephone / Teléfono: 214-712-6848
E-mail / Correo Electrónico:

Comments / Comentarios:
My endorsement of one of the
Cottrell/dell as a transportation
corridor is conditioned upon strict
compliance with the Mobility Plan
as adopted by the City of Dallas,
including but not limited to
new roads cut and new
rail technology. Please
remove the "preference" for the
Mobility plan in addition to
the Mobility "option" from the plan
and agree with these modificatory
compliance with the Mobility Plan.
Date / Fecha: 7/29/10
Project / Proyecto: Cotton Ass't
Name / Nombre: Richard Bush, Jr.
Address / Dirección: 3002 Country Rd.
City / Ciudad: Roundtn, TX
Zip Code / Código Postal: 75086
Telephone / Teléfono: 214.704.4169
E-mail / Correo Electrónico: Richard.Bush.Ehrlke@texa.net

Comments / Comentarios:

Has The CB Planning Including A Corresponding Regional Communications System To Support CB Common Development.

Links Accessory For, Harris Radios, Systems To Interface To Computer Installation and Test, Visual Display, Terminals, etc.
I think train access to DFW is critical for DART and I fully support such an endeavor.
DART trains are very noisy for a regular passenger.

Finally! Yes! We're on the way...

Still about 20 years behind every other major met area in the nation, but at least we're making progress in the department of public transportation. Stop building tollways and build more trains, subways!!

Go Cowboys!
COTTON BELT
Comment Card
Tarjeta de Comentarios

Date / Fecha: 8-4-2010
Project / Proyecto: 
Name / Nombre: 
Address / Dirección: 
City / Ciudad: 
Zip Code / Código Postal: 75040-1003
Telephone / Teléfono: 
E-mail / Correo Electrónico: 

Comments / Comentarios:

Please to be aware when people to be down, people will wait on the bus while they need down. People get tired of standing up, special seniors, they are no benefit to sit down. Most are trying to be cheap. Special need passengers, please & on behalf of my community for you, this last down rights. Laid up for a chance don't tell me the arrival.
Date / Fecha: 07-18-2010
Project / Proyecto: Cotton Belt
Name / Nombre: Mike Kipp
Address / Dirección: 3378 East Ladderet
City / Ciudad: Dallas
Zip Code / Código Postal: 75216
Telephone / Teléfono: 214-404-8531
E-mail / Correo Electrónico: Mike123451976@yahoo.com

Comments / Comentarios:
I support DART and other agencies' future construction of the Cotton Belt Corridor from Plano to DFW Airport. It's a welcome addition to an already beautiful and sophisticated city. I look forward to riding DART!
Date / Fecha: 8-27-2010
Project / Proyecto: DART
Name / Nombre: Leslie H. Schuqgs
Address / Dirección: 2646 Bickler
City / Ciudad: Dallas 75212
Zip Code / Código Postal: 75212
Telephone / Teléfono: X
E-mail / Correo Electrónico: 

Comments / Comentarios:
Dear DART,
I have a problem with the yellow line on route 21A. The line is not visible at all. The line needs to be repainted right away.

Sincerely,
Ama Ama Ama
L H S.
Comment Card
Tarjeta de Comentarios

Date / Fecha: 8/27/2010
Project / Proyecto: Cotton Belt
Name / Nombre: Marlin Edwards
Address / Dirección: 6215 Southpoint
City / Ciudad: Dallas, TX
Zip Code / Código Postal: 75238
Telephone / Teléfono: 972-824-8469
E-mail / Correo Electrónico: medwards@contactdallas.com

Comments / Comentarios:
Based on my 25 years of experience in the
Real Estate business, the
value of my property
will drop 15% to 30% depending on the configuration
and design of the system.
This is using the logic if
your back up to a busy
street your home is worth
less, a appraisal
Standard. Depends on
the noise fact.

COTTON BELT
Tarjeta de Comentarios

Date / Fecha: 8/25/10
Project / Proyecto: COTTON BELT
Name / Nombre: JESSICA LAY
Address / Dirección: 7878 PRESTON RD
City / Ciudad: DALLAS
Zip Code / Código Postal: 75248
Telephone / Teléfono: 214 772 5686
E-mail / Correo Electrónico: JESSICA @ FAN.COM

Comments / Comentarios:
DART I WOULD HOPE WILL
EXPAND NOT LONG AGO
THE 300 WAS REDUCED. WHY
IS THERE NO BUS ALONG
PRESTON ONE NORTH + SOUTH?
I'D LIKE TO GO TO STONEBRAIR
MALL NO CAR DEPENDING ON CAR
EXPAND EXPAND. ID TAKE THE
BUS/Train MORE IF MORE RO:
PLES THINK OF US WHO NEED IT.
The COTTON BELT WOULD BE
A GREAT ROUTE IN FACT A
MUST I THINK. I HOPE WE ARE
NOT OVER LOOKED. JESSICA LAY
COTTON BELT

Comment Card

Date / Fecha: 7/18/10
Project / Proyecto: Cotton Belt
Name / Nombre: Trent Edwards
Address / Dirección: 10461 Mesa Verde
City / Ciudad: Dallas, TX 75247
Zip Code / Código Postal: 75247
Telephone / Teléfono: (972) 684-5657
E-mail / Correo Electrónico:

Comments / Comentarios:

I think it's a profitable yet greener way for Dallas people to get to other areas for using revenue in those areas as well as the city of Dallas.
Date /Fecha: 7-23-10
Project /Proyecto: Cotton Belt
Name /Nombre: Earl Searcy
Address /Dirección: 327 South Jupiter, Allen
City /Ciudad: Allen
Zip Code /Código Postal: 75002
Telephone /Teléfono: 972-672-0011
E-mail /Correo Electrónico: Celeb1985@Yahoo.com
Comments /Comentarios:
ADD Plans To McKinney
Rail at Same Time or Sooner!
I enthusiastically support additional passenger rail in North Texas. With the large population and our dependence on oil, finding more efficient ways of transportation is a priority.

I frequently use Red line for my commute. I am pleased with the service.
A rail link from Richardson to DFW Airport is a great idea. Not only would traffic be reduced but it would also reduce costs, airport parking, etc. It would also make trip time predictable. I would use it.
I need a train in Addison. It would help a lot of people who go to school in Addison to be able to take the train like me and we need a train. It takes me hours to get to school and it is near Addison. We need a train.
Addison needs this expansion; it is one of my favorite cities in Dallas and would love to catch a train over there every single weekend.

We need to get the best cost basis to start the project.

No 60th playing.
Date /Fecha: 7/17/10
Project /Proyecto: Cotton Belt
Name /Nombre: Lisa Hayes
Address /Dirección: 5220 Skillman St.
City /Ciudad: Dallas
Zip Code /Código Postal: 75203
Telephone /Teléfono: 
E-mail /Correo Electrónico: n/a

Comments /Comentarios:
I have always wanted to live in Addison but there's no train. I need a train to live there.

Date /Fecha: 1/24/10
Project /Proyecto: Cotton Belt Rail Corridor
Name /Nombre: Jim Parker
Address /Dirección: 2701 Millett St
City /Ciudad: Plano
Zip Code /Código Postal: 75074
Telephone /Teléfono: 972-867-8332
E-mail /Correo Electrónico: Jim.Parker@Juno.com

Comments /Comentarios:
I feel there's a great idea to build a DART train to/from Dallas. It will improve mobility and increase employment and population. I wish I could take the DART train to/from DFW Airport.
Comment Card
Tarjeta de Comentarios

Date / Fecha: 7/22/10

Project / Proyecto: Cotton Belt

Name / Nombre: Maxine Cooksey

Address / Dirección: 549 Fisher Dr

City / Ciudad: Allen, TX

Zip Code / Código Postal: 75002

Telephone / Teléfono: 972-740-0257

E-mail / Correo Electrónico: maxcooksey@tx.rr.com

Comments / Comentarios:
We have wanted this for so long. We and our friends love going into Ft. Worth but it is not a fun drive by car.
P.S. can you take the line on to Joe T. Garcia's Mexican Restaurant in Ft. Worth?
(Just kidding.)

Date / Fecha: 7/21/10

Project / Proyecto: Cotton Belt

Name / Nombre: George Brown

Address / Dirección: 1612 Tamarac Ln

City / Ciudad: Carrollton

Zip Code / Código Postal: 75006

Telephone / Teléfono: 972-341-2018

E-mail / Correo Electrónico:

Comments / Comentarios:
If this is to be at-grade I hope you will reconsider at intersections that are chronically high traffic.

Thanks
George
I am very much in favor of this project due to new accessibility to DFW airport from Plano and other cities in this corridor. I can not foresee any negative environmental issues since the rail line already exists, particularly if you use electrified light rail.

Comments / Comentarios:

I would like to thank the people responsible for their insight in pursuing the right of way 10 years ago. I believe America's future environmental stability depends on public transportation. Also DART officer early was very helpful, knowledgeable and courteous. It was a pleasure talking with him.
I approve of the project and would utilize it regularly. I live in Wylie and drive to work in Farmers Branch daily (approx 64 mi round trip per day).
Comment Card
Tarjeta de Comentarios

Date / Fecha: 7/22/10

Project / Proyecto: Cotton Belt RAW Cargo

Name / Nombre: Robert Jordan

Address / Dirección: 4017 Mamarillo Rd. Dallas

City / Ciudad: Addison, TX

Zip Code / Código Postal: 75001

Telephone / Teléfono: 972-434-8264

E-mail / Correo Electrónico: Robert.Jordan@dallas.com

Comments / Comentarios:
I Lived at the corner of Mamarillo and Beltway in Addison. If there were convenient bus connections from Beltway 8, Mamarillo or Summit Beltline to the Addison T.C. and convenient connections to Summit East of I-35 at 10th from Addison to Plano, I would ride the train from Addison to Plano 3-4 times a week. I work at 1094 Technology Park, just north of Summit. We looked at these types of connections before and found that the bus connections were too long, Coordination the buses to feed the train schedules and I would like a...
Date / Fecha: July 25, 2010
Project / Proyecto: Cotton Belt
Name / Nombre: H. W. Whitney
Address / Dirección: 50 Crown Place
City / Ciudad: Richardson, TX 75080
Zip Code / Código Postal: 75080
Telephone / Teléfono: 972-231-3906
E-mail / Correo Electrónico: info@whitney.com

Comments / Comentarios:
I enthusiastically support the Cotton Belt Corridor Project. This will be very good for all citizens of our area who travel out of DFW airport. It will also help the University of Texas at Dallas achieve its goal as a Tier One University in Texas.

Date / Fecha: 7/26/10
Project / Proyecto: Cotton Belt
Name / Nombre: SUNIL RANA
Address / Dirección: 333 Hawthorne Dr.
City / Ciudad: Murphy
Zip Code / Código Postal: 75094
Telephone / Teléfono: 214-850-7712
E-mail / Correo Electrónico: srana@towtco

Comments / Comentarios:
That will be a blessing for the people of DFW. This will be amazing because so many people commute to DFW airport area from Plano, Richardson, Carrollton, Dallas. This will be a back-bone of DART light railway system. This will be beneficial for everyone, more employment, less traffic, go green!! AWESOME!! GO DART!!
GO COTTON BELT!! WE ARE WITH YOU DART, Thank You
I'm against running DART through our neighborhood. If it passes a large wall should be built on both sides to absorb sound and for safety issues. This will run through Preston Green Park and we have many children who play in the park. They often run onto the railway tracks. I tragically foresee the potential for injury to many small children and teens.
I am in full support of this project. Preferably just a station at the existing Bush Turnpike DART station. I don't think there needs to be more than 5 or 6 intermediate stations.
Comment Card
Tarjeta de Comentarios

Date /Fecha: 7/29/10
Project /Proyecto: COTTON BELT
Name /Nombre: GARRY KRAUS
Address /Dirección: 1945 SUSAN LN
City /Ciudad: CARROLLTON
Zip Code /Código Postal: 75007
Telephone /Teléfono: 214-731-9537
E-mail /Correo Electrónico: gokrause@transystems.com

Comments /Comentarios:

Great plan to provide airport access, cross system connections and opportunities for transit oriented development. Let's find the money.
Comments / Comentarios:

Please send me more info about the Cotton Belt. I live 300 feet away from the train tracks.
The greener for the environment, better for the community, it will serve, better revenue for the city, at the vendors, high, it's track, we need more like this!
Project / Proyecto: Cotton Belt Rail
Name / Nombre: Steve Vitasek
Address / Dirección: PO Box 866877
City / Ciudad: Plano
Zip Code / Código Postal: 75086
Telephone / Teléfono: 
E-mail / Correo Electrónico: svitasek@tx.rr.com

Comments / Comentarios:

Project is long over due and should be started immediately. Expand light rail system as much as possible.

I strongly support the proposal to build out the Cotton Belt Corridor early. I think it essential to have stations at CBD and at Coit Road.
We support the NATISKY PLAN in our neighborhood. The Cottonwood Line bordering our homes must be expanded. We oppose DART here except support for the NATISKY PLAN and its complete implementation.

We are expected to see your map showing the different proposed projects. Early planning is a must; it takes too long to implement any new transportation projects.

I attended the 190 Ribbon Cutting and recall the speaker saying it had been a project since 30 years earlier. We must continue to fight against and anticipate implementation.
Date / Fecha: 1/11/10
Project / Proyecto: Cotton Belt
Name / Nombre: David Morser
Address / Dirección: 3113 Sepulveda Pl
City / Ciudad: Plano
Zip Code / Código Postal: TX
Telephone / Teléfono: 75023
E-mail / Correo Electrónico: dlemorser@jonjoc.com

Comments / Comentarios:

Yahoo! This would be great an I support it!

Please Hurry!

Date / Fecha: 7/31/10
Project / Proyecto: Cotton Belt Rail
Name / Nombre: Rose Biose
Address / Dirección: 7117 Durham Drive
City / Ciudad: Plano
Zip Code / Código Postal: TX 75093
Telephone / Teléfono: 
E-mail / Correo Electrónico: nops13@aol.com

Comments / Comentarios:

This project is long overdue and should be started immediately!

I am originally from the NJ/NY area and understand the value of public transportation.
Date / Fecha: Aug 10

Project / Proyecto: Cotton Belt

Name / Nombre: Pat Kneus

Address / Dirección: 426 Rainforest

City / Ciudad: Mesquite TX

Zip Code / Código Postal: 75184

Telephone / Teléfono: 972-250-1719

E-mail / Correo Electrónico: webmaster2002@emall.com

Comments / Comentarios:

GREAT IDEA - I PREFER ELEVATED TRACKS WHICH ALLOWS STREET TRAFFIC TO CROSS THE DART BASEMENT WITHOUT INTERFERENCE... (would also reduce accidents) I also would prefer dual tracks which would allow two way traffic and direct trains from location A to location Z without stopping. Possibly use for special events etc too.

Why is it that the contractors that DART does bus. with do not hire the people in the cities or towns where the work is being done?

I have now seen any black that work for "W" I've been looking for work!
Date / Fecha: July 30, 2010
Project / Proyecto: Cotton Belt
Name / Nombre: Sarah Ellis
Address / Dirección: 2121 Poinsettia Dr.
City / Ciudad: Dallas TX
Zip Code / Código Postal: 75211
Telephone / Teléfono: 214-779-5767
E-mail / Correo Electrónico: txstitchermm1959@yahoo.com

Comments / Comentarios:
I depend 100% on DART to get around DFW. I completely support any effort by DART to expand the scope of service. In addition, any endeavor that offers more non-automobile travel options should be applauded.
Comment Card
Tarjeta de Comentarios

Date / Fecha: 8/14/2010
Project / Proyecto: Cotton Belt
Name / Nombre: Deirdre Y. Domin
Address / Dirección: 5410 Roseland Ave.
City / Ciudad: Dallas TX
Zip Code / Código Postal: 75204
Telephone / Teléfono: 687-4967
E-mail / Correo Electrónico: nomadder@hotmail.com

Comments / Comentarios:
Excellent Idea.
Dallas is Growing.
So DART should
grow along with
Dallas. I've been
living in Dallas, TX
for almost 18 years,
and I love
everything about
D.A.R.T. Keep up
the Great Work!!!

Comment Card
Tarjeta de Comentarios

Date / Fecha: 8/14/1984
Project / Proyecto: Sheneque
Name / Nombre: Sheneque
Address / Dirección: 5400 Preakness Lane
City / Ciudad: Dallas
Zip Code / Código Postal: 75211
Telephone / Teléfono: 214-484-1182
E-mail / Correo Electrónico: sheneque1@gmail.com

Comments / Comentarios:
I would like for
the bus or the
train to come
on time.
Date / Fecha: 8-24-10
Project / Proyecto: NATINSKY PLAN
Name / Nombre: M. CUNNINGHAM
Address / Dirección: 306 Duffield Dr
City / Ciudad: DALLAS
Zip Code / Código Postal: 75248
Telephone / Teléfono: 214-673-6333
E-mail / Correo Electrónico: m.cunningham@sbcglobal.net
Comments / Comentarios:

Please find funding for this safety plan.
COTTON BELT

Comment Card
Tarjeta de Comentarios

Date / Fecha: 6/13/2010

Project / Proyecto: Cotton Belt

Name / Nombre: Bus Rider

Address / Dirección: Dallas

City / Ciudad: DALLAS

Zip Code / Código Postal: 75243

Telephone / Teléfono: 214-339-4700-Judy

E-mail / Correo Electrónico: Sotophoto@live.com

Comments / Comentarios:

NO to Cotton Belt

Hate that inter City Bus Routes are Being Reduced - 5 6 7 and others.

My vote is NO to Cotton Belt.

Need better bus service for Dallas.

Why wait till Aug 13 to give me this survey when it's due by Aug 30?
I see this project as very helpful and necessary.

I am a commuter only by DART and I would definitely use this corridor frequently. Thank you for continuing to improve DART for all your dependent customers.

I believe a system like the "Cotton Belt" improves mobility, is better for the environment and promotes a more civic and community spirit. In an age of shrinking awareness of others, DART and all its lines make more sense.

Easier to upkeep and is just plain better for the city than more multi-laned highways. Go Ahead!
Comment Card
Tarjeta de Comentarios

Date / Fecha: 8-21-16
Project / Proyecto: DART RAIL
Name / Nombre: L.Joseph Burns
Address / Dirección: P.O. Box 810440
City / Ciudad: Dallas, TX
Zip Code / Código Postal: 75211
Telephone / Teléfono: 214-916-7000
E-mail / Correo Electrónico: ljburns@darta.com

Comments / Comentarios:
They need to clean up all of the stations more litter stops people from eating or drinking at the stations. Make things look nice and better stop feeding seeds & food from putting food on the ground. Need more Garbage bags at each station.
Persons wishing to speak should complete this card. For meeting attendance over 100, comments may be limited to three (3) minutes per person.

Name: THOMAS P. KRUGER

Group/Organization Representing: LAKE HIGHLANDS "L" STREETS

Address: 9025 LARCHWOOD DR

City/State/Zip: DALLAS TX 75228 7533

Telephone: (214) 361-3349 Email: __________________________

Corridor of Interest: 1. FREEWAY RAILWAY INSTEAD OF COTTON BELT RAIL LINE.

Addison Conference Center Thursday, July 29, 2010

My Preferred bus rapid transit model is the transmetroid busway system in BOLIVIA, COLOMBIA. The cotton belt rail line should be postponed. PART is having enough difficulty funding the orange line tracks towards N. BELT LINE/S H-161 STATION. Let alone all the way into N/EAST RAIL LINE.

I have in mind a busway along IH-635 all the way between Lake Hubbard Transit Center and D/FW Airport North Station. Bus routes that branch off from this busway include: (1) IH-35E to Dallas; (2) North Dallas Tollway to Addison; (2) US-75 to Richardson and Plano; and IH-30 to Rowlett and eventually MENTAL DISTRICT.

DART can run its own express bus route along FM-2499 North from D/FW Airport North Station towards the A-Train’s LOWEVILLE STATION. Other bus routes can run from D/FW Airport North Station towards Grover and Southlake.

The residents in Far North Dallas along the Cotton Belt R/E-W have demanded tracks sunk into a trench. I propose a sunken rail station with built-in transit-oriented retail, similar to NewYork Street rail station in Brooklyn NY.

I prefer to raise my finger in insult against the motorists who are passing by the L33/Skylark rail station. The pedestrian bridge over IH-635 between the apartment complexes and that rail station should be not merely a narrow walkway, but should be a retail platform similar to the first stops along IH-794 outside Chicago. How motorists along...
-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, July 21, 2010 11:45 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/21/2010 11:45:02 AM

Name= Jan Brady
Address= 15504 El Estado DR 202-1
City= Dallas
State= TX
ZIP= 75248
Phone= 972-916-8351
Email= janetebrady@gmail.com
Organization=

Purpose_Comment= I feel the proposed railways would definitely improve the ability to get around much easier. I currently ride the train but would be faster if we had easier access to the trains. If you implemented Rail stations along this route it would ease the congestion on the Tollway as well as IH75. Our air quality might also improve as this would help more people get to work, Thank you for your time.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, July 24, 2010 11:34 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:
7/24/2010 11:33:54 AM

Name= Robin Caldwell
Address= 7040 Judi Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-931-7967
Email= rcaldwe@sbcglobal.net
Organization=

Purpose_Comment= Easy transport to DFW Airport from my residence in North Dallas.

Alternatives_Comment= Cotton Belt should be constructed below grade from Coit Road west to Preston Road.

Key_Issues_Comment= Construction at grade will interrupt traffic on seven public roads, four of them being major traffic conduits. The emergency response capabilities for two Dallas Fire Stations, one paramedic unit, and the entire Dallas Police Department North Central headquarters would be significantly impaired.

Other_Comment=

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:elam@DART.org]
Sent: Wednesday, July 21, 2010 9:24 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:
7/21/2010 9:24:23 PM

Name= Linda
Address= Rainbow Drive
City= Richardson
State= TX
ZIP= 75081
Phone=
Email= castlecat@rocketmail.com
Organization= individual

Purpose_Comment= I think Dart has a positive impact on the environment. The only time I don’t ride the DART train to work is when I have a doctor’s appointment or the like. I always encourage everyone who is near the train line to ride it, and I and my family also ride it to other events.

Alternatives_Comment= more trees in the parking lots; maybe multi-story parking garages

Key_Issues_Comment=

Other_Comment= I love DART trains!

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:ceelam@DART.org]
Sent: Monday, July 26, 2010 6:29 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/26/2010 6:29:00 PM

Name= Ludmila Reklis
Address= 7031 Mumford Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-818-4290
Email= rekhlis@yahoo.com
Organization= Member of Highlands of McKammy HOA

Purpose_Comment=

Alternatives_Comment= We want to make sure that this project is not going to negatively effect our neighborhoods, and create the blockage to our major streets like Meandering Way, McCullum, Frankford etc. We request the section of track from Coit Road west to Preston road be constructed below gread to minimize impact to our neighborhoods and eliminate blockage. This is a great concern of ours and thousands of other families in our neighborhood areas who will be effected by the project.
Thank you.

Key_Issues_Comment=

Other_Comment=

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Thursday, July 29, 2010 1:00 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/29/2010 1:00:04 PM

Name= Gail Greenberg
Address= 6305 Duffield Dr
City= Dallas
State= TX
ZIP= 75248
Phone= 972 407 9470
Purpose_Comment= Our neighborhood abuts the crossing on Davenport just north of Campbell. We still feel that the most appropriate corridor would be to use LBJ for the most ridership. However, if the Cotton Belt will be used, we need to have clean electric light rail, sound mitigation including "no whistle blow" crossings in all residential neighborhoods between Addison and Richardson/Plano, and other previously agreed-upon limits according to the Natinsky Plan, which was adopted by the Dallas City Council.

Alternatives_Comment= Sound mitigation is very important. No whistle crossings. Raised bridge overpass or below grade crossings would be helpful for traffic and pedestrian safety issues.

Key_Issues_Comment= Environmental analysis should include air pollution, sound vibration in adjacent neighborhoods. Also the integrity of the creek that runs along the tracks.

Other_Comment=

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, July 30, 2010 10:15 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/30/2010 10:15:17 PM

Name= Gloria Gilpin
Address= 7103 Debbe Drive
City= Dallas
State= TX
ZIP= 75252
Phone= 9727333696
Email=
Organization= individual; member Highlands of McKamy home owners

Purpose_Comment= The DART Rail in this area needs to be below grade level to keep traffic flowing. The rail borders the Highlands of McKamy IV & V neighborhood of 247 homes and literally backs up to many houses.

Meandering Way is the only entrance and exit for our neighborhood. Meandering Way is an ER route for emergency vehicles. Meandering Way serves as an alternative route when there are tie-ups or construction on Coit or Hillcrest.

Stopping flow on Meandering Way would also tie up traffic at the Meandering Way/McCallum stop sign.

Traffic backup would prevent residents from exiting their alley and street onto Meandering Way. Access to roads from the North Central Police Station would be inhibited.

Because of heavy traffic in the North Dallas Corridor, it is important to keep north/south roadways moving. Both Coit and Hillcrest have timed lights to enhance traffic flow.

Additionally, extensive landscaping is requested to block noise and view, and so that the DART rail will be a welcomed addition and not reviled.

Thank you.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Tuesday, August 03, 2010 3:29 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/3/2010 3:28:53 PM

Name= Dennis Burnham

Address= 6905 McKamy Blvd.
City= Dallas
State= TX
ZIP= 75248
Phone= 972.930.0525
Email= dennis@asnap.com
Organization= Burnham Business Development, Inc.

Purpose_Comment=

Alternatives_Comment= I believe the Natinsky Plan, in its entirety, should be adopted and followed.

Key_Issues_Comment= noise, air pollution, traffic safety, passenger safety, homeowner safety, neighborhood crime

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, July 28, 2010 9:31 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/28/2010 9:31:07 AM

Name= Richard Hyde
Address= 4816 Bellerive Drive
City= Dallas
State= TX
ZIP= 75287
Phone= 972-679-5226
Other_Comment= Our family is in favor of this project. Over the past 22 years that we have lived in far north Dallas, we have seen traffic overwhelm our highways and seriously pollute our sky. Using existing rail lines to move folks to the airport or to their work place is exactly what we need.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 07, 2010 9:36 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/7/2010 9:35:37 PM

Name= Harry W Sullivan, Jr
Address= 6818 Rocky Top Circle
City= Dallas
State= TX
ZIP= 75252
Phone= 972-248-5091
Email= sullivanhw@aol.com
Organization= 
Purpose_Comment= I question the need for this line when there are numerous other more pressing DART needs.

Providing an alternative to DFW airport for the affluent northern parts of Dallas county and Collin county seems to be a waste of money. These areas already have many transportation alternatives to get to and from DFW.

Transportation to DFW is intermittent, not daily, and unpredictable, being based on air travel needs. As one who travels by air weekly, I can state that I would never use a DART Cotten Belt line. DART should focus on the daily transportation needs of the Dallas area — also if DFW is a priority, then focus on bringing air travel tourists to the downtown area first.

A DART line in the Cotten Belt right-of-way is NOT a need. In fact, there are several other alternative routes from DFW (Bush turnpike - Highway 121) that would not have the same negative impact on established residential neighborhoods that this proposal represents.

Alternatives_Comment= Alternatives that should be considered include:

1. Realign the route to be within the right-of-way of the Bush Turnpike from near the DFW airport. There is significant space for a rail line within this right-of-way.

2. Construction below grade (as in Natinsky plan) for residential neighborhoods in North Dallas. In particular when crossing Hillcrest Road, McCullum and Meandering Way, a below grade approach should be used. This is warranted by safety concerns, noise, destruction of property values and disruption of traffic flow on Hillcrest and Meandering Way.

3. Realign the route to follow Highway 21 intersecting in northern Collin County.

Key_Issues_Comment= The key areas for me are:

1. The route is in my backyard. When I bought my property in 1989 the Cotton Belt was a seldom used freight railroad line and was not a major nuisance, noise source, traffic conestion obstacle, safety concern or a property devaluation problem. A DART line, especially one at grade level, is all of these factors. If this line is built, HOW will these factors be compensated for?

2. How will DART mitigate the noise pollution to the properties closest to the line? Will sound barriers be installed similar to the ones on the DNT?

3. How will DART compensation properties for devaluation in the already extremely weak housing market?

4. How will DART eliminate the traffic flow and safety concerns of having this line so close to major streets and houses?

5. Why is DART being so stubborn in not finding alternatives that do not impact neighborhoods?
Other_Comment= When I bought my property in 1989, I never in my wildest dreams imagined that a rail line with regular traffic every 20-30 minutes would be within 100 feet of my property.

This will have a significant adverse impact on the value of my property.

This proposed line will create safety issues, noise and vibration concerns, traffic disruption. The benefits are not existing to justify such negative impacts.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Sunday, August 08, 2010 11:54 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/8/2010 11:53:53 AM

Name= George Human
Address= 1510 amesbury Drive
City= Richardson
State= TX
ZIP= 75082
Phone= 972-907-8917
Email= g.human@sbcglobal.net
Organization= Retired

Purpose_Comment= Direct access to DFW Airport and Fort Worth for the many business and leasure travalers flying to and from DFW and going to Ft Worth for many cultural and other events.

Alternatives_Comment= I strongly recommend the design that provides direct interface with the existing 190 (George Bush) redline DART station. This station has approx. 500 parking spaces and room for more. The part of the right of way located in Plano for loopiing into the and out of the station was purchased buy the City of Richardson about 10 years ago.
Key_Issues_Comment= A station located in Plano would have a negative impact on the residential Douglas Community as this community's streets would become the route to and from the Plano Station to US75. The land in Richardson around the existing station is clear and ready for Transit Oriented Development and has major thoroughfare access.

Other_Comment= A 300 acre Transit Oriented Development in Richardson is in the plan review stage of development surrounding the existing 190 (Bush) station. The property owners within Richardson have agreed to donate the balance of the right of way needed to complete the loop. This loop will still allow for the rail line to be extended to the east.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, August 11, 2010 11:29 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/11/2010 11:29:19 AM

Name= Bill Parker
Address= 6415 Riverview
City= Dallas
State= TX
ZIP= 75248
Phone= 972-381-9963
Email= bill@partec.net
Organization= 
Purpose_Comment= 
Alternatives_Comment= The Natinsky Plan.

Key_Issues_Comment= 
Other_Comment=

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, August 11, 2010 7:15 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/11/2010 7:14:40 PM

Name= Ted Day
Address= 7016 Judi Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-883-2743
Email= tday@utdallas.edu
Organization= Highlands of McKamy Homeowners Association

Purpose_Comment=

Alternatives_Comment= This is a horrible idea. In addition to being frightfully expensive, the rail line will impose heavy costs on the residential neighborhoods on the line. If the rail line is to run through residential neighborhoods, it must run below grade. This would not only reduce the tremendous noise from such a project, but it would avoid surface street congestion, and help to minimize the hazard to safety created by the train.

Key_Issues_Comment=

Other_Comment= High frequency rail service through residential neighborhoods is a horrible idea. The rail line will create both noise and air pollution. Additionally, the most likely configuration of the rail line will be a safety hazard and will disrupt the traffic patterns in North Dallas. This is just a money maker for the rich and powerful who are able to profit from imposing an externality on North Dallas homeowners.
---Original Message---
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 9:38 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 9:38:29 AM

Name= C. Jan Sullivan
Address= 7003 Mumford Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-248-9751
Email= jansullivan@earthlink.net
Organization= N/A

Purpose_Comment= Overall, the purpose and need for this project is on target. With our population explosion in North Dallas, any vehicle to move people in multiple numbers is greatly needed.

Alternatives_Comment= However, the section between Coit Road and Hillcrest; more specifically the Meandering Way section should be constructed below grade in order to allow the automobile traffic we do have on Meandering Way to continue to be used. Meandering Way serves as a north-south entrance exit to our subdivision.

Key_Issues_Comment= Traffic flow will be impeded during Rush Hour if the rail occurs on ground level, emergency access which also occurs on Meandering as an alternative route will be hindered. Devaluation of the homes adjacent to the rail line is unfair to the homeowners.

Other_Comment=

---Original Message---
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:23:24 AM

Name= Colleen Petersen
Address= 6634 Kings Hollow Ct.
City= Dallas
State= TX
ZIP= 75248
Phone= 
Email= 
Organization= Resident

Purpose_Comment=

Alternatives_Comment= Given the close proximity of this project to the Prestonwood neighborhood and its potential impact on homeowners, I strongly urge DART to implement ALL elements outlined in the Natinsky Plan, which include:
  * Light rail technology,
  * A below grade trench from at least 1500 ft east of Meandering Way to 2000 ft west of Preston Rd.,
  * Elimination of freight trains,
  * Specified neighborhood stations,
  * Enhanced landscaping and sound attenuation to cut down noise pollution, and
  * Integration with the hike and bike system.

Key_Issues_Comment= Cutting down BOTH emission and noise pollution levels to lessen impact on neighborhoods such as Prestonwood.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:42 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:41:59 AM

Name= Brian Evans
Address= 6434 La Manga Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 214-233-5210
Email= bcevans@yahoo.com
Organization=

Purpose_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Alternatives_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Key_Issues_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Other_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:43 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:43:24 AM

Name= Robyn Evans
Address= 6434 La Manga Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 972-248-3316
Email= rabbit473@yahoo.com
Organization= 

Purpose_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Alternatives_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Key_Issues_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Other_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 2:13 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 2:12:30 PM

Name= Chuo Chen
Address= 6227 Pineview Road
City= Dallas
State= TX
ZIP= 75248
Phone=
Email= chuochen@yahoo.com
Organization=

Purpose_Comment= I'm fully supportive to this project; however, the Natinsky plan should be implemented to minimize the negative impacts, in particular, noise and safety, to the neighborhood. Most importantly, the below-grade trench should be installed as proposed.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:20 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:20:11 PM

Name= Bob Robinson
Address= 5915 Oakcrest Rd.
City= Dallas
State= TX
Purpose_Comment=

Alternatives_Comment= Please implement all Natinsky Plan elements. It is the only comprehensive plan that can ensure the success of the rail line along with the success of the surrounding community.

Key_Issues_Comment= Ensure that the densely packed neighborhoods in the vicinity of the rail line will not be impacted by additional noise.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Sunday, August 15, 2010 11:34 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/15/2010 11:34:21 AM

Name= Claude Coulouge
Address= 6520 Southpoint Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 214-613-6103
Email= coulonge@att.net
Organization= Susan G. Komen for the Cure
Purpose_Comment=

Alternatives_Comment= Please incorporate ALL elements of the Natinsky Plan into the design.

Key_Issues_Comment= Carcinogens, Noise, Pollution, Quality of life

Other_Comment=

——Original Message——
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 16, 2010 10:38 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/16/2010 10:37:33 AM

Name= David B. Millheiser
Address= 6703 Barkworth Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 214 616-9777
Email= dave.millheiser@sbcglobal.net
Organization=

Purpose_Comment= I certainly understand the importance of the project for the development of North Texas and care for the environment.

Alternatives_Comment= DART MUST follow the Natinsky Plan in its entirety. It addresses noise, air quality, safety, station placement, necessary trenching (I live between two crossings - at Davenport and Campbell.)
Key_Issues_Comment= Our Police and Fire Rescue teams need immediate access to our homes and property.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:elam@DART.org]
Sent: Monday, August 16, 2010 11:50 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/16/2010 11:50:08 AM

Name= Pradeep Shetty
Address= 6505 Barnsburx Ct
City= Dallas
State= TX
ZIP= 75248
Phone= 972-732-8646
Email= p_v_shetty@yahoo.com
Organization= Neighborhood resident

Purpose_Comment= Cotton Belt line / Incorporate Natinsky plan

Alternatives_Comment= Request to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Key_Issues_Comment= Concerns from the local residents should be factored into responsible development.

Other_Comment=
-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eeelam@DART.org]
Sent: Thursday, August 26, 2010 12:23 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/26/2010 12:23:23 PM

Name= Lou Ann Freeman
Address= 6910 Rocky Top Circle
City= Dallas
State= TX
ZIP= 75252
Phone= 214-202-9456
Email= louannfreeman@aol.com
Organization=

Purpose_Comment=

Alternatives_Comment= If this project proceeds, please at least consider the "below-grade" plan recommended by Ron Natinsky or possibly elevated tracks. The thru-traffic on Meandering Way especially from McCallum north to Frankford is getting worse by the month. Many (all?) of the people I see speeding thru do not even live in this neighborhood or area. Kids playing and adults out walking are in danger now. Add to that multiple hourly train crossings and this will become an awful place to live and make access (including emergency vehicles) almost impossible at times. We have a wonderful walk/bike trail just recently completed that will become dangerous if it is even usable.

Key_Issues_Comment=

Other_Comment= I have owned my home for over 8 years now and many of my neighbors have lived here since the homes were built around 1982-1983. I have sunk over $80,000 into it to address interior and exterior issues as well as improve the interior value. My home is one of several that backs up to the current track. We ask you to please consider alternate routes to avoid further decreases in the market
value of our homes. As a real estate agent, I already see that our properties have been penalized up to 10% for backing up to the tracks. I believe they will be "downgraded" even further by appraisors, agents and potential home buyers. While I understand the need for better mass transit for our growing population, please consider all the options to help the homeowners here as well. Thank you.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Thursday, August 26, 2010 12:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/26/2010 12:40:00 PM

Name= Julie Reynolds
Address= 17480 Dallas Parkway 105
City= Dallas
State= TX
ZIP= 75287
Phone= 9729310536
Email= julie.reynolds.interiors@gmail.com
Organization= Tioga Preston Green homeowner

Purpose_Comment= 

Alternatives_Comment= 

Key_Issues_Comment= Adopt the Natinsky plan in total.

Other_Comment= I saw the sound abatement walls in a neighborhood in south Dallas and they ended after passing behind a few homes. The remaining homes along the railline were subjected to the noise. The plan for the trench in the North Dallas corridor must be selected. I have an article on Noise Abatement: Fast Becoming the Leader in Green Construction Practices from August 2010 Walls and Ceilings magazine I have networked with Zaida Basora, City of Dallas Facilities Manager, to train Registered Interior Designers in best sustainable practices. She would be a great resource person as well.
as your acoustical engineer for you to contact about her knowledge of noise abatement products as she is also a Registered Architect and on the Dallas USGBC Board. Thank you for your informative phone call. I appreciate your return call.

----- Original Message ----- 
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]  
Sent: Friday, August 27, 2010 10:42 AM  
To: Katrina Keyes  
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form  

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:  
8/27/2010 10:42:11 AM  

Name= Maebelle Raiza  
Address= 13446 Spring Grove  
City= Dallas  
State= TX  
ZIP= 75240  
Phone=  
Email=  
Organization=  

Purpose_Comment=  

Alternatives_Comment=  

Key_Issues_Comment=  

Other_Comment= Please follow the Natinsky Plan must be followed. This is in my neighborhood  

----- Original Message ----- 
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]  
Sent: Friday, August 27, 2010 6:18 PM  
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 6:17:59 PM

Name= James Allain
Address= 433 Dillard In.
City= Coppell
State= TX
ZIP= 75019
Phone=
Email= jma5097@gmail.com
Organization=
Purpose_Comment=
Alternatives_Comment=
Key_Issues_Comment=
Other_Comment= I support the expansion of DART through Coppell, this will help lower emissions and make traveling to and from Dallas more economical.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 8:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 8:40:18 PM

Name= Joe Strollo
Address= 5022 Calloway Drive
City= Addison
State= TX
ZIP= 75001
Phone= 214.597.4744
Email= joe@strollo.us
Organization= Concerned Citizen

Purpose_Comment=

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment= I live in the Addison Circle neighborhood. I travel about 50,000 miles a year for my job. To walk to the Addison Transit Center, to pick up a train that will take me directly to DF/W would be a fantastic time saver, let alone being able to keep my car off the road. My vote would be to accelerate the funding and construction of the Cotton Belt line. I have 5 - 7 years left to work and I would love to see the line up and running while I am still working.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 9:25 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 9:24:54 PM

Name= Tricia Stuart
Address= 15755 Seabolt
City= Addison
State= TX
ZIP= 75001
Phone=
Email= tawstuart@aol.com
Organization=

Purpose_Comment= Addison residents and all of the surrounding businesses would greatly benefit.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 9:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 9:40:02 PM

Name= Kathleen Miller
Address= 14633 Lexus Ave
City= Addison
State= TX
ZIP= 75001
Phone= 2147341023
Purpose_Comment: I think this is a great project for Addison. I travel frequently and would love to be able to use this to get to the airport. I think its also a great way to reduce drunken and driving. A lot of people come to Addison to go to festivals or go out, but there is no way to safely get home.

Alternatives_Comment:

Key_issues_Comment:

Other_Comment:

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 11:34 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 11:34:10 PM

Name= David Heape
Address= 4028 Rive Ln
City= Addison
State= TX
ZIP= 75001
Phone= 214-473-5000
Email= david.heape@gmail.com
Organization= Addison Homeowner
Purpose_Comment= I would be a regular CB user boarding in Addison traveling to DFW, Ft Worth, and connecting to the green and red lines. PLEASE get this done! Do not hesitate to contact me as needed.

Alternatives_Comment=

Key_Issues_Comment= Clean diesel is great!!

Other_Comment= Flex or on-call service in Addison would be great appreciated so I could connect to CB line or to the green line either DT Carrollton or Farmers Branch Station. The Farmers Branch on-call service already surrounds my neighborhood bound by Marsh & Midway - Spring Valley & Belt Line.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 11:11 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 11:11:22 PM

Name= Mary K. Reed
Address= 3778 Vitruvian Way
City= Addison
State= TX
ZIP= 75001
Phone= 972-241-7313
Email= maryreedmail@yahoo.com
Organization= Town of Addison

Purpose_Comment= Addison has 11 million sq. ft. of office space, 2 million sq. ft. of retail, and 22 hotels. Addison Circle was built to be a transit-oriented development. There is already development there plus a DART transit stop. All that is needed to connect office workers, hotel guests, and residents with downtown Dallas, the Dallas Zoo, Fair Park, DFW Airport, and the entire Dallas/Fort Worth area is a stop on the Cotton Belt.
Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

----Original Message----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 28, 2010 1:06 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/28/2010 1:05:52 PM

Name= Thomas Ballenger
Address= 16301 Ledgemont Lane Unit 171
City= Addison
State= TX
ZIP= 75001-5956
Phone=
Email= teballenger@yahoo.com
Organization=

Purpose_Comment= I am convinced that the Cotton Belt Rail Line would contribute to the success of both Dart and the Addison community. It would strengthen the Addison infrastructure and help bring my businesses and jobs to the area. Addison already has a transit oriented development and a DART transit stop. Now we need the rail component. This project is a win win for DART and Addison.

Alternatives_Comment=
Key_Issues_Comment=

Other_Comment=

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 28, 2010 1:52 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/28/2010 1:52:00 PM

Name= Sarah McCray
Address= 5034 Calloway
City= Addison
State= TX
ZIP= 75001
Phone= 214-542-1672
Email= sarahmc706@hotmail.com
Organization=

Purpose_Comment= The Cottonbelt provides a critical East-West corridor that would increase usability of the existing Green, Orange, and Blue lines by opening access to North Dallas residents not currently served by a convenient DART rail station. The possible access to the UTD campus by students living in the North Dallas area without the need for an automobile would improve access to higher education by many that are currently blocked by transportation difficulties. The line would also reduce congestion on the East-West corridors of 635 and Bush Turnpike by linking several residential areas with the entertainment and office districts of North Dallas, including more options for routes between North Dallas and the airport. The DART needs to connect more districts between the suburbs to gain riders interested in safer and more ecologically sound commutes between our far-flung districts.

Alternatives_Comment= Provide lots of shelter against the North Texas weather - shade and breaks from wind and rain. Improve links between stations and the surrounding districts with pedestrian
bridges/tunnels to help reduce need for walkers and cyclists to cross busy intersections to reach the DART stations.

Key_Issues_Comment=

Other_Comment= The rail systems of other great cities thrive because they make it convenient for pedestrians, cyclists, and commuters to reach the stations and to connect to office districts and entertainment districts from their homes. Make it easy for people to get where they are going no matter the weather and help avoid having to fight traffic at busy intersections. Take inspiration from Hong Kong's infrastructure of tunnels and connections between stations that includes covered pedestrian bridges and underground pedestrian tunnels.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 30, 2010 12:00 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/30/2010 12:00:01 PM

Name= Fred Silver
Address= 3822 Canot Lane
City= Addison
State= TX
ZIP= 75001
Phone= 972-243-0023
Email= fredmsilver@att.net
Organization= N/A

Purpose_Comment= To transport travelers from North Dallas area to the DFW airport in the least offensive way, saving time and eliminating auto pollution and road congestion.

Alternatives_Comment=
Key_Issues_Comment=

Other_Comment= Stop stalling and let's see some bureaucratic initiative.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 30, 2010 4:20 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/30/2010 4:20:07 PM

Name= Mary Shiroma
Address= 1901 Duke Drive
City= Richardson
State= TX
ZIP= 75081
Phone= 972-231-2379
Email= mary@shiromasouthwest.com
Organization= Shiroma Southwest

Purpose_Comment= As someone who lives in Richardson and owns an Addison-based business, I believe that completion of the Cottonbelt Rail Line is essential to the vitality of both cities, as well as to the entire DFW Region. The proposed line offers the only East-West cross-town rail link. To be able to travel from either location to DFW Airport is vital. To link the UT-D -- which will become a 1st tier university -- to the region is essential for our continued DFW growth through 2050 and beyond.

Alternatives_Comment= The best alternative is the option that will swiftly make the Cottonbelt Line operational and a functioning link in DART.

Key_Issues_Comment= Commuter rail transportation will play an increasingly important role in a prosperous future for the DFW region. Housing and mixed use developments will create new neighborhoods along the rail lines.
Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Tuesday, August 31, 2010 10:49 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/31/2010 10:49:21 AM

Name= Liz Oliphant
Address= 16400 Ledge mont Lane # 1211
City= Addison
State= TX
ZIP= 75001
Phone= 972-2672941
Email= Liz09635@aol.com
Organization=

Purpose_Comment= Addison is in desperate need of a direct connection to DFW Airport that the Cotton Belt route would provide. Addison designed the Addison Circle are to be a transit-oriented development more than 10 years ago. Yes, we have a bus transit center but rail development has been held up by less than 300 families in North Dallas, most of whom bought their homes KNOWING that a railroad was behind them and would become part of the DART system.

Alternatives_Comment= It would be a travesty to spend DART's limited funds to lower the track grade (or worse - tunnel) behind these homes when the funds could be better spent elsewhere.

Key_Issues_Comment= DART's new technology and design of cars will cut down both noise and pollution as well as saving thousands of automobile trips and the resulting air pollution.
Other_Comment= Addison was among the first suburbs to commit to DART yet we are the last to receive rail service. This is grossly unfair and it is time the DART board (and Dallas City Council) recognize this is a regional system, not just one to serve the City of Dallas.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Tuesday, August 31, 2010 10:49 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/31/2010 10:49:21 AM

Name= Liz Oliphant
Address= 16400 LedgeMont lane # 1211
City= Addison
State= TX
ZIP= 75001
Phone= 972-2672941
Email= Liz09635@aol.com

Organization=

Purpose_Comment= Addison is in desperate need of a direct connection to DFW Airport that the Cotton Belt route would provide. Addison designed the Addison Circle are to be a transit-oriented development more than 10 years ago. Yes, we have a bus transit center but rail development has been held up by less than 300 families in North Dallas, most of whom bought their homes KNOWING that a railroad was behind them and would become part of the DART system.

Alternatives_Comment= It would be a travesty to spend DART's limited funds to lower the track grade (or worse - tunnel) behind these homes when the funds could be better spent elsewhere.

Key_Issues_Comment= DART's new technology and design of cars will cut down both noise and pollution as well as saving thousands of automobile trips and the resulting air pollution.
Other Comment: Addison was among the first suburbs to commit to DART yet we are the last to receive rail service. This is grossly unfair and it is time the DART board (and Dallas City Council) recognize this is a regional system, not just one to serve the City of Dallas.
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/21/2010 11:45:02 AM

Name = Jan Brady
Address = 15504 El Estadio DR 202-1
City = Dallas
State = TX
ZIP = 75248
Phone = 972-916-8351
Email = janetebrady@gmail.com
Organization =

Purpose Comment = I feel the proposed railway would definitely improve the ability to get around much easier. I currently ride the train but would be faster if we had easier access to the trains. If you implemented Rail stations along this route it would ease the congestion on the Tollway as well as IH75. Our air quality might also improve as this would help more people get to work, Thank you for your time.

Alternatives Comment =

Key Issues Comment =

Other Comment =

From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelman@DART.org]
Sent: Saturday, July 24, 2010 11:34 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/24/2010 11:33:54 AM

Name= Robin Caldwell
Address= 7040 Judi Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-931-7967
Email= rcaldwe@stxglobal.net
Organization=

Purpose_Comment= Easy transport to DFW Airport from my residence in North Dallas.

Alternatives_Comment= Cotton Belt should be constructed below grade from Coit Road west to Preston Road.

Key_Issues_Comment= Construction at grade will interrupt traffic on seven public roads, four of them being major traffic conduits. The emergency response capabilities for two Dallas Fire Stations, one paramedic unit, and the entire Dallas Police Department North Central headquarters would be significantly impaired.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, July 21, 2010 9:24 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/21/2010 9:24:23 PM

Name= Linda
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eam@DART.org]
Sent: Wednesday, July 21, 2010 11:45 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/21/2010 11:45:02 AM

Name= Jan Brady
Address= 15504 El Estado DR 202-1
City= Dallas
State= TX
ZIP= 75248
Phone= 972-916-8351
Email= janetebrady@gmail.com
Organization=

Purpose_Comment= I feel the proposed railway would definitely improve the ability to get around much easier. I currently ride the train but would be faster if we had easier access to the trains. If you implemented Rail stations along this route it would ease the congestion on the Tollway as well as IH75. Our air quality might also improve as this would help more people get to work, Thank you for your time.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eam@DART.org]
Sent: Saturday, July 24, 2010 11:34 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/24/2010 11:33:54 AM

Name= Robin Caldwell
Address= 7040 Judi Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-931-7967
Email= rcaldwe@sbcglobal.net
Organization=

Purpose_Comment= Easy transport to DFW Airport from my residence in North Dallas.

Alternatives_Comment= Cotton Belt should be constructed below grade from Coit Road west to Preston Road.

Key_Issues_Comment= Construction at grade will interrupt traffic on seven public roads, four of them being major traffic conduits. The emergency response capabilities for two Dallas Fire Stations, one paramedic unit, and the entire Dallas Police Department North Central headquarters would be significantly impaired.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, July 21, 2010 9:24 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/21/2010 9:24:23 PM

Name= Linda
Address= Rainbow Drive  
City= Richardson  
State= TX  
ZIP= 75081  
Phone=  
Email= castlecat@rocketmail.com  
Organization= individual  

Purpose_Comment= I think Dart has a positive impact on the environment. The only time I don't ride the DART train to work is when I have a doctor's appointment or the like. I always encourage everyone who is near the train line to ride it, and I and my family also ride it to other events.  

Alternatives_Comment= more trees in the parking lots; maybe multi-story parking garages  

Key_Issues_Comment=  

Other_Comment= I love DART trains!  

-----Original Message-----  
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]  
Sent: Monday, July 26, 2010 6:29 PM  
To: Katrina Keyes  
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form  

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:  
7/26/2010 6:29:00 PM  

Name= Ludmila Rekhlis  
Address= 7031 Mumford Street  
City= Dallas  
State= TX
ZIP= 75252
Phone= 972-818-4290
Email= rekhlis@yahoo.com
Organization= Member of Highlands of McKammy HOA

Purpose_Comment=

Alternatives_Comment= We want to make sure that this project is not going to negatively affect our neighborhoods, and create the blockage to our major streets like Meandering Way, McCullum, Frankford etc. We request the section of track from Coit Road west to Preston road be constructed below gread to minimize impact to our neighborhoods and eliminate blockage. This is a great concern of ours and thousands of other families in our neighborhood areas who will be effected by the project. Thank you.

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Thursday, July 29, 2010 1:00 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/29/2010 1:00:04 PM

Name= Gail Greenberg
Address= 6305 Duffield Dr
City= Dallas
State= TX
ZIP= 75248
Phone= 972 407 9470
Email= rail.greenberg@sbcglobal.net

Organization= Preston Creek Homeowners Assn.

Purpose_Comment= Our neighborhood abuts the crossing on Davenport just north of Campbell. We still feel that the most appropriate corridor would be to use LBJ for the most ridership. However, if the Cotton Belt will be used, we need to have clean electric light rail, sound mitigation including "no whistle blow" crossings in all residential neighborhoods between Addison and Richardson/Plano, and other previously agreed-upon limits according to the Natinsky Plan, which was adopted by the Dallas City Council.

Alternatives_Comment= Sound mitigation is very important. No whistle crossings. Raised bridge overpass or below grade crossings would be helpful for traffic and pedestrian safety issues.

Key_Issues_Comment= Environmental analysis should include air pollution, sound vibration in adjacent neighborhoods. Also the integrity of the creek that runs along the tracks.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, July 30, 2010 10:15 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/30/2010 10:15:17 PM

Name= Gloria Gilpin

Address= 7103 Debbe Drive

City= Dallas

State= TX

ZIP= 75252

Phone= 9727333696

Email= 
Organization= individual; member Highlands of McKamy home owners

Purpose_Comment= The DART Rail in this area needs to be below grade level to keep traffic flowing. The rail borders the Highlands of McKamy IV & V neighborhood of 247 homes and literally backs up to many houses.

Meandering Way is the only entrance and exit for our neighborhood. Meandering Way is an ER route for emergency vehicles. Meandering Way serves as an alternative route when there are tie-ups or construction on Coit or Hillcrest.

Stopping flow on Meandering Way would also tie up traffic at the Meandering Way/McCallum stop sign.

Traffic backup would prevent residents from exiting their alley and street onto Meandering Way. Access to roads from the North Central Police Station would be inhibited.

Because of heavy traffic in the North Dallas Corridor, it is important to keep north/south roadways moving. Both Coit and Hillcrest have timed lights to enhance traffic flow.

Additionally, extensive landscaping is requested to block noise and view, and so that the DART rail will be a welcomed addition and not reviled.

Thank you.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Tuesday, August 03, 2010 3:29 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/3/2010 3:28:53 PM

Name= Dennis Burnham

Address= 6905 McKamy Blvd.
City= Dallas  
State= TX  
ZIP= 75248  
Phone= 972.930.0525  
Email= dennis@asnap.com  
Organization= Burnham Business Development, Inc.  
Purpose_Comment=  
Alternatives_Comment= I believe the Natinsky Plan, in its entirety, should be adopted and followed.  
Key_Issues_Comment= noise, air pollution, traffic safety, passenger safety, homeowner safety, neighborhood crime  
Other_Comment=  

---- Original Message ----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Wednesday, July 28, 2010 9:31 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 7/28/2010 9:31:07 AM

Name= Richard Hyde  
Address= 4816 Bellerive Drive  
City= Dallas  
State= TX  
ZIP= 75287  
Phone= 972-679-5226
Our family is in favor of this project. Over the past 22 years that we have lived in far north Dallas, we have seen traffic overwhelm our highways and seriously pollute our sky. Using existing rail lines to move folks to the airport or to their work place is exactly what we need.

---Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 07, 2010 9:36 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/7/2010 9:35:37 PM

Name= Harry W Sullivan, Jr
Address= 6818 Rocky Top Circle
City= Dallas
State= TX
ZIP= 75252
Phone= 972-248-5091
Email= sullivanhw@aol.com
Organization=

Email= rhyde1@sbcglobal.net
Organization= Bent Tree North Homeowners
Purpose_Comment=
Alternatives_Comment=
Key_Issues_Comment=
Purpose_Comment: I question the need for this line when there are numerous other more pressing DART needs.

Providing an alternative to DFW airport for the affluent northern parts of Dallas county and Collin county seems to be a waste of money. These areas already have many transportation alternatives to get to and from DFW.

Transporation to DFW is intermittent, not daily, and unpredictable, being based on air travel needs. As one who travels by air weekly, I can state that I would never use a DART Cotten Belt line. DART should focus on the daily transportation needs of the Dallas area — also if DFW is a priority, then focus on bringing air travel tourists to the downtown area first.

A DART line in the Cotten Belt right-of-way is NOT a need. In fact, there are several other alternative routes from DFW (Bush turnpike - Highway 121) that would not have the same negative impact on established residential neighborhoods that this proposal represents.

Alternatives_Comment: Alternatives that should be considered include:

1. Realign the route to be within the right-of-way of the Bush Turnpike from near the DFW airport. There is significant space for a rail line within this right-of-way.

2. Construction below grade (as in Natinsky plan) for residential neighborhoods in North Dallas. In particular when crossing Hillcrest Road, McCullum and Meandering Way, a below grade approach should be used. This is warranted by safety concerns, noise, destruction of property values and disruption of traffic flow on Hillcrest and Meandering Way.

3. Realign the route to follow Highway 21 intersecting in northern Collin County.

Key_Issues_Comment: The key areas for me are:

1. The route is in my backyard. When I bought my property in 1989 the Cotton Belt was a seldom used freight railroad line and was not a major nuisance, noise source, traffic congestion obstacle, safety concern or a property devaluation problem. A DART line, especially one at grade level, is all of these factors. If this line is built, HOW will these factors be compensated for?

2. How will DART mitigate the noise pollution to the properties closest to the line? Will sound barriers be installed similar to the ones on the DNT?

3. How will DART compensation properties for devaluation in the already extremely weak housing market?

4. How will DART eliminate the traffic flow and safety concerns of having this line so close to major streets and houses?

5. Why is DART being so stubborn in not finding alternatives that do not impact neighborhoods?
Other: Comment: When I bought my property in 1989, I never in my wildest dreams imagined that a rail line with regular traffic every 20-30 minutes would be within 100 feet of my property.

This will have a significant adverse impact on the value of my property.

This proposed line will create safety issues, noise and vibration concerns, traffic disruption. The benefits are not existing to justify such negative impacts.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Sunday, August 08, 2010 11:54 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/8/2010 11:53:53 AM

Name: George Humann
Address: 1510 Amesbury Drive
City: Richardson
State: TX
ZIP: 75082
Phone: 972-907-8917
Email: g.human@sbcglobal.net
Organization: Retired

Purpose: Comment: Direct access to DFW Airport and Fort Worth for the many business and pleasure travelers flying to and from DFW and going to Ft Worth for many cultural and other events.

Alternatives: Comment: I strongly recommend the design that provides direct interface with the existing 190 (George Bush) redline DART station. This station has approx. 500 parking spaces and room for more. The part of the right of way located in Plano for loopling into the and out of the station was purchased buy the City of Richardson about 10 years ago.
Key_Issues_Comment= A station located in Plano would have a negative impact on the residential
Douglas Community as this community’s streets would become the route to and from the Plano Station
to US75. The land in Richardson around the existing station is clear and ready for Transit Oriented
Development and has major thoroughfare access.

Other_Comment= A 300 acre Transit Oriented Development in Richardson is in the plan review stage of
development surrounding the existing 190 (Bush) station. The property owners within Richardson have
agreed to donate the balance of the right of way needed to complete the loop. This loop will still allow
for the rail line to be extended to the east.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:ceilam@DART.org]
Sent: Wednesday, August 11, 2010 11:29 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:
8/11/2010 11:29:19 AM

Name= Bill Parker
Address= 6415 Riverview
City= Dallas
State= TX
ZIP= 75248
Phone= 972-381-9963
Email= bill@partec.net
Organization=
Purpose_Comment=
Alternatives_Comment= The Natinsky Plan.
Key_Issues_Comment=
----- Original Message ----- 
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eeelam@DART.org]
Sent: Wednesday, August 11, 2010 7:15 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/11/2010 7:14:40 PM

Name= Ted Day
Address= 7016 Judi Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-883-2743
Email= tday@utdallas.edu
Organization= Highlands of McKamy Homeowners Association

Purpose_Comment=

Alternatives_Comment= This is a horrible idea. In addition to being frightfully expensive, the rail line will impose heavy costs on the residential neighborhoods on the line. If the rail line is to run through residential neighborhoods, it must run below grade. This would not only reduce the tremendous noise from such a project, but it would avoid surface street congestion, and help to minimize the hazard to safety created by the train.

Key_Issues_Comment=

Other_Comment= High frequency rail service through residential neighborhoods is a horrible idea. The rail line will create both noise and air pollution. Additionally, the most likely configuration of the rail line will be a safety hazard and will disrupt the traffic patterns in North Dallas. This is just a money maker for the rich and powerful who are able to profit from imposing an externality on North Dallas homeowners.
-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 9:38 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 9:38:29 AM

Name= C. Jan Sullivan
Address= 7003 Mumford Street
City= Dallas
State= TX
ZIP= 75252
Phone= 972-248-9751
Email= jansullivan@earthlink.net
Organization= N/A

Purpose_Comment= Overall, the purpose and need for this project is on target. With our population explosion in North Dallas, any vehicle to move people in multiple numbers is greatly needed.

Alternatives_Comment= However, the section between Coit Road and Hillcrest; more specifically the Meandering Way section should be constructed below grade in order to allow the automobile traffic we do have on Meandering Way to continue to be used. Meandering Way serves as a north-south entrance exit to our subdivision.

Key_Issues_Comment= Traffic flow will be impeded during Rush Hour if the rail occurs on ground level, emergency access which also occurs on Meandering as an alternative route will be hindered. Devaluation of the homes adjacent to the rail line is unfair to the homeowners.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:23 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:23:24 AM

Name= Colleen Petersen
Address= 6634 Kings Hollow Ct.
City= Dallas
State= TX
ZIP= 75248
Phone= 
Email= 
Organization= Resident

Purpose_Comment=

Alternatives_Comment= Given the close proximity of this project to the Prestonwood neighborhood and its potential impact on homeowners, I strongly urge DART to implement ALL elements outlined in the Natinsky Plan, which include:
* Light rail technology,
* A below grade trench from at least 1500 ft east of Meandering Way to 2000 ft west of Preston Rd.,
* Elimination of freight trains,
* Specified neighborhood stations,
* Enhanced landscaping and sound attenuation to cut down noise pollution, and
* Integration with the hike and bike system.

Key_Issues_Comment= Cutting down BOTH emission and noise pollution levels to lessen impact on neighborhoods such as Prestonwood.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:42 AM  
To: Katrina Keyes  
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form  

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:41:59 AM  

Name= Brian Evans  
Address= 6434 La Manga Drive  
City= Dallas  
State= TX  
ZIP= 75248  
Phone= 214-233-5210  
Email= bcevans@yahoo.com  
Organization=  

Purpose_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.  

Alternatives_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.  

Key_Issues_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.  

Other_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.  

-----Original Message-----  
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eeelam@DART.org]  
Sent: Friday, August 13, 2010 10:43 AM  
To: Katrina Keyes  
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form
Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:43:24 AM

Name= Robyn Evans
Address= 6434 La Manga Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 972-248-3316
Email= rabbit473@yahoo.com
Organization= 

Purpose_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Alternatives_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Key_Issues_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Other_Comment= I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 2:13 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 2:12:30 PM

Name= Chuco Chen
Address= 6227 Pineview Road
City= Dallas
State= TX
ZIP= 75248
Phone=
Email= chuochen@yahoo.com
Organization=

Purpose_Comment= I'm fully supportive to this project; however, the Natinsky plan should be implemented to minimize the negative impacts, in particular, noise and safety, to the neighborhood. Most importantly, the below-grade trench should be installed as proposed.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 13, 2010 10:20 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/13/2010 10:20:11 PM

Name= Bob Robinson
Address= 5915 Oakcrest Rd.
City= Dallas
State= TX
Purpose_COMMENT=

Alternatives_COMMENT= Please implement all Natinsky Plan elements. It is the only comprehensive plan that can ensure the success of the rail line along with the success of the surrounding community.

Key_Issues_COMMENT= Ensure that the densely packed neighborhoods in the vicinity of the rail line will not be impacted by additional noise.

Other_COMMENT=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Sunday, August 15, 2010 11:34 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/15/2010 11:34:21 AM

Name= Claude Coulouge
Address= 6520 Southpoint Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 214-613-6103
Email= coulonge@att.net
Organization= Susan G. Komen for the Cure
Purpose Comment:

Alternatives Comment: Please incorporate ALL elements of the Natinsky Plan into the design.

Key Issues Comment: Carcinogens, Noise, Pollution, Quality of life

Other Comment:

——Original Message——
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 16, 2010 10:38 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/16/2010 10:37:33 AM

Name= David B. Millheiser
Address= 6703 Barkworth Drive
City= Dallas
State= TX
ZIP= 75248
Phone= 214 616-9777
Email= dave.millheiser@sbcglobal.net
Organization=

Purpose Comment= I certainly understand the importance of the project for the development of North Texas and care for the environment.

Alternatives Comment= DART MUST follow the Natinsky Plan in its entirety. It addresses noise, air quality, safety, station placement, necessary trenching (I live between two crossings - at Davenport and Campbell.)
Key_Issues_Comment= Our Police and Fire Rescue teams need immediate access to our homes and property.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 16, 2010 11:50 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/16/2010 11:50:08 AM

Name= Pradeep Shetty
Address= 6505 Barnsury Ct
City= Dallas
State= TX
ZIP= 75248
Phone= 972-732-8646
Email= p_v_shetty@yahoo.com
Organization= Neighborhood resident

Purpose_Comment= Cotton Belt line / Incorporate Natisky plan

Alternatives_Comment= Request to incorporate all elements of the Natisky Plan into the financing and implementation of the Cotton Belt line.

Key_Issues_Comment= Concerns from the local residents should be factored into responsible development.

Other_Comment=

----Original Message----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Thursday, August 26, 2010 12:23 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted:
8/26/2010 12:23:23 PM

Name= Lou Ann Freeman
Address= 6910 Rocky Top Circle
City= Dallas
State= TX
ZIP= 75252
Phone= 214-202-9456
Email= louannfreeman@aol.com
Organization=

Purpose_Comment=

Alternatives_Comment= If this project proceeds, please at least consider the "below-grade" plan recommended by Ron Natinsky or possibly elevated tracks. The thru-traffic on Meandering Way especially from McCallum north to Frankford is getting worse by the month. Many (all?) of the people I see speeding thru do not even live in this neighborhood or area. Kids playing and adults out walking are in danger now. Add to that multiple hourly train crossings and this will become an awful place to live and make access (including emergency vehicles) almost impossible at times. We have a wonderful walk/bike trail just recently completed that will become dangerous if it is even usable.

Key_Issues_Comment=

Other_Comment= I have owned my home for over 8 years now and many of my neighbors have lived here since the homes were built around 1982-1983. I have sunk over $80,000 into it to address interior and exterior issues as well as improve the interior value. My home is one of several that backs up to the current track. We ask you to please consider alternate routes to avoid further decreases in the market
value of our homes. As a real estate agent, I already see that our properties have been penalized up to 10% for backing up to the tracks. I believe they will be "downgraded" even further by appraisors, agents and potential home buyers. While I understand the need for better mass transit for our growing population, please consider all the options to help the homeowners here as well. Thank you.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Thursday, August 26, 2010 12:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/26/2010 12:40:00 PM

Name= Julie Reynolds
Address= 17480 Dallas Parkway 105
City= Dallas
State= TX
ZIP= 75287
Phone= 9729310536
Email= julie.reynolds.interiors@gmail.com
Organization= Tioga Preston Green homeowner

Purpose_Comment= 

Alternatives_Comment= 

Key_Issues_Comment= Adopt the Natinsky plan in total.

Other_Comment= I saw the sound abatement walls in a neighborhood in south Dallas and they ended after passing behind a few homes. The remaining homes along the railline were subjected to the noise. The plan for the trench in the North Dallas corridor must be selected. I have an article on Noise Abatement: Fast Becoming the Leader in Green Construction Practices from August 2010 Walls and Ceilings magazine I have networked with Zaida Basora, City of Dallas Facilities Manager, to train Registered Interior Designers in best sustainable practices. She would be a great resource person as well
as your acoustical engineer for you to contact about her knowledge of noise abatement products as she is also a Registered Architect and on the Dallas USGBC Board. Thank you for your informative phone call. I appreciate your return call.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 10:42 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 10:42:11 AM

Name= Maebelle Raiza
Address= 13446 Spring Grove
City= Dallas
State= TX
ZIP= 75240
Phone= 
Email= 
Organization= 
Purpose_Comment= 
Alternatives_Comment= 
Key_Issues_Comment= 
Other_Comment= Please follow the Natinsky Plan must be followed. This is in my neighborhood

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 6:18 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 6:17:59 PM

Name= James Allain
Address= 433 Dillard Ln.
City= Coppell
State= TX
ZIP= 75019
Phone=
Email= jma5097@gmail.com
Organization=
Purpose_Comment=
Alternatives_Comment=
Key_Issues_Comment=

Other_Comment= I support the expansion of DART through Coppell, this will help lower emissions and make traveling to and from Dallas more economical.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 8:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 8:40:18 PM

Name= Joe Strollo
Address= 5022 Calloway Drive
City= Addison
State= TX
ZIP= 75001
Phone= 214.597.4744
Email= joe@strollo.us
Organization= Concerned Citizen
Purpose_Comment=
Alternatives_Comment=
Key_Issues_Comment=

Other_Comment= I live in the Addison Circle neighborhood. I travel about 50,000 miles a year for my job. To walk to the Addison Transit Center, to pick up a train that will take me directly to DF/W would be a fantastic time saver, let alone being able to keep my car off the road. My vote would be to accelerate the funding and construction of the Cotton Belt line. I have 5 - 7 years left to work and I would love to see the line up and running while I am still working.

----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 9:25 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 9:24:54 PM

Name= Tricia Stuart
Address= 15755 Seabolt
Purpose_Comment= Addison residents and all of the surrounding businesses would greatly benefit.

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 9:40 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 9:40:02 PM

Name= Kathleen Miller
Address= 14633 Lexus Ave
City= Addison
State= TX
ZIP= 75001
Phone= 2147341023
Email= katiemiller25@gmail.com

Organization=

Purpose_Comment= I think this is a great project for Addison. I travel frequently and would love to be able to use this to get to the airport. I think its also a great way to reduce drunken and driving. A lot of people come to Addison to go to festivals or go out, but there is no way to safely get home.

Alternatives_Comment=

Key_Issues_Comment=

Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 11:34 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 11:34:10 PM

Name= David Heape
Address= 4028 Rive Ln
City= Addison
State= TX
ZIP= 75001
Phone= 214-473-5000
Email= david.heape@gmail.com
Organization= Addison Homeowner
Purpose_Comment= I would be a regular CB user boarding in Addison traveling to DFW, Ft Worth, and connecting to the green and red lines. PLEASE get this done! Do not hesitate to contact me as needed.

Alternatives_Comment=

Key_Issues_Comment= Clean diesel is great!

Other_Comment= Flex or on-call service in Addison would be great appreciated so I could connect to CB line or to the green line either DT Carrollton or Farmers Branch Station. The Farmers Branch on-call service already surrounds my neighborhood bound by Marsh & Midway - Spring Valley & Belt Line.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Friday, August 27, 2010 11:11 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/27/2010 11:11:22 PM

Name= Mary K. Reed
Address= 3778 Vitruvian Way
City= Addison
State= TX
ZIP= 75001
Phone= 972-241-7313
Email= maryreedmail@yahoo.com
Organization= Town of Addison

Purpose_Comment= Addison has 11 million sq. ft. of office space, 2 million sq. ft. of retail, and 22 hotels. Addison Circle was built to be a transit-oriented development. There is already development there plus a DART transit stop. All that is needed to connect office workers, hotel guests, and residents with downtown Dallas, the Dallas Zoo, Fair Park, DFW Airport, and the entire Dallas/Fort Worth area is a stop on the Cotton Belt.
---Original Message---
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 28, 2010 1:06 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/28/2010 1:05:52 PM

Name= Thomas Ballenger
Address= 16301 Ledgemont Lane Unit 171
City= Addison
State= TX
ZIP= 75001-5956
Phone=
Email= teballenger@yahoo.com
Organization=

Purpose_Comment= I am convinced that the Cotton Belt Rail Line would contribute to the success of both Dart and the Addison community. It would strengthen the Addison infrastructure and help bring my businesses and jobs to the area. Addison already has a transit oriented development and a DART transit stop. Now we need the rail component. This project is a win win for DART and Addison.

Alternatives_Comment=
Key Issues Comment=

Other Comment=

---- Original Message ----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Saturday, August 28, 2010 1:52 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/28/2010 1:52:00 PM

Name= Sarah McCray
Address= 5034 Calloway
City= Addison
State= TX
ZIP= 75001
Phone= 214-542-1672
Email= sarahmc706@hotmail.com
Organization=

Purpose Comment= The Cottonbelt provides a critical East-West corridor that would increase usability of the existing Green, Orange, and Blue lines by opening access to North Dallas residents not currently served by a convenient DART rail station. The possible access to the UTD campus by students living in the North Dallas area without the need for an automobile would improve access to higher education by many that are currently blocked by transportation difficulties. The line would also reduce congestion on the East–West corridors of 635 and Bush Turnpike by linking several residential areas with the entertainment and office districts of North Dallas, including more options for routes between North Dallas and the airport. The DART needs to connect more districts between the suburbs to gain riders interested in safer and more ecologically sound commutes between our far-flung districts.

Alternatives Comment= Provide lots of shelter against the North Texas weather - shade and breaks from wind and rain. Improve links between stations and the surrounding districts with pedestrian...
bridges/tunnels to help reduce need for walkers and cyclists to cross busy intersections to reach the DART stations.

Key_Issues_Comment=

Other_Comment= The rail systems of other great cities thrive because they make it convenient for pedestrians, cyclists, and commuters to reach the stations and to connect to office districts and entertainment districts from their homes. Make it easy for people to get where they are going no matter the weather and help avoid having to fight traffic at busy intersections. Take inspiration from Hong Kong’s infrastructure of tunnels and connections between stations that includes covered pedestrian bridges and underground pedestrian tunnels.

--- Original Message ---
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 30, 2010 12:00 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/30/2010 12:00:01 PM

Name= Fred Silver
Address= 3822 Canot Lane
City= Addison
State= TX
ZIP= 75001
Phone= 972-243-0023
Email= fredmsilver@att.net
Organization= N/A

Purpose_Comment= To transport travelers from North Dallas area to the DFW airport in the least offensive way, saving time and eliminating auto pollution and road congestion.

Alternatives_Comment= 
Other_Comment= Stop stalling and let's see some beaurocratic initiative.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Monday, August 30, 2010 4:20 PM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/30/2010 4:20:07 PM

Name= Mary Shiroma
Address= 1901 Duke Drive
City= Richardson
State= TX
ZIP= 75081
Phone= 972-231-2379
Email= mary@shiromasouthwest.com
Organization= Shiroma Southwest

Purpose_Comment= As someone who lives in Richardson and owns an Addison-based business, I believe that completion of the Cottonbelt Rail Line is essential to the vitality of both cities, as well as to the entire DFW Region. The proposed line offers the only East-West cross-town rail link. To be able to travel from either location to DFW Airport is vital. To link the UT-D - which will become a 1st tier university -- to the region is essential for our continued DFW growth through 2050 and beyond.

Alternatives_Comment= The best alternative is the option that will swiftly make the Cottonbelt Line operational and a functioning link in DART.

Key_Issues_Comment= Commuter rail transportation will play an increasingly important role in a prosperous future for the DFW region. Housing and mixed use developments will create new neighborhoods along the rail lines.
Other_Comment=

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:eelam@DART.org]
Sent: Tuesday, August 31, 2010 10:49 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/31/2010 10:49:21 AM

Name= Liz Oliphant
Address= 16400 L Nedmont Lane # 1211
City= Addison
State= TX
ZIP= 75001
Phone= 972-2672941
Email= Liz09635@aol.com
Organization=

Purpose_Comment= Addison is in desperate need of a direct connection to DFW Airport that the Cotton Belt route would provide. Addison designed the Addison Circle are to be a transit-oriented development more than 10 years ago. Yes, we have a bus transit center but rail development has been held up by less than 300 families in North Dallas, most of whom bought their homes KNOWING that a railroad was behind them and would become part of the DART system.

Alternatives_Comment= It would be a travesty to spend DART's limited funds to lower the track grade (or worse - tunnel) behind these homes when the funds could be better spent elsewhere.

Key_Issues_Comment= DART's new technology and design of cars will cut down both noise and pollution as well as saving thousands of automobile trips and the resulting air pollution.
Addison was among the first suburbs to commit to DART yet we are the last to receive rail service. This is grossly unfair and it is time the DART board (and Dallas City Council) recognize this is a regional system, not just one to serve the City of Dallas.

-----Original Message-----
From: Cotton Belt Corridor Regional Rail Project Scoping Comment Form [mailto:elam@DART.org]
Sent: Tuesday, August 31, 2010 10:49 AM
To: Katrina Keyes
Subject: Cotton Belt Corridor Regional Rail Project Scoping Comment Form

Below are the results of a Cotton Belt Corridor Regional Rail Project Scoping Comment Form submitted: 8/31/2010 10:49:21 AM

Name= Liz Oliphant
Address= 16400 Ledgemont Lane # 1211
City= Addison
State= TX
ZIP= 75001
Phone= 972-2672941
Email= Liz09635@aol.com
Organization=

Purpose_Comment= Addison is in desperate need of a direct connection to DFW Airport that the Cotton Belt route would provide. Addison designed the Addison Circle are to be a transit-oriented development more than 10 years ago. Yes, we have a bus transit center but rail development has been held up by less than 300 families in North Dallas, most of whom bought their homes KNOWING that a railroad was behind them and would become part of the DART system.

Alternatives_Comment= It would be a travesty to spend DART’s limited funds to lower the track grade (or worse - tunnel) behind these homes when the funds could be better spent elsewhere.

Key_Issues_Comment= DART’s new technology and design of cars will cut down both noise and pollution as well as saving thousands of automobile trips and the resulting air pollution.
Other Comment: Addison was among the first suburbs to commit to DART yet we are the last to receive rail service. This is grossly unfair and it is time the DART board (and Dallas City Council) recognize this is a regional system, not just one to serve the City of Dallas.
In a major departure from prior city council action, on June 26, 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 even included the Cotton Belt among the city’s priority list of proposed DART rail projects), came about as a result of a carefully negotiated set of criteria for implementation of the Cotton Belt line through Far 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 construction of the line through the densely populated portion of Dallas. These elements include:

1. rail technology used is light rail transit
2. rail line is below grade from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
3. freight rail service is eliminated
4. stations are provided at Knoll Trail, at Preston Road (neighborhood station), and west of Coit Road
5. enhanced landscaping and sound attenuation using cantilevered barriers adjacent to single-family residential areas
6. cooperation is provided in the development and implementation of a trail within the Cotton Belt corridor, as shown on the City of Dallas Trail Master Plan.

The residents of Far North Dallas supported Councilmember 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 been 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, Councilmember 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 5 major arterial street at grade crossings within less than one mile. The segment 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 14% of the total length of the DFW to Red Line segment and contains 50% of the Park and Recreational Linear Foot Adjacencies and 46% of Residential Linear Foot Adjacencies. Councilmember 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 at the 5 local streets crossing the line. Without the protections 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 provision for all elements of the Natinksy Plan. Each is vital to the success of the line.

The Cotton Belt can 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/private commuter rail projects can become a part of our city. However, if the stated criteria of 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 28, 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 2030 Transit Plan regarding the Cotton Belt, “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 measures. Community representatives will be an integral part of this process.” 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 Natinksy Plan. Thank you for your time and consideration.

Sally Wolfish
6411 Riverview Lane
Dallas, Texas 75248
Comment received via e-mail.

John

>>> Maura Schreier-Fleming <maurASF@sbcglobal.net> 7/30/2010 9:54 AM >>>
I live in the Highlands of McKamy neighborhood. For reasons stated below, I hope you are planning to route the train underground. Above ground would be a nightmare to get in and out of our neighborhood. We experienced this before when there were numerous maintenance closures with the tracks. It would also present a dangerous situation for police/fire units which would also harm our residents.
Maura S. Fleming
Dallas, TX

--- On Fri, 7/30/10, Carolyn Peadan <cspeadon@sbcglobal.net> wrote:

From: Carolyn Peadan <cspeadon@sbcglobal.net>
Subject: Highlands of McKamy - DART Cottonbelt Route Update
To: "Carolyn Peadan" <cspeadon@sbcglobal.net>
Date: Friday, July 30, 2010, 9:24 AM

Gordon and I attended the DART Cottonbelt Route scoping meeting last night. Here is a brief summary:

They are now in the scoping phase which will last till August 30. During this period, homeowners and others have an opportunity to voice their opinions about the route and which approach DART should take for construction. Please make your voices heard, using the website http://www.DART.org/cottonbelt.

Facts I presented last night that you might want to reiterate are:
Dear Sir or Madam:

I became a homeowner at the address below when I moved to Dallas from New York in 2005. The following year I became aware of the DART plan to use the Cottonbelt line for heavy rail traffic. I attended a meeting at the Addison Convention Center and shortly afterward, I was asked by my councilman to create a video compilation of all the neighborhood objections to the proposed plan.

It is as a result of editing that video for presentation to the Dart Board a few months later that I became intimately familiar with each and every valid objection to the proposal. By listening to each speaker numerous times and plotting their locations on the area map where the Cottonbelt line intersects with neighborhood streets and residential properties.

In short, these are the concerns:

- Train traffic will create problems at RR crossings where emergency vehicles (police, fire, ambulance) will have to wait for trains to pass.
- Noise pollution in an otherwise quiet residential neighborhood
- Air pollution from diesel locomotives
- Neighborhood safety where trains run close to residential properties
- The likelihood of safety issues, crime, and traffic problems at neighborhood train stations whose locations are as yet undetermined.

I am well aware of the Natinsky Plan that was proposed in 2006 as a compromise to mitigate all these concerns. The Natinsky Plan makes sense because it addresses all the neighborhood concerns while recognizing the need for improved regional public transportation. Indeed, I would be a supporter of the Cottonbelt rail transit line and would probably be a frequent rider if I knew that it did not present so many hazards to health and safety.

For all the above reasons, I urge you to consider and adopt the Natinsky Plan in its entirety. I am aware of recent technology developments that will help to alleviate concerns about noise and pollution with modern, quiet train engines. Nevertheless, if these trains do not operate below grade as proposed in the Natinsky Plan, the benefits of the quiet engines will be overshadowed by the more serious safety concerns at traffic intersections and locations where the tracks are adjacent to private residences.

Very truly yours,

Dennis Burnham
John,
I would prefer the Natinsky plan (see attached)

But, failing that, I do WANT:

- Electric or Hybrid- NO diesel, (Quieter & less pollution)
- Passenger only- NO freight; (Dangerous to have both on same tracks) LINK: http://www.foxnews.com/story/0,2933,421801,00.html
- Subsurface at Hillcrest & McCallum to NOT obstruct the Police Station at that corner or the fire station at Hillcrest & Frankford!!!! LINK: http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=Hillcrest+%26+McCallum,+Dallas&ssll=32.965374,-96.634596&sspn=0.66942,1.454315&ie=UTF8&hq=&hnear=Hillcrest+Rd+,%26+McCallum+Blvd,+Dallas,+Collin,+Texas+75252&ll=32.987945,-96.78335&spn=0.002614,0.005681&t=h&z=18
- A Station @ Hillcrest

Sincerely,
Hugh Resnick
M. W. (Hugh) Resnick
Pizel & Associates Commercial Real Estate
PO Box 797487 Dallas, Texas 75379-7487
mailto:hugh@pizel.com | www.pizel.com
(972) 404-0008 | Fax (972) 404-0009

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From: Blake Whitaker <blakewhitaker@hotmail.com>
Date: August 3, 2010 10:34:49 PM EDT
Subject: Highlands of McKamy Information
Reply-To: <blakewhitaker@hotmail.com>

Please see the attached PDF document that discusses the Cotton Belt Dart Line. The HOA does not promote either side of this issue, but wanted to make sure you had the information for your decision making process. Also see the email below discussing the new Dallas Budget and opportunities to see our representatives and discuss the plans for Dallas. Once again Thank You for being members of the Highlands of McKamy Home Owners Association and we hope this information is valuable to you.

Blake Whitaker blakewhitaker@hotmail.com
To "Judson Meshack" <JUmeshack@dart.org>,
<Don_Meyers@URSCorp.com>, <Megan_Limnan@URSCorp.com>
cc
bcc
Subject Fwd: Cotton Belt

>>> Pam Worthen <pamworthen@sbcglobal.net> 7/30/2010 9:41 AM >>>
Mr. Hoppie,

I am a homeowner in the Highlands of McKamy. I am writing with my concerns regarding the proposed Cotton Belt Line that will run along the southern end of my subdivision. These are the main points of my concern:

- Meandering Way is the only street serving as an entrance/exit for our neighborhood.

- Meandering Way is used by many other individuals as an alternative route when Coit or Hillcrest are congested.

- Meandering Way is an alternative emergency route for police, fire, and rescue operations.

- The proposed route is in the "backyard" of residents on Rocky Top, and, God forbid, is far too close should a derailment occur.

Mr. Natinsky has suggest that the lines are either elevated or put sub grade to help avoid the traffic issues - especially for anyone wanting to go south out of our neighborhood.

I would appreciate your consideration in this matter.

Sincerely,
Dear Mr. Hoppie:

We live in Chalfont off of Preston Road and adjacent to the Cotton Belt railroad. Since our back yard looks over the railroad we are very concerned about a commuter transformation.

I am very much in favor of mass transit but only when it does not negatively impact the neighborhoods through which it travels. The Natinski Plan seems to assure us that mass transit will enhance rather than detract from our neighborhood. One of the most important elements of this plan is below grade construction. I do not wish to see a highway of trains speeding back and forth when looking out the back of our property. Also our master bedroom is at the rear of the house and we obviously do not want to be disturbed or awakened by late night or early morning trains.

Thank you for your consideration.

John Carroll
16128 Chalfont Circle
Dallas, TX 75248
972-386-8168
Chris Montzuranis <ChrisMontzuranis@aermfg.com> 8/4/2010 2:11 PM >>>
John — I was born and grew up in Dallas working at the Arcadia Theatre on lower Greenville Avenue near my father’s and uncle’s grocery store and restaurant, and I love the city. I have watched it grow and grow over the years. My wife, Genny, and I live near Campbell and Hillcrest Roads in a wonderful home where we raised our children. We support the Cotton Belt Line as a means of improving transportation for residents of Dallas, but request very strongly that the Natinsky Plan be followed for the financing and implementation of the Cotton Belt Line. It is truly a way to maintain the value of homes and the quality of life that befits a great city like Dallas.

Thank you for your time and please provide for the Natinsky Plan with the Cotton Belt Line. Regards,
Chris

Chris D. Montzuranis
Executive Vice President & CFO
AER Manufacturing
1605 Surveyor Blvd.
P.O. Box 979
Carrollton, Tx 75011-0979
ChrisMontzuranis@aermfg.com
972-417-3103
972-417-3126 (fax)
I am in favor of the Natinsky Plan. Very exciting to see the potential for light rail usage in my neighborhood area.

MARK E. ROGERS
Mr. Hoppie:

I am writing to urge you to include and follow the Natinsky Plan with regard to the Dart Cotton Belt plans. There was a lot of hard work and negotiation in finalizing the plan submitted and approved. The neighborhood would be greatly and adversely affected if that plan were not undertaken. I live about 500 feet from the line as it crosses Hillcrest and do not want any unneeded noise or other types of pollution. I appreciate the opportunity to voice my opinion in this important matter. Thanks for your consideration.

Respectfully,

Craig Prengler

7002 McKamy

Dallas, TX 75248

Email: preng@texoma.net

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Dear John:

Please incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt rail line as described in the attached item.

Thank you,

David

This written correspondence is not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer.

David M. Kurtz, CPA
Kurtz & Company, P.C.
12801 N. Central Expressway, Ste. 1150
Dallas, Texas 75243
Direct: (972) 383-7305
Main: (972) 383-7300
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www.kurtzcpa.com

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>>> "Mira Clary" <miracleary@sbcglobal.net> 8/3/2010 10:06 PM >>>
We are residents of Highlands of McKamy and strongly support the Natinsky plan for development of the Cotton Belt line.

Robert and Mira Clary
7010 McKamy Blvd.
Dallas, TX 75248

214-929-6432
Dear John,

You requested input from the very people who will be affected by the railway proposal.

I urge you to incorporate all the elements of the Natinsky plan into both the financing and the implementation of the Cotton Belt line.

Sincerely,

Barbara Stokol
We are homeowners directly behind the railroad tracks and feel that an above ground Dart system will be a safety issue in our neighborhood as well as inhibit the quality of the neighborhood. It’s a quiet community that enjoys the nature surroundings. Putting a dart rail in the middle of our neighborhood will change the dynamics of this area. We have some good schools right in the surrounding areas and this will also create a disruption with the children getting across to school.

Thanks for encouraging our input for the scope.

Betty & Fred Kenner
To: "Judson Meshack" <JMESHACK@dart.org>,
    <Dan_Meyers@URSCorp.com>, <Megan_Linman@URSCorp.com>
cc:
bcc:
Subject: Fwd: Cotton Belt Comments

>>> Gloria Gilpin <gloriagilpin@mac.com> 7/30/2010 10:17 PM >>>

Regarding DART Rail @ Meandering Way and McCallum:

The DART Rail in this area needs to be below grade level to keep traffic flowing:

- The rail borders the Highlands of McKamy IV & V neighborhood of 247 homes and literally
  backs up to many houses.
- Keep Meandering Way open.
- Meandering Way is the only entrance and exit for our neighborhood.
- Meandering Way is a major ER route for emergency vehicles.
- Meandering Way serves as an alternative route when there are tie-ups or construction on
  Colt or Hillcrest.
- Stopping flow on Meandering Way would also tie up traffic at the Meandering
  Way/McCallum stop sign.
- Traffic backup would prevent residents from exiting their alley and street onto Meandering
  Way.

Access to roads from the North Central Police Station would be inhibited.

Because of heavy traffic in the North Dallas Corridor, it is important to keep north/south
roadways moving.
Both parallel streets Colt and Hillcrest have timed lights, necessary to keep traffic flowing.

Additionally, extensive landscaping is requested to block noise and view, and so that the DART
rail will be a welcomed addition.

Thank you.
Gloria Gilpin
"ARY ANN FOX" <maryannfox@ebby.com> 8/4/2010 4:57 PM >>>

John Hopple

PLEASE PLEASE incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

We live in Highland of McKamy subdivision on Wester Way and are very very concerned of what this Cotton Belt line implementation would do to our home and our peace of mind. Our home means everything and this is a big issue for my husband and myself.

The "Natinsky Plan" must be followed.

A very concerned homeowner

Mary Ann Fox
7205 Wester Way
Dallas, Tx 7524
Hi John,

Thanks in advance for allowing the residents of North Dallas to voice their opinion to you regarding the Cotton Belt light rail line. I will only take a couple minutes of your time to explain why I support the Natinsky Plan, and ask that you do, too.

My family and I live on Graystone Drive, just a few blocks south of the existing rail line that crosses Meandering Way and Hilcrest, just south of McCallum. We are part of a younger demographic in this community - we are both right at 40 with two small children. We purchased two years ago because we are in the heart of the best schools (Brentfield, Parkhill, Pearce) in one of the best districts (Richardson) in Dallas. We’d love to see more of this ‘turnover’ in the neighborhood - younger families moving in to take advantage of its central location, schools, and quality of homes. We have just started this adventure, with our daughter starting first grade, and our son going into Kindergarten in just a couple of weeks.

I grew up just 3 miles south of our home, and am a proud 1990 grad of Pearce. I had the amazing, and fortunate, experience of living in the same house for 15 years and going to school with many of the same kids for all 13 years (K-12). Not many people can say that, but I know several Pearce grads who have done what I have - moved back to the Far North Dallas area to have their kids experience what we did.

My husband and I purchased this house with that very intent - to give our kids incredible stability, surround them with caring neighbors, and allow them to build lifelong friendships from Kindergarten on. We did not know, upon purchasing in this neighborhood, that a commuter rail line was planned just a few blocks north of us.

My husband and I both work very hard to provide this home and environment for our children. We fear that any efforts to build out that rail line that DO NOT follow the Natinsky Plan, will jeopardize our property value, our air quality and noise levels, and impact the overall quality of life in the neighborhood in a negative way. We feel that the Natinsky Plan is the best proposal so far for protecting our neighborhood trail, our property, our neighbors, our property value, and our overall lifestyle.

Thank you for your time.

Meg Rockman
17211 Graystone Dr
214 458 1846
Dear Mr. Hoppie,

As a long time resident of Highlands of McKamy, the proposed Cotton Belt rail line goes directly through my neighborhood. I strongly advocate that DART follow the safeguards incorporated into the "Natinsky Plan" so the Cotton Belt line be developed in such a way that it safeguards the quality of life in our neighborhood. Some key points of this plan include the use of light rail technology, a below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road, the elimination of freight trains, and enhanced landscaping and sound attenuation.

Thank you for your consideration of the needs of the residents who will be directly impacted by the Cotton Belt line.

Sincerely,

Judy Foxman
6901 McKamy Blvd.
Dallas, TX 75248
>>> "Karen Wyll" <skwyll@swebell.net> 8/5/2010 9:24 PM >>>
Please incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. Our neighborhood is a wonderful place to live but with Dart in our backyard and crossing the neighboring streets frequently, our tranquil setting will be disturbed.

Thank you-

Karen Wyll
6923 Spanky Branch Court
Dallas, TX
"John Hoppie" <jhoppie@dart.org>
08/05/2010 11:48 AM

To: "Judson Mezak" <JMEZACK@dart.org>,
<Dan_Meyers@URSCorp.com>, <Megan_Irman@URSCorp.com>
cc

Subject: Fwd: Natinsky plan

>>> "Paula Z" <PaulaZ1@tx.rr.com> 8/5/2010 11:40 AM >>>
I am a resident of Highland of McKamy and strongly urge you to adopt the Natinsky plan in its entirety for the light rail line proposed for our area. Any other plan would be unacceptable.
Paula Zeitman
7211 Wester Way
Dallas, TX 75248

__________ Information from ESET NOD32 Antivirus, version of virus signature database 5335 (20100802) __________
The message was checked by ESET NOD32 Antivirus.

http://www.eset.com
As a homeowner in the Chalfont neighborhood, I totally support the Natinsky Plan and urge Dart to incorporate all aspects of the plan. I know financial decisions enter into any plan but this is a long term asset for our city and it should be done right or not at all.

Thank you.

Julie Storm
16024 Chalfont Place
Dallas, TX 75248
972.201.0108
"Julian Rachman" <JRachman@dfwcgi.com> 8/6/2010 8:20 AM >>>

Mr. Hoppie:
As a resident and concerned citizen of Far North Dallas, I strongly encourage the DART organization to follow the well thought out Natinsky Plan. It was ratified by the Dallas City Council in 2006. We are excited about this new rail line, however, we want our city and neighborhoods to be neat, quiet, and environmentally pleasing. It is prudent that we don’t downgrade from the Natinsky Plan and end up with our city decaying into substandard neighborhoods similar to those as found in New York or Chicago due to the overhead and surface rail systems.

I thank you for your consideration and concerns.

Sincerely,

Julian Rachman, PE, LEED AP
President
DFW Consulting Group, Inc.
Mechanical - Electrical - Plumbing Consulting Engineers
8410 Sterling | Irving, TX 75063

T 972.929.1198 x005
F 972.929.4911
www.dfwcci.com
We are residents of Highlands of McKamy in North Dallas. We feel very strongly that, if DART plans rail for the Cottonbelt Rail Line, that the Natinsky Plan (and nothing beyond that) should be considered in order to preserve the ambience of our community.

Thank you very much.

Elaine & Michael Lowen kron
"Sue Stark" <suestark@tx.rr.com> 8/6/2010 1:42 PM

Hello Mr. Hoppie

I am a Chalfont Homeowner and my house is on the north side of the development which looks directly at the Railroad. To protect all of our home values it is Vital the Natinsky plan be implemented in its entirety and which was approved by the Dallas City Council.

Sincerely,

Sue

Sue Stark
O: 972-503-2507
C: 214-208-8875
suestark@tx.rr.com
>>>

<Edmunnc@oal.com> 8/17/2010 3:17 PM >>>

Dear Sir,
After all the time and effort it took to come up with a workable plan for the Cotton Belt Line, it would be egregious to change the provisions of the Natinsky Plan at this late date. Please follow the Natinsky Plan as it is now.

Ed and Sue Munno
"John Heppie" <jhoppie@dart.org>
08/19/2010 08:06 AM

To: "Judson Meacham" <JMESHACK@dart.org>,
      <Dan_Meyers@URSCorp.com>, <Megan_Lennon@URSCorp.com>
cc: 

Subject: Fw: Cotton Belt Line

>>> "Mel Greenberg" <melav@tx.rr.com> 8/18/2010 10:39 AM >>>
This message is to urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.
Melvyn Greenberg
6519 Barkwood Lane
Dallas TX 75248
It is of critical importance that EVERY RECOMMENDATION on the Natinsky plan be followed regarding the Cotton Belt Line.

It would be unfair to each homeowner affected to do otherwise. I know the "horse has already left the barn" but as a homeowner on Spanky Branch Court for 31 years, it is disconcerting how this all came about. Dart purchased the Cotton Belt Line without any notification to area homeowners. You probably have not been with Dart that long, but we have been here for a very long time.

Since it is going through, the greatest care to protect the health and property values of these homes must be taken. Noise and air quality and the environment are serious concerns.

I urge Dart to implement each point on the Natinsky Plan.

Susan Horinek
6931 Spanky Branch Court
As a resident of Prestonwood Creek, I would urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

I appreciate your consideration.

Scott Meyer

Sent from my Verizon Wireless BlackBerry
To: "Judson Meshack" <JMESHACK@dart.org>,<br> <Dan_Meyers@URSCorp.com>, <Megan_Linnan@URSCorp.com>


Subject: Fwd: Cotton Belt rail line

>>> Richard Elliott <rmelliott@yahoo.com> 8/12/2010 11:59 PM >>>

Sir, In developing the Cotton Belt Line, please encourage your people to follow the Natinsky Plan as incorporated into a Dallas City Council Resolution passed in June 2006. We fought hard to get that passed and it is a very reasonable and good plan.

Thank you, Richard and Mary Elliott
16331 Red Cedar Trail

Dallas, Tx. 75248
John,

The Cotton Belts goes very close to my house and it is important to me to preserve my children's safety and a peaceful neighborhood. Please follow the Dallas City Council Resolution passed in 2006.

These are all keys points to making this work for families versus the fastest and cheapest way to lay track thru Dallas.

NATINSKY PLAN
- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike system.

Thank you,
John C. Smith

6101 Misty Trl
Dallas TX
"Lindley Herring" <Lindley.Herring@staffcare.com> 8/13/2010 7:03 AM

Lindley Herring
Regional Director of Sales
Staff Care
an AMN Healthcare company

Direct Phone: (469) 524-1522
Direct Fax: (972) 983-0256
5001 Statesman Drive, Irving, TX 75063
lindley.herring@staffcare.com
www.staffcare.com

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an AMN Healthcare company
Mr. Happie,

Please incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. This is important to the residents in the affected communities including my family.

Sheri Wolkenstein
DART needs to incorporate **ALL** elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. If you cut out any elements of the plan, you diminish the value to the overall plan goals and objectives. **Do not** implement just certain portions of the plan.

Thanks,

Tim Feemster
tim@feemsters.com
Hello Mr. Hoppie,

Please incorporate all the elements of the Natinsky Plan into the Cotton Belt rail line.

Elimination of freight elements and focus on light rail technology will enable our neighborhood to maintain the pleasant and quiet atmosphere that brought us here in the first place. The below grade trench from Meandering Way and Preston Road will give us one more safeguard for preventing children from playing on the tracks and keeping the noise level to a minimum.

My husband bikes to work at least twice a week (weather permitting and sometimes weather not permitting) and spends quite a lot of time on his bike on the weekends. Integrating the hiking and biking system with the Cotton Belt Line will give him more mileage options and enable my children to follow his healthy lead.

I encourage all mass transit initiatives in the Dallas area. Air quality and standard of living is greatly enhanced when there is an opportunity to use mass transit.

Sincerely,

Kirsten Ward
16314 Red Cedar Trail
Dallas, TX 75248
I am a Prestonwood resident and I agree that the incorporation of the Natinsky Plan for the financing and implementation is the way to go with DART. I hope the well thought out plan will be given the special consideration it deserves. Carolyn Stehr
As residents of Prestonwood Creek were are urging that the Natinsky Plan for the Cotton Belt Rail line be implemented.

Thank you for attention to this matter.

Marc and Anna Marie Austin
>>> John Burhoe <johnburhoe@sbcglobal.net> 8/13/2010 8:20 AM >>>
Mr. Hoppie:

We live at 6309 Brook Lake Drive in Prestonwood and strongly urge the the Natinsky Plan continue to be incorporated in the Cotton Belt Line. If we’re going to do this, let’s do it **RIGHT** not on the cheap.

John Burhoe
Hello John,

I'm a homeowner in North Dallas and my neighborhood is in an area that would be impacted by the Cotton Belt rail line. I'm in full support of the Natinsky Plan and would ask your cooperation in ensuring the elements of the plan are fully implemented.

Best regards,

Sandra Deiters
6323 Brook Lake Drive
Dallas TX 75248
972-239-1228
We are members of the Prestonwood community for many many years. We urge you to follow the Natinsky plan when determining your plans for the Cottonbelt route. This is a vital importance to the neighborhoods it effects.

Sincerely,
Kari Bernstein

Kari Bernstein
Lantower Properties, Inc.
Phone 214-528-1120
Fax 214-722-2061
kari.bernstein@sbcglobal.net
www.lantowerproperties.com
Prices and Availability are Subject to Change.
Equal Housing Opportunity.
As a resident of the Prestonwood neighborhood in far north Dallas, I urge DART to implement the elements of the Natinsky Plan into the Cotton Belt Corridor. In and near our neighborhood, the rail line crosses the following streets at grade (from east to west): Coit, Meandering Way, McCallum, Hillcrest, Davenport, Campbell, Davenport (again) and Preston.

The segment 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 14% of the total length of the DFW to Red Line segment and contains 50% of the Park and Recreational Linear Foot Adjacencies and 46% of Residential Linear Foot Adjacencies. Councilmember 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 at the 5 local streets crossing the line. Without the protections 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 provision for all elements of the Natinsky Plan. Each is vital to the success of the line.

The Cotton Belt can 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/private commuter rail projects can become a part of our city. However, if the stated criteria of 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 28, 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 2030 Transit Plan regarding the Cotton Belt, “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 measures. Community representatives will be an integral part of this process.” 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.

Sally Wolfish
John,

I understand the timetable for Dart’s use of the Cotton Belt rail line has been moved up. As a homeowner and 15 year resident of the Prestonwood neighborhood near Preston and Davenport I strongly urge you to incorporate all elements of the Natinsky Plan. None of us are excited about the increased usage of the line. That said, we are willing to support it but only under the hard-fought conditions detailed in the Natinsky Plan. I hope you will honor the agreement that was reached under the plan and implement all elements of it.

Sincerely,

John Mearns

John Mearns
TriGate Capital, LLC
1601 Elm Street
Suite 350
Dallas, TX 75201

O: 214.615.3319
M: 214.632.3500
F: 214.220.2478
>>> Janya Kleffer <janyakleffer@yahoo.com> 8/13/2010 8:42 AM >>>
I urge you to follow the Natinsky Plan when designing and building the Cotton Belt rail line. I agree with this plan and want it incorporated.

Best Regards,
Janya Kleffer
16126 Shadybank Dr
Dallas, TX 75248
We are Prestonwood residents and support the Natinsky plan and ask that you include funding as detailed below.

Bob & Barbara Whitehead

-----Original Message-----
From: PHA WebMaster [mailto:phawebmaster@gmail.com]
Sent: Thursday, August 12, 2010 11:24 PM
To: Undisclosed-Recipient;
Subject: Cotton Belt line: update and request for action

This is an update and request for action on the Cotton Belt rail line.

Please see the attached PDF document.

If you have any difficulty reading the attachment, you will find the text of the attached file below.

PHA Board

-- BEGIN TEXT OF ATTACHED PDF FILE --
It is critical that each of you email John Hoppie at jhoppie@dart.org and urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. On Thursday, July 29, DART unveiled a possible new timetable for the project. They requested input from the public, and that is you. The public comment period ends August 30, 2010. This is the last time public comments will be taken during what is known as the "scoping period." Many residents worked for years to design safeguards to help protect the neighborhood. Those safeguards were incorporated into the "Natinsky Plan." Email DART today and let them know the Natinsky Plan must be followed. As DART's website on the Cotton Belt (www.dart.org/cottonbelt) provides: "Your input, whether oral or written, will help shape your community’s quality of life."

Those of you who have lived in the neighborhood prior to 2006 know the efforts it took to reach a compromise on the implementation of the Cotton Belt rail line. For those of you newer to the neighborhood, or for an update on the issue, please see below.

The "Cotton Belt Corridor" is a 26-mile rail line right of way owned by DART which extends from the DFW Airport to Central Expressway. Rail service along the line is proposed for the system’s 2030 transit plan. However, DART is exploring new funding that could make implementation of the line possible in the next several years. In and near our neighborhood, the rail line crosses the following streets (from east to west): Coit, Meandering Way, McCallum, Hillcrest, Davenport, Campbell, Davenport (again) and Preston. Trains would run every 20 minutes during peak hours, and every hour during non-peak hours.

Prior to 2006, DART’s plan was to put heavy commuter diesel trains on the line which would have co-existed with the freight train. The noise, vibration and pollution from such trains were totally unacceptable to the neighborhoods along the Cotton Belt. In 2006, Councilmember Natinsky proposed a plan (now known as the "Natinsky Plan") for responsible development.

**NATINSKY PLAN**
- Light rail technology
- A below grade trench from at least 1,500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike systm.

The Natinsky Plan was incorporated into a Dallas City Council Resolution passed in June 2006.
Several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt - this is a milestone. Second, new technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

For more specific information on the process of implementing rail along the Cotton Belt, you may go to DART’s website: www.dart.org/cottonbelt. Please support the Natinsky Plan while you’re there.
As a resident of the Prestonwood neighborhood I urge you to please incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Thank You,

Robert Thompson
6602 Brentfield Dr.
Dallas, TX 75248
Robert.Thompson@crumpins.com
I urge Dart to incorporate the elements of the Natinsky Plan into the Cotton Belt.

Marcy Lefko
Economically, aesthetically, socially, culturally & environmentally & as respects road/rail interaction & safety it is the only plan that makes sense.

Sincerely,

Simon Bancroft
6526 Embers Road,
Dallas TX 75248

Simon Bancroft
Senior Vice President
Southwest Risk, LP
A Member Company of Southwest Insurance Partners, Inc.
8144 Walnut Hill Lane, Ste 1010
Dallas, TX 75231
469-385-1090 direct
972-567-1008 cell
214-206-4900 x2233
214-206-4901 fax
sbancroft@swrisk.com
www.swrisk.com
DART should incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt Line.

Martha Curry
August 13, 2010

Mr. Hoppie,

PLEASE let this note serve as my support and urging for DART to adopt the Natinsky Plan as it will apply to the proposed Cotton Belt Rail Line. I, my family and my neighbors are supportive of the line, BUT IF AND ONLY IF it is build and operated in a way that is the best interests of the residents of the Dallas community who may be affected. We believe that it is IMPERATIVE that the Natinsky plan be implemented.

Thank you,

Larry Kohn

15804 Bluefire Ct

Dallas, Texas 75248
Dear Sir,

Please follow the guidelines developed in the Natinsky Plan in your Cotton Belt considerations.

Thank You,

Carl Wagner
To: Don_Meyers@URSCorp.com, "Judson Meshack" <MESHACK@dart.org>, Megan_Linman@URSCorp.com
cc: 

Subject: Fw: Notinsky Plan

>>> "Sharon Kaiser" <sharonkaiser@sbcglobal.net> 8/13/2010 9:14 AM >>>

Please incorporate the elements in this plan

Sharon Quirl Kaiser
Prestonwood Neighborhood Association
>>> "Eric Spett" <Eric.Spett@ahms13.com> 8/13/2010 9:30 AM >>>
Mr. Hoppe:

I live in the Prestonwood subdivision in Far North Dallas. I have lived there since my family and I purchased our home there in 2003. I am aware of the City’s plan to start construction of a rail system that will run through my neighborhood. I strongly request that DART incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Thanks very much for your consideration.

Eric J. Spett
Senior Vice President &
Associate General Counsel
American Home Mortgage Servicing, Inc.
1525 S. Beltline Road | Coppell, Texas 75019
office: 469.645.3030
fax: 866.820.3018
eric.spett@ahms13.com

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I strongly support the Natinsky plan. I live in a quiet neighborhood with large trees of 1000 homes with 350K valuation that is adjacent to the cottonwood line. It is very important that the neighborhood is not disturbed by the cottonwood line. Therefore, I strongly support the Natinsky plan with the tracks being below grade level and sound keep to a minimum.

Sincerely,

Richard Haberman
6009 Calm Meadow Rd
With respect to the Cotton Belt line, please be advised that my husband and myself support the Natinsky Plan.

We urge DART to stay with the plan.

Thank you.

Mary and Mike Kiefer

Mary E. Kiefer
16215 Red Cedar Trail
Dallas, Texas 75248
972-387-2020
972-387-8282 (Fax)
mary@sunshinesuites.com
>>> "Kyle Taylor" <kyle_taylor2009@hotmail.com> 8/13/2010 9:54 AM >>>
Mr. Hoppie,

Please incorporate all the elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. The Natinsky Plan is essential to protect the value and safety of the resident's homes living on or near the proposed line. My wife and I just had our first child and are terrified about what could be made of our property. Please put yourself in our place. Imagine you've owned a home on or near the proposed line. Please think about the implications of the decisions being made about the Cotton Belt plan. This plan dramatically affects the lives of many fellow Texans. Please incorporate the Natinsky Plan into the financing and implementation of the Cotton Belt line. Thank you for your time and consideration.

Kyle and Erin Taylor
16839 Davenport Ct.
Dallas, TX 75248

469-939-5074
Roger Lachele <rogersgto@sbcglobal.net> 8/13/2010 9:57 AM >>>
I just reviewed the very good slide show from the July meeting. Living in Prestonwood in North Dallas, my comments about the Cotton Belt considerations are as follows:

1) We DO want to see grade separations between rail and automobile routes. This is a residential area needing access to schools, fire stations, police, without repeated interruptions to traffic. It really is not an option to those of us in the area.

2) It seems that you are thinking about the parking/traffic that this route will draw. Stick to the major streets/大道 for station and parking locations.

3) Tie in to Red Line and others to make transfers easy. I presume the Red Line will eventually be extended further north toward McKinney.

4) Since this may tie into the airport, consider handling for luggage in the design of the equipment and stations, particularly how much lifting up and down steps will be involved as well as space on the cars themselves. A limited-stop "airport express" train might be an option to consider if there is enough room to pass other local-stop trains and the timing can be worked out.

Roger Lachele
16211 Red Cedar Trl
Dallas, TX 75248
Mr John Hopie:

We are in favor of complete 100% adoption of the Nalinsky Plan for the proposed Cotton Belt Corridor. Adoption of only parts of the plan is not acceptable.

Fred and Carole Vinson
Homeowners of 29 years @
16105 Chalfont Cr
Dallas
As residents of 6434 La Manga Drive, Dallas 75248, my wife, family and I urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Thanks for your support!

Regards,

Brian C. Evans
214-233-5210

---- Forwarded Message ----
From: PHA WebMaster <phawebmaster@gmail.com>
To: Undisclosed-Recipient@yahoo.com
Sent: Thu, August 12, 2010 11:23:50 PM
Subject: Cotton Belt line: update and request for action

This is an update and request for action on the Cotton Belt rail line.

Please see the attached PDF document.

If you have any difficulty reading the attachment, you will find the text of the attached file below.

PHA Board

=================================================================================================
-- BEGIN TEXT OF ATTACHED PDF FILE --
=================================================================================================

YOUR IMMEDIATE ACTION IS NEEDED!!!

Email: jhoppie@dart.org
Urga DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.
Deadline for public input is August 30, 2010

It is critical that each of you email John Hoppie at jhoppie@dart.org
and urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. On Thursday, July 29 DART unveiled a possible new timetable for the project. They requested input from the public, and that is you. The public comment period ends August 30, 2010. This is the last time public comments will be taken during what is known as the "scoping period." Many residents worked for years to design safeguards to help protect the neighborhood. Those safeguards were incorporated into the "Natinsky Plan*. Email DART today and let them know the Natinsky Plan must be followed. As DART's website on the Cotton Belt (www.dart.org/cottonbelt) provides: "Your input, whether oral or written, will help shape your community's quality of life."

Those of you who have lived in the neighborhood prior to 2006 know the efforts it took to reach a compromise on the implementation of the Cotton Belt rail line. For those of you newer to the neighborhood, or for an update on the issue, please see below.

The "Cotton Belt Corridor" is a 26-mile rail line right of way owned by DART which extends from the DFW Airport to Central Expressway. Rail service along the line is proposed for the system's 2030 transit plan. However, DART is exploring new funding that could make implementation of the line possible in the next several years. In and near our neighborhood, the rail line crosses the following streets (from east to west): Colt, Meandering Way, McCallum, Hillcrest, Davenport, Campbell, Davenport (again) and Preston. Trains would run every 20 minutes during peak hours, and every hour during non-peak hours.

Prior to 2006, DART's plan was to put heavy commuter diesel trains on the line which would have co-existed with the freight train. The noise, vibration and pollution from such trains were totally unacceptable to the neighborhoods along the Cotton Belt. In 2006, Councilmember Natinsky proposed a plan (now known as the "Natinsky Plan") for responsible development.

**NATINSKY PLAN**
- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike systm.

The Natinsky Plan was incorporated into a Dallas City Council Resolution passed in June 2006. Several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt - this is a milestone. Second, new technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

For more specific information on the process of implementing rail along the Cotton Belt, you may go to DART's
Mr. Hoppie,

PLEASE let this note serve as my support and urging for DART to adopt the Natinsky Plan as it will apply to the proposed Cotton Belt Rail Line. I, my family and my neighbors are supportive of the line, BUT IF AND ONLY IF it is built and operated in a way that is the best interests of the residents of the Dallas community who may be affected. We believe that it is IMPERATIVE that the Natinsky plan be implemented.

Thank you,

Martin W. Cohen

6004 Cairn Meadow Rd.

Dallas, Tx, 75248
Dear Mr. Hoppie,

We urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

We have lived in the Prestonwood area since 1980 and favor the Natinsky Plan to mitigate pollution, noise and for the trench plan to hide the rail line.

Thank you.

Michael and Nicole Roy
6322 Warm Mist Lane
Dallas Texas 75248
>>> "Eve France" <eve.france@tx.rr.com> 8/13/2010 10:45 AM >>>
Please incorporate all elements of the Natisky Plan into the financing and the implementation of the Cotton Belt line. Thank you.

Newell and Eve France
6609 Coolglen Dr.
Dallas, TX 75248
972-392-2413
The Natzisky Plan must be followed.

--

Jacobo Kupersztoch
Mr. Hoppie,

It's critical that you and the DART board incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Many residents of our Prestonwood HOA have worked for years to design safeguards to help protect the neighborhood. Those safeguards are incorporated into the "Natinsky Plan" and have been incorporated into a Dallas City Council Resolution passed in June 2006.

I support and urge you to support all key requirements of the Natinsky Plan which includes:

- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation and

  Integration with the hike and bike system.

Several elements of the Natinsky Plan have already been achieved:

  □ The freight is off the tracks in the residential corridor of the Cotton Belt — this is a milestone.

  □ Second, new technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

The key to DART's continued success is directly tied to your acceptance and support of
host community planning requirements such as the Natinsky Plan.

Regards,

Stan Keith
Dear Mr. Hoppie,

We urge DART to incorporate all the elements of the Natinski Plan into the financing and implementation of the Cotton Belt Line. Thank you for your consideration.

Sincerely,
Joan and Burton French
6504 Barkwood Ln.
Dallas, TX 75248
972-980-2778
french.b@sbcglobal.net
Mr. Hoppie,

I am writing to express my support of the Natinsky plan for the Cottonbelt rail line. As a resident of the Prestonwood area, this plan must be followed for commuter rail to work on this line.

NATINSKY PLAN
- Light rail technology
  - A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
  - Elimination of freight trains
  - Specified neighborhood stations
  - Enhanced landscaping and sound attenuation
  - Integration with the hike and bike systm.

The Natinsky Plan was incorporated into a Dallas City Council Resolution passed in June 2006.

Several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt - this is a milestone. Second, new technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

Jayson Minsky
6011 Warm Mist Ln
Dallas TX 75248
Dear Mr. Hopple:

We live at 6423 Riverview Lane, 75248. I have lived there for 29 years and have seen our neighborhood change over the years. I feel that the only viable plan for light rail for our neighborhood is The Natinsky Plan. It provides a win win situation for DART and the home owners.

Sincerely,

Carolyn Ashworth-Auton and Barney Auton
I urge DART to incorporate all elements of the Nalinsky Plan into the financing and implementation of the Cotton Belt line.
“James K Manley” <jameskmanley@sbcglobal.net> 8/13/2010 1:36 PM >>>

we fully support this plan. we have lived in this area for over 30 years

jim and audrey manley

6519 wickerwood
"John Hoppie" <Jhoppie@dort.org>
08/16/2010 08:31 AM

To "Judson Meshack" <JMESHACK@dort.org>, <Don_Meyers@URSCorp.com>, <Megan_Jimenez@URSCorp.com>

Subject Fwd: Request for Natinsky Plan on Cotton Belt line

>>> "Katie C." <katiecubeta@yahoo.com> 8/13/2010 2:27 PM >>>
Please urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Thank you for your help with this.-

Katie Cubeta
6409 Wickerwood Drive
Dallas, TX 75248
As a long-time homeowner in Highlands of McKamy, I strongly urge DART to incorporate all elements of the Natinsky plan into financing and implementation of the Cotton Belt Line.

Thank you.

Jeffrey Borovay
6905 Spanky Branch Drive
Dallas, TX 75248
Telephones: 972-931-5672 & 972-931-0893
Cell: 972-948-3717
E-mail: jborovay@sbcglobal.net
I am urging you to approve the Natinsky Plan in its entirety. I have lived and owned a home in this area for more than 30 years and an above ground rail plan will ruin our peace and tranquility. Please do approve the Natinsky plan as it is written. Thank you.

Cheryl Spires
16121 Shadybank Dr.
Dallas, TX 75248
spirescher@aol.com
972-733-3788
Dear Mr. Hoppie:

As a 26 year homeowner and resident of Prestonwood and PHA, I urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. Mr. Natinsky, council member, spent a great deal of time with us to craft a comprehensive plan and each of its elements is critical to our neighborhood. Having worked on this subject for the past three decades, this plan was extensively vetted with the public and passed muster with the Dallas City Council in June, 2006.

It is commendable that several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt. New technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

NATINSKY PLAN

- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike system.

I look forward to seeing the Cotton Belt Line in the Prestonwood neighborhood implemented as per the Natinsky Plan. It will be a good thing for Dallas, Prestonwood and our environment.

Thank you.

Mrs. Sydney McQuoid
6523 La Manga Dr.
Dallas, TX 75248
I want Dart to incorporate all of the elements of the "Natinsky Plan" into the Cotton Belt rail line financing and implementation plan.

Ben Ingram
Dear Mr. Hoppie,

I live in the Prestonwood area just north of Arapaho Rd. at Golden Creek. I am writing to urge you and Dart to adopt the Natinsky Plan and include all elements of the plan into the financing and implementation of the proposed Cotton Belt Line. Mr. Natinsky has worked long and hard with the homeowners in my area to develop a plan that will protect our area and its values, and also meet the needs of the rail line. We all agree that progress is important, but it should NOT come at the cost of hurting the people who have made long term commitments to their homes and their neighborhood. The Natinsky Plan offers the best way for both sides to have their needs met, and allow each side to acknowledge and support the other. Please keep in the forefront of your consideration that we are families and this is our home, and we certainly feel that the rail line is the intruder. Let’s go with a plan that works for both.

Thank You

Marty Harari
6219 Oakleaf Rd.
Dallas, Texas 75248

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We urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Regards,

Dan and Eileen Yeager

15802 Ranchita Drive

Dallas, Texas 75248

ciao3707@sbcglobal.net
To "Judson Meshock" <JMESHACK@dart.org>,
<Don_Meyers@URSCorp.com>, <Megan_Imman@URSCorp.com>
cc
Subject Fwd: Dort

>>> <ASN4215@aol.com> 8/13/2010 4:58 PM >>>

Dear Mr. Hoppie,

I am emailing you regarding the Dalt Cotton Belt Line Rail Line. As a homeowner and Realtor in the area, I feel the rail line as proposed would greatly reduce the sales prices of home in the Prestonwood Area. We have already seen a reduction due the economy, this would only further increase our loses. I urge you to consider the Natsinsky Plan, which is a comprise that I feel would be acceptable.

Thank you for you time your consideration.

Ann Nicholson
5822 Warm Mist Lane
Dallas, Texas 75248
214-806-4215
In regard to the Cotton Belt Rail Line in protecting my community, I definitely request and support the Natinsky plan and oppose any variation from it. It is vital to our community and neighborhood that his plan be followed.

Thanking you,

Lana and Michael Burnett
As a resident of North Dallas, I urge you to implement all Noshinsky Plan elements in the development of the Cotton Belt line. It is the only comprehensive plan that can ensure the success of the rail line along with the success of the surrounding community. In addition, please ensure that the densely packed neighborhoods in the vicinity of the rail line will not be impacted by additional noise from the new utilization of the line.

If DART and the north Dallas community can successfully coexist, both will succeed. Otherwise, both will fail to flourish and achieve their maximum potential.

Sincerely,

Bob Robinson
Mr. Hoppie -

I would encourage DART to use the entire Natinsky plan when reviewing and making decisions around the Cotton Belt line. We need light rail, not heavy commuter and the trenches for safety and sound barrier.

I am shocked that DART would think a heavy diesel train would work in this neighborhood.

Michelle Jackson
Prestonwood
6604 Kings Hollow Ct, Dallas 75248
214-350-7645
>>> Fred White <fredewhite@gmail.com> 8/14/2010 11:27 AM >>>

Mr. Hoppie: Just a quick note to let you know that my wife and I hope DART incorporates all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt Line.

Sincerely,
Lisa & Fred White
We are sending this email to give our support to the Natinsky Plan and ask that it be implemented by DART. Our home is on Pineview Road. We have lived here twenty years. If DART is going to be on the Cottonbelt line - let it be the Natinsky Plan.

Jack & Joan Bronstad.
Dear Dart,

To help preserve our community's quality of life, I urge you to please incorporate all elements of the Natinsky Plan into the Cotton Belt rail line. Mr. Natinsky's plan is a proposal for responsible development—one that thoughtfully addresses all of the stakeholders.

In brief, please embrace and utilize all aspects of Mr. Natinsky's plan. We are senior citizens who don't want to have to move out of Dallas to maintain the quality of life we enjoy today.

Kind regards.

Joyce Gaines
6305 Oakleaf Rd.
Dallas, TX 75248
I live near the proposed Cotton Belt rail line and am familiar with the proposals by Dart. It is essential that the Natinsky Plan be followed to preserve our neighborhood in terms of safety, "livability", and value.

Please work to adopt this plan.

Sincerely,
Jeff & Joy Phillips
16016 Ranchita Drive
Mr. Hoppie,

Please incorporate all elements of the Natinsky plan into the Cotton Belt rail line. It is important for the safety of our children and the value of our homes.

Thank you,

Ann Heymann, D. V. M.
Dear Mr. Hoppie,

As a resident of Prestonwood, (northeast of the intersection of Preston & Arapaho Roads) I implore you to include all elements of Mr. Ron Natinsky’s plan for the Cotton Belt rail line.

Sincerely,

Robert A. Stone
We request the Natinsky Plan be implemented for the Cotton Belt DART rail line.

Jeff Bayer
President, Tioga Preston Green Homeowner Association
Representing over 240 families in Far-North Dallas
As a long term home homeowner, I urge you to vote in favor of incorporating all of the details of the Natinsky Dart Plan as it effects the Preston/Tiogra Green development and surrounding areas—thank you.

Josh Cohen
16805 Bradgate Ct
Dallas, TX 75248
214.707.5737
I am writing to indicate my continued support for the Natinsky Plan and asking for your leadership in ensuring the financing and implementation is secured for the Cotton Belt Line. We have spent years helping to shape the Natinsky Plan and hope our investment in this effort and the commitment we feel was made to us will not be ignored.

Stephanie and Mike Hirsh
16306 Sunset Valley
Dallas, TX 75248
>>> Etienne Coulonge <coulonge@att.net> 8/15/2010 11:31 AM >>>

Please endeavor to include all elements of the Natinsky Plan into your designs. This is crucial to the survival in the neighborhoods that have thrived in the North Dallas/Richardson intersection.

Thanks you,
Etienne Coulonge
6520 Southpoint Drive
Dallas, TX 75248
>>> Morgan Zerelle Ambrose <mzerelle@ambrose-atl.com> 8/15/2010 12:28 PM >>>

Mr. Hoppie,

It has come to my attention that this line will be impacting my neighborhood.

Please consider me as one more proponent for the incorporation of the elements of the Natinsky Plan into the Cotton Belt Rail Line.

Thank you for your time and attention.

Sincerely,

Morgan Z. Ambrose
mzerelle@ambrose-atl.com
214-683-4102
Larry Ramsey <larryrn@rocketmail.com> 8/15/2010 12:43 PM

Sir,

I have lived in the Tioga/Preston Green subdivision for over 20 years. I hold a differing view from my elected officials. I have never understood their opposition to light rail; I read with dismay their accusations of your desire to "play with trains". I guess I want to play with trains also. I have been directed to "Urge the Natinsky Plan". I demure as follows.

Item One. "Light Rail Technology" I do not understand. Does this mean to NOT have regular trains on these tracks? Only light rail? OK I like that.

Item Two. "below grade trench -------". Nope, unnecessary expense. These people I live with out here think you can hide from the world or bury it. I live on Campbell with traffic seemingly right in my bedroom window. You get used to it, I never hear it anymore. Campbell was there when I bought the house and I knew what I was buying.

Correspondingly, the rail line has been there since 1906 way before there were any houses. They knew what they were buying. The freight trains ran threw there all through the 90's and I believe even into the 2000's? They really do not have any right to gripe about noise and pollution now.

Item Three. "elimination of freight trains" This as I understand it is now a moot point.

Item Four. "specified neighborhood stations" This specificity is never enumerated. I do not know where these stations will be. I do know that parking would become a problem at any station along this short stretch unless you pave over the park and that would be totally unacceptable. Yet, I would still want a station in this neighborhood. Also there is concern about a rise in crime. "Would we be importing a criminal element?" On the surface I tend to reject this notion except that I have witnessed the growing crime rate and the crowding of the Emergency Room at Presbyterian Hospital following the arrival of light rail there. Over the years, this neighborhood and business has suffered because of the light rail. Do you have any stats on this problem/subject?

Item Five. "enhanced landscaping" blah blah trying to hide the rail again. There is massive natural landscaping already along that line and it is xeroscape also — no maintenance.
Item Six. "Integration of the Hike and Bike System" Although this will play havoc with the natural landscaping and raise expense, I am wholeheartedly in favor of it. I urge your support of this item in every positive way.

Sincerely,
Larry N. Ramsey
16801 Brushfield Dr.

Today, yes today, what guarantee is there of tomorrow?
As affected residents and voters in Dallas and Dallas County, we wish to confirm our understanding of the "Natinsky Plan" for the DART expansion in North Dallas.

We understand the issues and urge DART to incorporate all elements of the "Natinsky Plan" into the financing and implementation of the Cotton Belt line.

We understand from the neighborhood meetings of July 29th that your board is soliciting comments from affected residents. We were told that comments will be taken during what is known as the "scoping period." We ask the decision makers to listen to the actions we see as needed to design safeguards to help protect the neighborhood. Specifically:

1. Light rail technology
2. A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
3. Elimination of freight trains (We understand as done.)
4. Specified neighborhood stations
5. Enhanced landscaping and sound attenuation
6. Integration with the hike and bike system.

Thank you,
Joe and Elizabeth Ann Auseré
6719 Caulfield Drive
Dallas, TX 75248-1418
972-931-7771
I wish for the City of Dallas to completely implement the Natinsky Plan in regards to the Cottonwood Belt light rail system. Any improvements in public transportation (which Dallas sorely needs) should not come at the expense of neighborhoods.

Thank you.

Marian Waterkotte
>>>
Karen Wolfe <kmw16810@gmail.com> 8/15/2010 2:37 PM >>>

Dear Mr. Hoppie,

I urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. This is the last time public comments will be taken regarding the Cotton Belt line. Since my neighborhood backs up to a portion of the proposed route for the Cotton Belt line, many of us worked for years to design safeguards to help protect the neighborhood. I believe the Natinsky Plan does this. I hope you will continue to support the viability of the Natinsky Plan as DART continues to shape my community’s quality of life.

Thank you,
Karen Wolfe
16810 Bradgate Court
Dallas, TX 75248
Mr. Hoppie,

It is my understanding that the public comment period will end shortly regarding the Cotton Belt rail plans. As such, I would like to let you know that my family fully supports the Natinsky Plan. We live on Redpine Road just a mere block from the tracks that cross Davenport. We would hate to see this neighborhood impacted in a negative way, so I urge you to do all you can to adopt all facets of the plan Councilman Natinsky has laid forth.

Thank you for your consideration.

Best regards,
Josh Goldman

Information from ESET NOD32 Antivirus, version of virus signature database 5368 (20100815)

The message was checked by ESET NOD32 Antivirus.

http://www.eset.com
"John Hoppie" <jhoppie@dart.org>
08/16/2010 08:53 AM

To: "Julian Meshack" <JMESHACK@dart.org>,
     <Dan_Meyers@URSCorp.com>, <megan_Inman@URSCorp.com>
cc: 

Subject: Fwd: I think Natinisky plan is very good

>>> "julian borejdo" <julian.borejdo@tx.rr.com> 8/15/2010 3:28 PM >>>
To "Judson Meshack" <JMESHACK@dart.org>,<Dan_Meyers@URSCorp.com>,<megan_lxman@URSCorp.com>
cc:
bcc:
Subject Fwd: please include the natsky plan in the cottonbelt implementation

>>> Kathryn Parsons <kathrynkp@me.com> 8/15/2010 3:46 PM >>>
please include the natsky plan in the cottonbelt implementation

Kathryn Parsons
kathrynkp@me.com
972-345-6433

6536 Clearhaven Cir
Dallas, TX 75248
I want to urge you to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

I live by Davenport & on Brushfield Drive and have lived here since 1974 when this neighborhood was begun. In fact, we were one of the first 3 people to move into the neighborhood. I am backed up to the railroad.

As a person who is older, not implementing this could ruin where I, and many other people have invested our lives. And I hope to have many more years here. It would be devastating to have to move at this juncture of my life. I, and others in the same area on both sides of the railroad would be greatly damaged if the Natinsky Plan is not implemented.

Thank you for your consideration.

Jeneane Pleasant
August 9, 2010

Mr. Stephen Salin
Vice President, Rail Planning
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163

Dear Mr. Salin:

When people talk about station location on the Cotton Belt Rail Corridor, they are generally discussing the opportunities for future development around the station. In the case of Addison, there is already significant existing development in the immediate area of the proposed Cotton Belt station, including more than six million square feet of office space, ten hotels, and 2400 residential units. The enclosed map illustrates the development currently present near the proposed Cotton Belt station in Addison. All of these buildings and people are here today waiting for the connection to the red and green lines at a minimum. Addison is hopeful that the entire 54 miles of the Cotton Belt will become a reality soon.

The office buildings are numbered in red, the hotels in yellow, and the residential units in blue. The area of the existing Addison Transit Center, owned by DART, is delineated in yellow. The shaded red surrounding the Cotton Belt line indicates tracts of land currently owned by the Town of Addison. The site of the new Methodist Hospital for Special Surgery is shaded in blue.

We purchased the property in red over 15 years ago for a future Cotton Belt rail station and have turned away numerous development opportunities waiting for DART Rail to get to Addison. We wanted to present this map to illustrate that, while others have come to this project recently with thoughts of it creating development opportunities in various cities, Addison has had the development, density and land for a long time. When DART is considering station locations, we hope this will be given due consideration.

If you have any questions, please call me at 972-450-7028.

Sincerely,

Ron Whitehead

Enclosure
Wynne D. Amerson <wynne.amerson@sbcglobal.net> 8/15/2010 4:08 PM

I gratefully support the action for DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. As a homeowner in this region of the city, these plan elements will make our neighborhood a great place to live for many years to come.

Regards,

Wynne Amerson
Dear John,

As a resident of the Cotton Belt, I would strongly and respectfully ask that you adhere to all facets of the Natinsky Plan.

Thank you,
Todd Paquette

-- Sent from my Palm Pre
I urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the DART extension along the Cotton Belt line, including, but not limited to, a below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road.

Yours truly,

James R. Brown
16805 Deer Park Dr.
Dallas 75248

972-407-1092
Mr. Hoppie,

As a Far North Dallas resident and a member of TPGHA, I urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. I’ve attended several of the open meetings regarding the Cotton Belt proposal, and I’ve been dismayed by the lack of interest in the concerns of local homeowners shown by the well-funded and well-organized Addison and Richardson lobbying efforts. At one of these meetings, one Addison official’s response to the concerns of homeowners in the Cotton Belt area was to say to me personally “well, you shouldn’t have moved to that neighborhood in the first place.” I guess that’s the Addison version of “let them eat cake”. Let’s hope that DART shows more concern for the lives of those of us who own homes and raise children in the Cotton Belt area. One way to show that would be to incorporate all parts of the Natinsky Plan.

Michael J. Blayney
Hunton & Williams LLP
1445 Ross Ave., Suite 3200
Dallas, Texas 75202
(214) 468-3307
fax: (214) 740-7108
mblayney@hunton.com

This written advice was not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer. (The foregoing legend has been affixed pursuant to U.S. Treasury Regulations governing tax practice.)
Dear Mr. John Hoppie,

Please take the time to review the Natinsky Plan regarding this project. Our neighborhood will be impacted by this project and this plan would help to protect our community. Please follow this plan as it has been very much praised and accepted by our neighbors. Please feel free to contact me if you have any questions.

Sincerely,
Marlene Renee
6510 Barnsbury Court
Dallas, TX 75248
SIR:

MY WIFE AND I WOULD TO EXPRESS OUR WISHES THAT THE NATINSKY PLAN BE ACCEPTED BY THE DART BOARD.

THANK YOU

JACK AND AUDREY LAMB
6539 LAUREL VALLEY RD
DALLAS, TEXAS 75248
As a 26 year homeowner and resident of Prestonwood and PHA, I urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. Mr. Natinsky, council member, spent a great deal of time with us to craft a comprehensive plan and each of its elements is critical to our neighborhood. Having worked on this subject for the past three decades, this plan was extensively vetted with the public and passed muster with the Dallas City Council in June, 2006.

It is commendable that several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt. New technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

**NATINSKY PLAN**

- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike system.

I look forward to seeing the Cotton Belt Line in the Prestonwood neighborhood implemented as per the Natinsky Plan. It will be a good thing for Dallas, Prestonwood and our environment.
Thank you.

Mr. Tim D. Reichard
6523 La Manga Dr.
Dallas, TX 75248
Earlier this month, DART held another open forum to discuss the Cotton Belt option. It was disturbing to note that I was the only resident in the community of Preston Green (103 homeowners) to receive an invitation and attend, and unfortunately Councilman Natinsky was out of the country on vacation and he was unable to attend, nor did any of our other elected Dallas officials were in attendance. Concerned homeowners were definitely in the minority vs. DART personnel and City of Addison and Richardson Staff.

Our major concern from that meeting is that we felt that DART was not necessarily going to support the Natinsky Plan, which is our only hope to save any kind of reasonable home values and a quality life in our neighborhood. In addition the Natinsky Plan offers solutions to egress for EMS and fire and police, safety for our children and grand children, noise pollution control, car congestion on already clogged major streets such as Campbell, Hillcrest, Coit, Meandering Way, etc.; and actually may improve the easement neglect along some of the present DART Cotton Belt right-of-way by offering landscape and bike path alternatives. When challenged about this seemingly new direction of not totally supporting the Natinsky plan, DART officials at the Addison meeting were quick to backpedal, and indicated they were just keeping all their options open.

The concerned citizens of north Dallas that will be impacted by the Cotton Belt route were led to believe that the Natinsky Plan would be used as the guideline for the construction that will surely disrupt our neighborhoods. What has happened to change direction?

As a reminder, the Dallas City Council voted unanimously to support the Natinsky Plan as the only option for the Cotton Belt.

We ask that in the future a better effort be made in advising the citizenry of any meetings, and that DART stick to the already agreed to Natinsky Plan.
I live near the Cotton Belt rail line that Dart plans to use in the future. I would request that you vote for Dart to use the NATINSKY PLAN in its entirety, with no variation.

Thank you.

Denny Smithwick
>>> Janis and Bill Sheldon <janisandbillsheldon@mindspring.com> 8/11/2010 10:07 AM

>>> Dear Mr. Happie,

We have heard about the plans for implementation of the Cotton Belt Line and we support all elements of the Natinsky Plan. Please choose that plan for the project.

Thank you.

William and Janis Sheldon, Jr.
6435 Barkwood Lane
Dallas, Texas 75248
"Jan De Meulder" <demuelder@tx.rr.com> 8/10/2010 9:38 PM >>>

If DART wants to implement a rail service along the Cotton Belt corridor, it must do so by incorporating all elements of the Nariesky Plan. Anything less will be totally unacceptable to our neighborhood.

Regards
Jan De Meulder
Prestonwood Homeowners Association
Dear Mr. Hoppie,

I am writing to urge you to support and keep all elements of the Natinsky plan into the financing and implementation of the Cotton Belt Line project. We believe that the project should be undertaken as quickly as feasible. Implementation of the Natinsky plan, and utilization of alternative financing will help increase property values, alleviate traffic in a growing population center, create desirable walking/jogging/bicycle paths, and improve quality of life for the area’s served by the Cotton Belt Line.

Thank you for your time.

Teel and Mahriam Dunlap
7105 Van Hook Drive
Dallas, TX 75218
Good morning John,

I live in Prestonwood and have been keeping up with the proposals for the Cotton Belt Line. A significant amount of time has been spent on this project by folks in our community and I urge you to not discount those efforts. Please incorporate the Natinsky Plan into the Cotton Belt rail line. Thank you.

Jamie Walk
PHA HOA President and Concerned Resident
John, just writing to voice our support of the Natinsky Plan being adopted in its entirety for this new proposed DART line.

Thank you for your consideration.

Tom and Karen Wiseman
16029 Chalfont Circle
Dallas, TX
75248
>>> Donald Rose <wdr328@sbcglobal.net> 8/12/2010 7:55 AM >>>

Dear Mr. Hoppie,

As a resident of the Highlands of McKamy and one who lives within 600 feet of the Cottonbelt line I want to stress my instance that the entirety of the Natinsky plan be implemented into any future Dart plans concerning this rail system.

Best Regards,
W. Donald Rose
17207 Townsley Court
Dallas, Texas 75248
We urge you to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt rail line.

Wiley and Mary LeMoine
I urge you to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. This plan must be followed and I hope you concur.

Sincerely,

Robert E. Boynton
We are emailing you to give our support for the Natinsky Plan for the Cotton Belt rail line. We are asking you to please support the Natinsky Plan.

Sincerely, Isabel and Bud Brooks
I am writing to urge DART to include all elements of the Natinsky Plan in the financing and implementation of the Cotton Belt Line.

Our neighborhood is a dynamic part of the city; it needs to be protected from the noise and the unsightly appearance of an overhead rail line. It is in DART’s interest to keep up the neighborhood’s appearance. Property values and taxes are important to the revenue of the city. If our property values decrease the city will experience a revenue decrease from lower property taxes.

This is a win-win situation. By keeping the Natinsky Plan, the city benefits and our neighborhood benefits.

Thanks for your support!

Jill Stolbach
972-248-7916 (home)
214-850-2471 (cell)
We have been very active with issues in the Prestonwood Homeowners since 1982. We were pleased when safeguards for our neighborhood were incorporated in the "Natinsky Plan" and a Resolution was passed in June 2006 by the Dallas City Council endorsing this plan.

As DART moves forward we urge you to incorporate the elements of the Natinsky Plan into any plans for the Cotton Belt rail line.

Barbara & Myron Weinstein
16131 Red Cedar Trail
Dallas 75248
"John Hopple" <jhopple@dart.org>
08/23/2010 01:12 PM

To: "Judson Meshack" <jmeshack@dart.org>,
   <Dan_Meyer@URSCorp.com>, <megan_learner@URSCorp.com>
cc: 

Subject: Fwd: I support Natinsky Plan for DART Cotton Belt roll line

>>> "Sandra Breedlove" <sbreedlove@swbell.net> 8/23/2010 12:50 PM >>>
I live and work in this general area and support these ideas.

Sandra Breedlove, ABR, CRS, GRI
Ebby Halliday, Realtors
16000 Preston Road, Suite 100
Dallas, TX 75248
214.616.1329 Cell
972.380.3237 voice mail/pager & fax
972.387.0300 Office
sandrabreedlove@ebby.com
www.sandrabreedlove.com

__________ Information from ESET NOD32 Antivirus, version of virus signature database 5390 (20100823) __________
The message was checked by ESET NOD32 Antivirus.

http://www.eset.com
Dear John,

I am in favor of the Ron Natinsky Plan for the Cotton Belt.
Thank you
Lisa Leach

Sent from my iPhone
John, 

I am a homeowner in the Highlands of McKamy area and strongly urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Regards,

John Pierce
7019 Wester Way
Dallas, Texas 75248
"wreed" <wreed03@sbcglobal.net> 8/19/2010 11:29 AM

All elements of the Natinsky Plan should be incorporated into the financing and implementation of the Cotton Belt Line.

Walter Reed
6505 Copper Creek Dr.
Dallas, TX 75248
This is my vote for the Natinsky Plan which I feel must be followed in its entirety. I am one of the original residents of Preston Green, having lived here since 1993.

James L. STEVENS 6545 Southpoint Drive
Dallas, TX 75248

972
-931
-6886
To: "Judson Meshack" <UMESHACK@fort.org>,
<Den_Meyers@URSCorp.com>, <Megan_Inman@URSCorp.com>
cc
bcc
Subject: Feed Cotton Belt use

>>> "Robinson, Bob" <Robert.Robinson@banctec.com> 8/20/2010 9:22 AM >>>

Mr. Hoppie,

As a resident of North Dallas, I urge you to implement all Natinsky Plan elements in the
development of the Cotton Belt line. It is the only comprehensive plan that can ensure the success
of the rail line along with the success of the surrounding community. In addition, please ensure
that the densely packed neighborhoods in the vicinity of the rail line will not be impacted by
additional noise from the new utilization of the line.

Sincerely,

Bob Robinson

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this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any
printout.
>>> Patricia Mitchell <pdmitchell@swbell.net> 8/30/2010 1:23 PM >>>
Please, please, we need the Natinsky Plan to go forward NOW.
Thank You
Pat and Jim Mitchell

Patricia Mitchell
972-248-1182
I would like to ask that DART please incorporate all facets of the Natinsky Plan into the Cotton Belt plan. The elements of the Natinsky Plan are crucial to my neighborhood, and believe it's extremely important to maintain these items as DRAT moves forward on the Cotton Belt project.

Thank you,

Tiffany Burgess
Bank of America Merrill Lynch
Vice President
Corporate Debt Products
tiffany.burgess@baml.com | 214.209.0994
I am urging DART to incorporate ALL elements of the Natsinsky Plan for the Cotton Belt Line.
We almost bought a house near the tracks about 10-11 years ago.
We were looking there as we wanted to be near a rail track that could take us downtown and, hopefully, in the future, to DFW. When it failed, we pulled out of the area.
This plan sounds so much better.
Thank you.
Elizabeth Wahlquist
46 Downs Lake Circle
Dallas, TX 75230
>>> Earl Kiser <earlkiser@yahoo.com> 8/27/2010 8:37 PM

My wife, Lana Lewallen, and I, urge that all elements of the Natinsky Plan be incorporated into the financing and implementation of the Cotton Belt Plan. It is critical to our neighborhood that Mr. Natinsky’s Plan be adopted and I urge you to ensure this.

Thanks,
Earl Kiser
6015 Warm Mist
Dallas, TX 75248
Jan Folmar <jmftique@swbell.net> 8/30/2010 8:01 AM

Dear Mr. Hoppie,

Please incorporate all the elements of the Natinsky Plan into the financing and implementation of the Cotton Belt Line.

Thank you,

Jan Folmar
jmftique@swbell.net
972-931-9700
The National Park Service has reviewed this project, and determined that no parks will be affected; therefore, we have no comments.

Thank you!
Julie

Julie Sharp
Planning Tech/Environmental Protection Assistant
National Park Service - Intermountain Regional Office
Denver, CO
ph 303.987.6705
To: "Judson Meshack" <JMESHACK@dart.org>,
    <Don_Meyers@URSCorp.com>, <megan_lhmox@URSCorp.com>
cc:  
bcc:  
Subject: Fwd: Natinsky Plan

>>> Stephen Kopel <skopel@swbell.net> 8/26/2010 4:55 PM >>>
As a homeowner in the Prestonwood subdivision, I urge you to please incorporate all elements of the Natinsky plan regarding the DART rail expansion.
Respectfully,
Stephen E. Kopel
As a long time resident of the Prestonwood community, I am writing to express my concerns regarding the Cotton Belt. I respectfully implore you to consider all details of the Natinsky Plan. Without these elements our community will decline and the quality of life of our neighborhood and its families will be affected.

We have worked very hard for many years to keep our neighborhood beautiful, clean and a safe place to raise our families. Trains running near our back doors various times throughout the day is not want we bargained for when coming to this neighborhood, and it is not what future families would want as well.

It is critical to follow the Natinsky Plan.

Thank you,

Sheryl Mintz
Hello—my name is Jeff Kort. My wife and children live in the Prestonwood Area and are also users of DART. We would like to urge you to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Prior to 2006, DART’s plan was to put heavy commuter diesel trains on the line which would have co-existed with the freight train. The noise, vibration and pollution from such trains would have been horrible for our family and our neighborhood. In 2006, Councilmember Natinsky proposed a plan (now known as the “Natinsky Plan”) for responsible development. We greatly appreciate that the freight portion has been scrapped.

Now, our goal is to make sure the rest of the plan is incorporated. New technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires. Along with enhanced landscaping and sound attenuation, this will greatly improve the desirability of both DART use and Neighborhood acceptance in the area.

We appreciate your continued improvements and desire to keep the DART a great example of success for Mass Transit!

Jeff, Kim, Dylan and Sydney Kort
6309 Worm Mist Ln
Dallas, TX 75248
972-701-0543

This e-mail may contain Sprint Nextel proprietary information intended for the sole use of the recipient(s). Any use by others is prohibited. If you are not the intended recipient, please contact the sender and delete all copies of the message.
Ron Natinsky, my area representative, has listened to our neighbors throughout the years. He and others, have put together some ideas concerning the Cotton Belt corridor. Many compromises were made, but in the end, the neighbors were satisfied with many of the issues brought forth in the Natinsky plan.

It is my plea to now follow the plan as we get closer to the execution of the Cotton Belt passenger rail. I think once the plan is complete, it will be a plus for the neighborhood, as well as the Dallas community.

Thank you for understanding how important the Natinsky Plan is to the neighboring residents, who will be most affected by the changes.

Peggy Millheiser

millheiser@sbcglobal.net
24 Hour Message Center & Fax: 972.733.5094

Cell Phone: 214.616.9720

Email: Peggy@ebby.com

Website: Millheiser.net
I support the Natinsky plan for Dart Rail on the Cottonbelt line. Bringing efficient mass transit to the north Dallas corridor is important to the greening of our future. However it should not be at the expense of dramatically changing the landscape of the community it is serving.

Jim Wilson
6314 Riverview Lane
Dallas 75248
As a resident of Caulfield drive, with a home near the Cotton Belt railway, I am very interested in Dart’s proposed plans to use this rail line. I urge you to make sure all elements of the Natinsky plan are incorporated into any work done on this line. Thank you very much for your attention to this matter.

Sincerely,

Paul Frazier
6726 Caulfield Drive
Dallas, TX 75248
Dear John,

Re: DART

Please incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line.

Thank you.

Helene and Harvey Henkin
Mr. Hoppie,

As a 22 yr. resident of the "Cotton Belt Corridor" area of far North Dallas, I urge DART to incorporate all elements of the Notinsky Plan into the financing and implementation of the Cotton Belt Line.

Thank you, Susan Donahue
>>> Lana Aitken <lanaaitken@yahoo.com> 8/16/2010 8:52 AM >>>

We live in the Preston Green Homeowners Assoc. and are in favor of incorporating all elements of the Natinsky Plan for the Dart rail in our neighborhood.

Thanks,
Lana and Dave Aitken
(We have lived in our home for 36 years)
As a homeowner in the area of the planned railway expansion I urge you to adopt all elements of the Natinsky plan into the Cotton Belt Rail Line. Any other implementation process would be unacceptable. Thank you for your consideration of my request.

Sincerely,

William Saul
6812 Ledyard Drive
Dallas, Texas 75218
Dear Mr. Hopple,

Please take the time to review the Natinsky Plan for this project and follow its recommendations. The plan is a joint effort between the residents along the Cotton Belt Line and various government agencies to resolve citizen's concerns. The plan is widely supported by the residents and the City of Dallas.

The community in which I live will be greatly impacted by this project. DART has proposed grade level crossings of all streets leading into the area. This creates a safety concern for school children/parents during busy commute times and access for emergency vehicles at all times. The Natinsky Plan eliminates those grade level crossings and will allow for better flow of DART trains and vehicular traffic. Also, the Natinsky Plan will help protect the integrity of our community.

Please follow the Natinsky Plan as it has been very much praised and accepted by our neighbors. Please feel free to contact me if you have any questions.

Sincerely,

Randy Myers
6510 Barnsbury Court
Dallas, TX 75248
As a 34 year resident at 6722 Caulfield Drive, 75248 I am extremely concerned about the quality of life and property values diminished by a DART line through our neighborhood. The "Natinsky Plan" appears to address my concerns. My wife and I fully support this plan and urge DART to adopt it.
Mr. Hoppie,

My husband and I live in Prestonwood and urge you to incorporate all aspects of the Natinsky plan in your final plans for the Cotton Belt Line. This is not a perfect solution for us but a compromise that we support.

Sandra White
Dear Mr. Hoppie

As a 35 year resident in the Preston Green subdivision (Campbell and Davenport), would you please see that the Natinsky Plan is to one selected for our area of the Cotton Belt Corridor plan.

Thank you,
Barry Hoffer
To: "Judson Meshack"<JMESHACK@dart.org>,
<Dan_Meyers@URSCorp.com>, <megan_inman@URSCorp.com>

Subject: Fwd: COTTON BELT LINE

>>> "BRUCE CONLON" <bruceconlon@sbcglobal.net> 8/16/2010 3:40 PM >>>

JOHN,

I URGE DART TO INCORPORATE ALL ELEMENTS OF THE NATINSKY PLAN INTO THE FINANCING AND IMPLEMENTATION OF THE COTTON BELT LINE.

THANK YOU,

BRUCE P CONLON
16314 SUNSET VALLEY DRIVE
DALLAS, TEXAS 75248
Dear sir,

Thank you for the opportunity to respond to DART’s plans for the Cotton Belt rail line. As a homeowner very near one of the proposed crossings of the Cotton Belt rail line at Davenport, let me urge you to incorporate all of the elements of the Natinsky Plan. Otherwise, our neighborhood will be severely impacted. Without the Natinsky plan, the resulting noise pollution would degrade both the quality of life and property values in this neighborhood in addition to adding some traffic congestion. The Natinsky plan would abate the noise impact as well traffic congestion. Again, please incorporate all of the elements of the Natinsky Plan.

Alvin Neve
6711 Barkworth Dr
Dallas, TX 75248
As a concerned homeowner which will be negatively impacted by the DART Cotton Belt rail line, I urge you incorporate all elements of the Natinsky Plan in to the financing and implementation of the Cotton Belt Line. My understanding is the elements consist of: 1. Light rail technology 2. A below grade trench from at least 1500 feet east of Neandering Way to 2000 feet west of Preston Road 3. Elimination of freight trains, 4. Specified neighborhood stations 5. Enhanced landscaping and sound attenuation 6. Integration with the hike and bike system.

Thank you,
Carolyn Fockler
I have lived in Prestonwood for the past twenty years and have followed all of the discussions regarding the development of the Cotton Belt line. While I would prefer not to have any rail going through our neighborhood, I understand the importance of rail in our future. The Natinsky plan is a reasonable compromise that provides for future rail where needed but addresses some of the concerns the various homeowners associations have expressed. I urge you to adopt the plan without amendment.

Sincerely,

Richard Spires
President
Management Directions, Inc
Phone: 972-733-1758
Fax: 972-733-0311
>>> Linda Hoffer <lindahoffy4@yahoo.com> 8/16/2010 4:42 PM >>>
Dear Mr Hoppie,
We have lived in our home off of Davenport Road, several blocks from the railroad tracks, for over thirty-five years. We strongly encourage you to adhere to all points of the Natinsky plan. We already have enough noise from busy roads, planes flying to Addison airport, etc.
Thank you,
Linda and Barry Hoffer
I urge you to follow the Natinsky plan. I live in the neighborhood affected/involved.

Gillian Grant
We urge incorporation of the elements of the Natinsky Plan into the Cotton Belt rail line. Our home backs up to the Cotton Belt rail line at 6523 Riverview Lane in Dallas and consequently we would be severely impacted by some of the DART proposals. The Natinsky Plan would mitigate some of the unacceptable DART proposals. Thank You. A. M. Bell & Morrise M. Bell
1. It is imperative that Addison have a rail station within the city limits to build on Addison’s long term commitment to DART and Transit Oriented Development within the Addison Circle Development. The bus transit station was built and the documents reference a future rail station.
2. The cost of construction should not be excessive for construction of a new rail line.
3. Consider quiet zoning the corridor where warranted to mitigate impacts to residential neighborhoods.

Nancy Straub Cline, P.E.
Director of Public Works
Town of Addison
(972) 450-2878
From:
Julie Reynolds
Julie Reynolds Interiors, Inc.
17480 Dallas Parkway, Suite 105
Dallas, Texas 75287
972.931.0536 phone, 972.931.9406 fax

To:
John Happie
214.749.3844

Subject: John, fax from Julie Reynolds - noise abatement

Pages: 4

Date/Time: 8-26-2010

Note:
See attached Walls & Ceiling Noise Abatement article.
Noise Abatement

FAST BECOMING THE LEADER IN GREEN CONSTRUCTION PRACTICES

When construction was completed on the upscale, 49-unit Lexington Apartment Building in Hoboken, N.J., real estate agents pitched each unit's high-end amenities including granite countertops, stainless appliances, hardwood floors and the hidden soundproofing material installed within the walls and floors to potential renters.

In an age when noise pollution is surpassing mold as the top health offender in multi-unit construction, more and more architects and builders are incorporating some sort of noise abatement solution into residential properties, as well as commercial and industrial buildings to meet a growing demand to address not only noise but the threat of noise complaint litigation. As noise abatement technology becomes more sophisticated, a growing movement to rid our home, work and leisure spaces of high decibel intrusion is taking shape, and sound abatement manufacturers are competing like never before to restore quiet to living spaces.

A host of elements have stirred demand for noise reduction applications: global economic factors, urban and suburban build-out and oppressive land price increases have spawned higher density, multi-unit development. More people are living and working in highly concentrated environments. Unwanted noise from neighbors has become a high-priority lifestyle issue for people living in apartment and condominium housing complexes. In a national survey of 1,500 multi-family housing residents conducted by Richmond, Va.-based Alan Newman Research, noisy neighbors are the number one cause of irritation when it comes to multifamily living. More than 60-percent of those polled rate noisy neighbors who can be heard through the walls as the top noise compliant, with loud music following a distant second.

In the case of The Lexington, JDA Group commercial and residential developers installed sound abatement material under the drywall and subflooring of each unit during construction to create living spaces that are void of ambient noise from outside traffic, as well as adjoining apartments. This patented material, made by Tampa, Fla.-based Acoustiblok Inc., is attached to the studs before drywall is hung during the construction or renovation phase. This flexible material is a heavy, mineral-filled viscoelastic polymer that absorbs sound and transforms it into inaudible friction energy. Since the product can be cut to fit during installation, it can be applied to any type of project.

ALL THAT NOISE

In the hospitality industry, including hotels, resorts, and bed and breakfast accommodations, surveyed guests have repeatedly rated noise from common areas and other rooms the number one annoyance that would keep them from returning. Competition for a dwindling customer base has hoteliers looking for materials and techniques to combat...
Noise Abatement

noise issues in an effort to keep their rooms quiet and their guests happy.

For that reason, Acoustiblok was recently installed in the 3,109-square-foot ballroom of the Parsippany, N.J., Holiday Inn. Noise generated from the ballroom was infiltrating courtyard-side rooms, and guests were complaining. The Acoustiblok went in during a total renovation in June, and General Manager Joel Hecht says the noise problem was eradicated completely.

"We completely refurbished and remodeled the whole property, and when we got to the ballroom, we decided to do it right and take care of the noise problem," Hecht says.

Growing attention to noise abatement and privacy demands are driving the development of new building materials that significantly reduce sound transmission. Older methods of blocking sound with concrete or other barrier materials have proven ineffective at best, as sound often reverberates off of these materials. In certain settings, sound can be worsened due to an echo effect that some barriers create within certain acoustical settings.

One recent example of the acoustical problems concrete barriers can cause occurred at the Pinellas County, Fla., jail and adjacent courthouse when videoconferencing technology, installed to streamline certain court proceedings, was rendered unusable due to the acoustical echo chamber created by the jail's concrete block walls.

Win Ellwood, technology manager for the Sixth Court, researched different solutions before concluding that certain options like layered gypsum, carpet, and sound absorbing ceiling tiles would not work adequately in this situation.

"We needed a solution that was indestructible," Ellwood says. "It had to be totally fireproof, something that could be cleaned easily, could not be torn off the wall and adheres to all current building codes."

The jail used Acoustiblok all-weather sound panels for the project since they met all code requirements, could be hosed down for cleaning and had a sound absorption capability of NRC 1.00. The panels can be used in indoor and outdoor applications and are approximately 2³⁄₈ inches thick with a welded aluminum frame and perforated aluminum grill. Installation varies depending on the project. Ellwood says they were wall mounted in a few hours.

Other variables—proximity to light rail trains, highways, airports and other external offenders are creating new challenges for urban planners, architects and builders when noise mitigation demands come into play. Studies are being released routinely warning of the increased health risks due to noise-related stress, and people are becoming more aware of the dangers. Ironically, as awareness increases and demand for noise pollution solutions is raised, new problems arise as mass transportation projects expand to residential areas and other industrial and commercial projects add to the din.

GOVERNMENT/INDUSTRY STANDARDS

Government and industry standards, when it comes to sound reduction in construction, is translated in sound transmission class, a system that measures the ability of a wall partition to prevent noise from penetrating a wall between adjoining rooms. The higher the rating, the greater the noise reduction. For apartment dwellers or hotel guests, an STC-55 rated wall is enough to prevent the penetration of normal sounds. To prevent the intrusion of sound from loud music or any other unusually high volume source, an STC-60 rating may be called for.

In an effort to increase STC rating, contractors use one or a combination of noise abatement techniques including:

- Increasing the wall's ability to disperse vibrational energy that is produced by sound waves within a partition, also known as damping.
- Adding to the wall's mass, literally adding layers of drywall or other material to create a barrier that sound waves must penetrate to pass from one room to the next.
- Creating flexibility in the wall assembly to enhance sound absorption. Too much stiffness reduces a wall's ability to absorb sound. Metal studs have more flexibility than wood studs, and should be used in walls where noise abatement is important.
- Less framing, which will improve acoustical performance, with 24-inch o.c. framing spacing proven to be a better option for sound abatement than 16-inch o.c. framing.
- Increasing wall cavity depth and packing the empty space with insulation or another sound-absorbing material.
RESILIENT CHANNELS

Resilient channels are a noise abatement application that utilizes several design options. This solution uses flexible metal channels to create a barrier in between the stud and the wallboard, which removes the direct conduit for transmitting sound waves between rooms.

The resilient channels solution can be costly, as it requires additional material and labor, but it is a proven option for boosting STC rating up to five points in some applications.

Almost every noise abatement or soundproofing solution requires additional expense in both materials and labor, and with few exceptions, the deeper wall cavities created by these solutions can eat up floor space.

Of course, any soundproofing solution is only as good as its installation. Even the best technology in noise abatement materials requires proper installation. Most products, including Acoustiblok and National Gypsum's SoundBreak, come with detailed installation instructions backed by live expert advice from company representatives. Following each manufacturer's instructions is critical in successfully completing any soundproofing project, such as using proper acoustical sealants and the spacing of framing.

Architects and contractors are finally beginning to take noise abatement seriously, and the liability of ignoring this important aesthetic in the design process is getting costly. Increased litigation over noise problems are becoming more the norm than the exception. With new studies being released routinely on the health implications caused by noise pollution today, consumers are beginning to demand quiet in their homes and businesses.

Liz Ernst is director public relations and marketing with Acoustiblok Inc./Thermablok. She can be reached at lernst@acoustiblok.com.

If you read this article, please circle number 270.
It is critical that each of you email John Hoppie at jhoppie@dart.org and urge DART to incorporate all elements of the Natinsky Plan into the financing and implementation of the Cotton Belt line. On Thursday, July 29 DART unveiled a possible new timetable for the project. They requested input from the public, and that is you. The public comment period ends August 30, 2010. This is the last time public comments will be taken during what is known as the “scoping period.” Many residents worked for years to design safeguards to help protect the neighborhood. Those safeguards were incorporated into the “Natinsky Plan”. Email DART today and let them know the Natinsky Plan must be followed. As DART’s website on the Cotton Belt (www.dart.org/cottonbelt) provides: “Your input, whether oral or written, will help shape your community’s quality of life.”

Your immediate action is needed!!!

Email: jhoppie@dart.org

Urge DART to incorporate the elements of the Natinsky Plan into the Cotton Belt rail line.

Deadline for public input is August 30, 2010

Those of you who have lived in the neighborhood prior to 2006 know the efforts it took to reach a compromise on the implementation of the Cotton Belt rail line. For those of you newer to the neighborhood, or for an update on the issue, please see below.

The “Cotton Belt Corridor” is a 26-mile rail line right of way owned by DART which extends from the DFW Airport to Central Expressway. Rail service along the line is proposed for the system’s 2030 transit plan. However, DART is exploring new funding that could make implementation of the line possible in the next several years. In and near our neighborhood, the rail line crosses the following streets (from east to west): Coit, Meandering Way, McCallum, Hillcrest, Davenport, Campbell, Davenport (again) and Preston. Trains would run every 20 minutes during peak hours, and every hour during non-peak hours.

Prior to 2006, DART’s plan was to put heavy commuter diesel trains on the line which would have co-existed with the freight train. The noise, vibration and pollution from such trains were totally unacceptable to the neighborhoods along the Cotton Belt. In 2006, Councilmember Natinsky proposed a plan (now known as the “Natinsky Plan”) for responsible development.

NATINSKY PLAN
- Light rail technology
- A below grade trench from at least 1500 feet east of Meandering Way to 2000 feet west of Preston Road
- Elimination of freight trains
- Specified neighborhood stations
- Enhanced landscaping and sound attenuation
- Integration with the hike and bike system.

The Natinsky Plan was incorporated into a Dallas City Council Resolution passed in June 2006. Several elements of the Natinsky Plan have already been achieved. The freight is off the tracks in the residential corridor of the Cotton Belt – this is a milestone. Second, new technology in rail vehicles makes it possible for the trains to be self propelled with engines running as quietly as light rail and with emission levels consistent with light rail technology, but without the overhead wires.

For more specific information on the process of implementing rail along the Cotton Belt, you may go to DART’s website: www.dart.org/cottonbelt. Please support the Natinsky Plan while you’re there.
Attached is a preliminary report prepared by the City of Plano staff on the eastern temporary terminus of the Cotton Belt Line. It relies primarily on the findings of NCTCOG’s study of the Cotton Belt Line and an analysis of the potential for a 12th Street Station in Plano prepared by Parsons. We understand that DART is actively engaged in preparing preliminary engineering plans and environmental studies essential to the next level of decision making. Nevertheless, we believe the proposed 12th Street Station offers many advantages to the overall design of the system. We hope this report will benefit DART’s efforts in considering various alternatives. We look forward to working together on this and many other projects to improve regional mobility.

Frank F. Turner, FAICP

Deputy City Manager

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Frank@plano.gov
Overview – DART owns 54 miles of the Cotton Belt Corridor from Fort Worth to Wylie. The majority of the rail line is used for freight movement by commercial operators. This east-west corridor has been on the regional mobility plan for many years for future commuter rail service. The Fort Worth Transportation Authority (the T) is currently preparing plans to develop the western half of the corridor to provide passenger service from Ft. Worth to D/FW International Airport (D/FW). The North Central Texas Council of Governments (NCTCOG) recently completed a study of the eastern half of the corridor to examine its potential for passenger service from D/FW to a junction with the DART Light Rail Transit (LRT) Red Line in either Plano or Richardson. In a future phase, Cotton Belt passenger service could be extended to Wylie. The NCTCOG Cotton Belt study identifies issues, conceptual alternative alignments and stations, and it estimates ridership and capital development costs for each alternative. This information is currently being used by DART for the preparation of preliminary engineering plans, environmental studies and implementation strategies. A summary of certain key points from the study are discussed below. Of particular concern are alternative locations for the temporary eastern terminus of the Cotton Belt Line.

Cotton Belt Corridor
**Rail Technology** – While portions of the Cotton Belt Corridor have been abandoned for freight traffic, the majority of the corridor will remain in use for freight movement. Because of this, passenger vehicles used in the corridor must be reviewed by the Federal Railroad Administration (FRA) for their “crash worthiness” should they collide with a freight train. Passenger vehicles meeting the standards are certified as being “FRA compliant.” The T and DART are working together to obtain FRA approval of a self-propelled diesel-electric vehicle that is similar in appearance and performance to a light rail vehicle. The vehicle currently favored is similar to vehicles used by Capital Metro in Austin and the Denton County Transportation Authority (DCTA). The vehicle is slightly larger than DART LRT vehicles. The proposed vehicle can run as a single car or as a two to four car train. NCTCOG calls the vehicle technology “Light-Rail New Technology” (LRNT). DART refers to it as “Regional Rail.”

![LRNT Vehicle](image)

**Light Rail Compatibility** - Under existing federal regulations, the proposed LRNT vehicle cannot share tracks with a LRT vehicle because it is too heavy and sturdy. The junction of the Cotton Belt and Red Line will require aligning separate tracks and platforms so passengers can transfer from one mode to the other. Even if federal regulations were changed to permit a LRNT vehicle to share tracks with a LRT vehicle, the grade and curvature of existing DART tracks and the platform design specifications are not compatible with the LRNT car design.

**Passenger Capacity and Volumes** - Each LRNT car can carry approximately 200 passengers (seated and standing). The current plan is for trains to stop at each station every 20 minutes during weekday peak hours and every 60 minutes during weekday off-peak hours. Weekend headways would range from 60 to 90
minutes. NCTCOG projects approximately 6,000 to 7,000 weekday passenger trips (each direction is a separate trip) by the year 2030 on the Cotton Belt’s 22 mile eastern segment (D/FW to the DART Red Line.) By comparison, the DART Red Line from Mockingbird to Parker Road currently averages 14,000 weekday trips.

**Transit Oriented Development** – The Cotton Belt operating plan and projected ridership are not sufficient to produce successful urban mixed-use development. Assuming alternate station configurations (see below), the Cotton Belt study estimates in the year 2030 the weekday daily ridership at the proposed 12th Street Station to be 450 people. Substituting the Bush Station as the temporary terminus, the Bush Station weekday daily ridership in the year 2030 is estimated to be 810 riders (current Bush ridership on the DART Red Line is 1,087). Less than 5% of the riders are estimated to begin or complete their trip on foot. Hopefully, these numbers underestimate the passenger demand, especially the number of people who walk to and from the stations. But even if the actual traffic were three or four times the estimates, Cotton Belt trips alone would be insufficient to create successful development. What drives successful urban mixed-use development? Most successful urban mixed-use projects have an exceptional location, proximity to employment, good accessibility, proximity to high volume regional arterials and excellent design. Addison Circle, Legacy Town Center, Southlake Town Square and the West Village are just a few examples of successful “transitless” urban mixed-use development. Successful transit-oriented developments share the same location and design characteristics, and a well designed and integrated transit station complements the development and enhances its likelihood of success.

### Transit Ridership

<table>
<thead>
<tr>
<th>Station</th>
<th>Passengers</th>
<th>Station/Alternative</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lovers Lane</td>
<td>1,151</td>
<td>DFW A/B</td>
<td>790</td>
</tr>
<tr>
<td>Park Lane</td>
<td>1,923</td>
<td>Airport North</td>
<td>610</td>
</tr>
<tr>
<td>Walnut Hill</td>
<td>1,125</td>
<td>North Lake</td>
<td>350</td>
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<tr>
<td>Forest Lane</td>
<td>1,503</td>
<td>Carrollton</td>
<td>1,400</td>
</tr>
<tr>
<td>LBJ/Central</td>
<td>888</td>
<td>Addison</td>
<td>760</td>
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<tr>
<td>Spring Valley</td>
<td>1,095</td>
<td>Knoll Trail</td>
<td>X</td>
</tr>
<tr>
<td>Arapaho Center</td>
<td>1,124</td>
<td>Preston Road</td>
<td>540</td>
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<tr>
<td>Galatyn Park</td>
<td>398</td>
<td>Renner Village</td>
<td>X</td>
</tr>
<tr>
<td>Bush Turnpike</td>
<td>1,087</td>
<td>UTD/Synergy</td>
<td>360</td>
</tr>
<tr>
<td>Downtown Plano</td>
<td>652</td>
<td>Bush</td>
<td>810</td>
</tr>
<tr>
<td>Parker Road</td>
<td>2,669</td>
<td>12th Street</td>
<td>X</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13,915</strong></td>
<td></td>
<td><strong>5,600</strong></td>
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</tbody>
</table>
Development Cost – The NCTCOG study attempts to estimate the cost of various alternatives for developing the Cotton Belt from D/FW to its temporary eastern terminus. Each alternative adds and removes stations, and with the exception of two alternatives that include an extension to McKinney, all the alternatives range from $800 to $900 million. All of the estimates were based on typical costs and multipliers. No actual engineering studies were conducted of station locations, grade crossings or other site factors that will significantly affect costs. DART is currently preparing a preliminary engineering design to further understand alternatives and their costs.

Long Term Expansion Plans – The NCTCOG study does not assess the long-term plan to extend rail service to southeast Collin County. Job growth in Plano’s Research/Technology District and residential development in Murphy, Wylie and Sachse are increasing the need for transit service. While DART owns the Cotton Belt corridor to Wylie, station locations have not been determined. Unless they are purchased soon, the best sites may not be available when the line is extended.

Temporary Eastern Terminus Locations - The NCTCOG Cotton Belt study identifies two locations for the temporary eastern terminus – the existing Bush Station and the new proposed 12th Street Station. Both stations could serve as a transfer between the DART Red Line and the Cotton Belt. DART has begun preliminary engineering design and environmental studies that will be used to determine the final station locations, rail design elements and cost estimates. The Plano City Council has passed a resolution that supports the Cotton Belt Study and commits available resources to obtain and reserve land if the proposed 12th Street Station is chosen. The City of Richardson passed a similar resolution supporting the Bush Station. Both the Bush and the 12th Street Station have advantages and disadvantages that must be considered by DART in evaluating and finally deciding which location is chosen. The following discussion will identify and explain the advantages and disadvantages for each station location:
12 Street Station - The proposed 12th Street Station would be located along the existing Cotton Belt alignment immediately east of its intersection with the DART Red Line at the southwest corner of 12th Street and Avenue K. No additional right-of-way would be required for the rail line or the station platform. The station would require two vertically separated platforms. The Cotton Belt Platform (green below) would be located at ground level on the south side of 12th Street before its intersection with Avenue K. The DART LRT Redline Platform (red below) would be located on a reconstructed overpass crossing 12th Street. The two platforms would be connected by stairs and elevator or escalator. Reconstruction of the existing overpass is likely needed to provide a long flat section for the passenger platform and to carry the additional weight of the platform. More study is needed to determine how the construction would be conducted. It may be possible to bypass the existing overpass or rely on a single track during phased construction of the new structure. It is also possible that DART Red Line service to the Downtown Plano and Parker Road Stations would need to be temporarily suspended. Approximately three to four acres would be needed on the north side of 12th Street for 300 to 400 parking spaces. The Plano City Council has approved a resolution supporting the 12th Street Station and committing to acquire or protect land needed for parking.
The 12\textsuperscript{th} Street Station could further encourage redevelopment of property located south of 14\textsuperscript{th} Street. Property owners and developers (the Sheas, Holt-Lunsford Company) have already made major investments in the area. A 12\textsuperscript{th} Street Station would benefit the Douglass neighborhood by improving access to employment and services. Another benefit of the station is providing overnight storage of trains at the end of the line. DART could easily store trains east of the 12\textsuperscript{th} Street Station and Avenue K within the Cotton Belt right-of-way it owns. This would allow beginning daily service without costly and inefficient dead-heading of trains.

\textbf{Bush Station} – The City of Richardson proposes using the Bush Station as the temporary eastern terminus to the Cotton Belt Line. Despite being located at the high volume intersection of US 75 and the President George Bush Turnpike, the existing Bush Station service the DART Red Line, the Bush Station only ranks 8\textsuperscript{th} in ridership of the 11 LRT stations north of the Mockingbird Station. This may be primarily because the station is surrounded by open fields and there are only a few jobs and no housing within walking distance. Richardson is working with area property owners to plan and develop a large scale mixed-use urban center connected to the transit center. However, the larger problem may be station parking and accessibility. The primary ridership shed served by this station lies to the north. Because of the design of the US 75/Bush interchange, it is hard for south and eastbound traffic on these facilities to access the station. In addition, DART parking for the Bush Station is located under the interchange between two service roads. Presuming the proposed development is successful, increased traffic on the service roads will make it even more difficult for commuters to walk between the platform and parking lot.
Cotton Belt Southern Connection to the Bush Station

Cotton Belt US 75 Crossing - A critical factor in determining the best interim eastern terminus of the Cotton Belt Line is tied to the line’s future crossing of US 75. Today, the Cotton Belt crosses US 75 immediately south of Plano Parkway.

- **Reconstructed Crossing** - TxDOT is currently preparing plans to reconstruct the existing Cotton Belt crossing over US 75 as a part of a larger set of improvements to US 75/Bush interchange. TxDOT is coordinating the design with DART. TxDOT will construct the abutments and footings to support additional tracks for passenger service. DART will be responsible for adding the spans and tracks as needed. This crossing must be rebuilt for existing and future freight service. TXDOT’s work will make it cheaper and quicker for DART to modify the crossing for transit service than to build a new crossing over US 75. This crossing is within the existing DART Cotton Belt right-of-way and the alignment leads directly to the proposed 12th Street Station.

- **New Crossing** - Richardson is proposing a new additional crossing over US 75 to access the Bush Station. This alternative veers the rail line south from the existing alignment beginning east of where the existing rail line crosses Alma Road. The new elevated crossing would abut Spring Creek, apartments, transmission lines and planned open space trail improvements in Richardson. The elevated crossing would need to clear US 75 and its service roads. The crossing would likely need to be supported by a column in the center of US 75. The column would require
redesign of the HOV lanes and possibly the main lanes in both directions. After the new crossing returns to grade on the east side of US 75, the rail line will turn north to parallel the DART Red Line. A new Cotton Belt platform would be constructed next to the DART platform. The complications and constraints associated with the new crossing may significantly increase total project cost and delay the project to obtain approvals from TXDOT and numerous federal agencies.

- **Northern Alternate Crossing** - Richardson has also proposed an alternate northern alignment to access the Bush Station. This alternative calls for the Cotton Belt Line to cross US 75 using the reconstructed railroad bridge described above. However, after crossing Plano Parkway at US 75 the track would veer east and cross Avenue F at a sharp angle and then curve south to parallel the DART Red Line. A new additional elevated crossing of Plano Parkway would be needed; however, the distance to Plano Parkway may be too short to build an overpass with acceptable vertical clearance. If that is true, the Cotton Belt will need to cross Plano Parkway at grade. With or without an elevated crossing over Plano Parkway, additional right-of-way may be required. After crossing Plano Parkway, the line would continue south at grade under the Bush Turnpike and across the Bush service roads ending at a platform adjacent to the existing DART LRT station. The Avenue F crossing and the possible at grade crossing of Plano Parkway raise concerns about car and truck traffic that should be studied further.

**Future Eastern Extension** – The regional transportation plan calls for the future eastern extension of the Cotton Belt Line to Wylie and perhaps beyond. The proposed 12th Street Station maintains the existing rail alignment and creates no barrier or additional cost for future extension. The proposed Bush Cotton Belt Station moves the tracks away from the existing alignment resulting in additional future cost to extend the line to the east. Reconnecting to the existing Cotton Belt alignment requires building a new track parallel to the Red Line from the Bush Station 4,300 feet to 12th Street. A second elevated crossing over Plano Parkway would be needed. It appears that the DART right-of-way on the north side of Plano Parkway may not be wide enough to accommodate a second grade separated crossing. If true, a portion of a retail center would have to be purchased and demolished. The elevated rail line would need to return to grade before reaching 10th Street to avoid closing that street. The rail line would curve east at 12th Street to connect to the existing Cotton Belt alignment. Platforms can only be constructed on straight and level sections of the line. The curve in the line needed to reconnect to the existing freight track likely eliminates the possibility of a 12th Street station.

**Cost** - The NCTCOG study estimates the cost of the 12th Street Station option to be $46,000,000 more than the Bush station option, primarily because of the need for reconstructing the 12th Street overpass. We believe the NCTCOG study did
not fully account for the cost of the new US 75 crossing proposed by Richardson. We also believe the study omitted the substantial cost of connecting the Bush Station to the existing eastern Cotton Belt Corridor to provide service to eastern Plano, Murphy and Wylie. The NCTCOG study also did not address the need for over-night train storage which can be inexpensively provided at the 12th Street Station.

**Why Not Both?** – It is unlikely that both stations would be placed on the plan for the Cotton Belt. Both stations would be serving the same ridership and adding a second station would increase construction cost and trip time. As stated earlier, the rail line curvature required to connect the Bush Station to the existing eastern alignment would likely eliminate the 12th Street Station. If the Bush Station were built as a temporary terminus, it is possible that the design constraints and cost of reconnecting to the existing Cotton Belt alignment would be a significant barrier to extending the line further east.

**Conclusion** – The 12th Street Station would be the only Cotton Belt Station located in Plano. With direct access and exposure to Avenue K, the 12th Street Station would be easily accessible to residents in eastern Plano and employment centers along US 75, Avenue K and Plano Parkway. The Bush Station is difficult for many potential passengers to access and users are forced to walk across the Bush eastbound service road to reach the rail platform. The 12th Street Station does not require an expensive second rail crossing of US 75, nor would it require modification of the existing HOV lanes. Further, the 12th Street Station is the logical temporary eastern terminus consistent with the goal of extending service to Wylie without having to build an expensive connection from the Bush station to the existing Cotton Belt alignment. Both station alternatives will stimulate development. Downtown Plano has already demonstrated how transit-oriented development works to create sustainable urban mixed-use development. The 12th Street Station will ensure continued reinvestment in the southern portion of downtown and the Avenue K corridor by improving mobility and replacing blight and underutilized properties with jobs and housing.