Appendix J

Comments Received on the Cotton Belt Corridor Regional Rail Project (Project) Draft Environmental Impact Statement (DEIS)
J-2

Written Elected Official/Agency Comments Received on DEIS
John Hoppie
Project Manager
Dallas Area Rapid Transit
214-749-2525 (direct)
214-749-3844 (fax)
jhoppie@dart.org

From: Charles Goff [mailto:cgoff@addisontx.gov]
Sent: Friday, April 27, 2018 1:06 PM
To: John Hoppie <JHoppie@dart.org>
Cc: Ashley Mitchell <amitchell@addisontx.gov>
Subject: Cotton Belt DEIS Comments

John,

FYI, in skimming the DEIS, I found a few minor errors in identifying particular sites or street crossings as being either in Addison when they aren’t or not in Addison when they are. See below.

- Trafalgar Square Park is Carrollton, not Addison (Table 4-9 on Page 4-56)
- Marsh Lane crossing is in Addison, not Carrollton (Table 4-10 on Page 4-57)
- DNT NB and SB Frontage Roads are both in Dallas, not Addison (Tables 5-5, 5-6 and 5-7 on Pages 5-16, 5-17 and 5-21)

Not sure if this is important for the document or not, but thought I would share.

Thanks,
Charles

CHARLES GOFF | Assistant Director of Development Services
Town of Addison | 16801 Westgrove Drive
P.O. Box 9010 | Addison, Texas 75001
office: (972) 450-7027
ADDISONTXAS.NET
IT ALL COMES TOGETHER.

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FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION 6
MITIGATION DIVISION

RE: Cotton Belt Corridor Regional Rail Project

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☑ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

You are required to coordinate with your local Floodplain Administrator for Jurisdiction in which proposed work is being completed for project. You can contact Colleen Sciano if you need assistance in providing Floodplain Administrator for a specific jurisdiction.

B. Caleb Thornhill
Director of Engineering
P.O. Box 860358
Plano, TX 75086-0358
calebt@plano.gov
(972) 941-7152

Lyle Jenkins
Drainage & Development Engineer
200 North Fifth Street
Garland, TX 75040
ljenkins@garlandtx.gov
(972) 205-3620

Michael McKay, PE
FPA/Civil Engineer
P.O. Box 110535
Carrollton, TX 75006
mike.mckay@cityofcarrollton.com
(972) 466-3183

Lisa Shepard, P.E.
Senior Bridge Engineer & FPA
411 Elm St, 4TH Floor
Dallas, TX 75202
lissa.shepard@dallascounty.org
(214) 653-7426
Marc Bentley, P.E.
City Engineer
1300 William Dodson Pkwy
Farmers Branch, TX 75234
marc.bentley@farmersbranchtx.gov
(972) 919-2593

Jim Lockard, P.E.
Assistant Director of Engineering
411 West Arapaho Rd, Suite 204
Richardson, TX 75080
Jim.lockard@coc.gov
(972) 744-4277

John Robertson, P.E., CFM
Dev. Engineering & Construction Mgr.
P.O. Box 95104
Grapevine, Texas 76099-9704
jrobertson@grapevinetexas.gov
(817) 410-3138

Kenneth Griffin, P.E.
Director, Eng. & Public Works
P.O. Box 9478
Coppell, TX 75019
kgriffin@coppelltx.gov
(972) 304-3680

Clarence Daugherty
Director of Engineering
4690 Community Avenue
McKinney, TX 75071
engineer@collincountytx.gov
(972) 548-3727

Steve Parker, P.E., C.F.M.
Floodplain and Drainage/Program Manager
320 East Jefferson Blvd, Room 307
Dallas, Texas 75203
Stephen.parker@dallascityhall.com
(214) 948-4690

Jason Shroyer
FPA
5300 Belt Line Rd.
Addison, TX 75254-7606
(972) 450-7001

REVIEWER:

Colleen Sciano
Floodplain Management and Insurance Branch
Mitigation Division
(940) 383-7257

DATE: May 9, 2018
April 13, 2018

Dear Cotton Belt Corridor Regional Rail Project Stakeholder:

On behalf of the Federal Transit Administration, and in cooperation with the Federal Aviation Administration, we are pleased to notify you that beginning on Friday, April 20, 2018 the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project is available for review as detailed below. The project consists of a 26-mile regional rail line from DFW Airport to Shiloh Road in Plano, Texas. Your review and comments on the DEIS are encouraged.

The DEIS is being made available to all appropriate governmental agencies, legislative bodies and interested organizations and individuals. The document is available for review in electronic PDF format on www.DART.org/Cottonbelt. A limited number of hard copies are being distributed to agencies. Additional hard copies of the DEIS are available for public viewing at the following libraries:

- Carrollton Public Library at Josey Ranch Lake: 1700 Keller Springs Rd, Carrollton, TX 75006
- Cozby Library and Community Commons: 177 N. Heartz Rd, Coppell, TX 75019
- Fretz Park Branch Library: 6990 Belt Line Rd, Dallas, TX 75254
- Park Forest Branch Library: 3421 Forest Ln, Dallas, TX 75234
- Grapevine Public Library: 1201 Municipal Way, Grapevine, TX 76051
- Richardson Public Library: 900 Civic Center, Richardson, TX 75080
- Harrington Library: 1501 18th St, Plano, TX 75074

The 45-day public and agency comment period begins on April 20, 2018 and ends on June 4, 2018. Public hearings will be conducted during the review and comment period as follows:

<table>
<thead>
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<th>May 14, 2018 – 6:30 pm</th>
<th>May 15, 2018 – 6:30 pm</th>
<th>May 16, 2018 – 6:30 pm</th>
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<td>Richardson Civic Center Grand Ballroom</td>
<td>Dallas Fort Worth Airport Marriott</td>
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<td>15201 Dallas Parkway Addison, TX 75001</td>
<td>411 W. Arapaho Road Richardson, TX 75080</td>
<td>8440 Freeport Parkway Irving, TX 75063</td>
</tr>
</tbody>
</table>

These public hearings will serve to receive comments on the DEIS document. Written comments can also be provided via email to Cottonbelt@DART.org or in writing to Mr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266.

If you have any questions about the availability of the document or need special accommodations at the public hearings, please contact DART Community Engagement at 214-749-2522. We appreciate your input on the DEIS, and look forward to your continued participation on this project.

Sincerely,

[Signature]

Gary C. Thomas
President/Executive Director
Statement of Support
Cotton Belt Corridor Regional Rail Project

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on May 16, 2018

The need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region’s current long-range metropolitan transportation plan, Mobility 2040, as well as Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, which is proposed for adoption in June 2018. This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system as it will connect and leverage the value of existing and future rail investments including Dallas Area Rapid Transit’s Orange, Green, and Red light rail lines. It will also connect to other regional rail services including Trinity Metro’s TEXRail line, Denton County Transportation Authority’s A-train, and future rail service connecting north to Frisco and south to Irving. It will improve connections to existing businesses, residences and Dallas Fort Worth International Airport and it will provide a catalyst for future economic development. It will provide direct air quality benefits and will accommodate adjacent bicycle and pedestrian trails that are part of the Regional Veloweb trail. The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than 20 years since the adoption of Mobility 2020. Implementation of the trail along the Cotton Belt Corridor would result in improving non-motorized access to more than 120 schools, 400,000 residents, and 610,000 jobs located within a two mile radius.

The Regional Transportation Council has approved over $140 million in construction funding for the Cotton Belt Corridor Regional Rail Project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project.

Contact:
Amanda Wilson, AICP
Program Manager
(817) 695-9284
awilson@nctcog.org

Dan Lamers, P.E.
Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

About the Regional Transportation Council
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region’s transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC’s 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area’s transportation providers. More information can be found at www.nctcog.org.
About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 18-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has over 230 member governments including 16 counties, 168 cities, 24 school districts, and 28 special districts.
Date/Fecha: 5-15-18

Meeting Location/Lugar de la reunión:
RICHARDSON CIVIC CENTER

Name/Nombre: SANDY GREYSON

Address/ Dirección: 1500 MAPILLA - SEN

City/Ciudad: DALLAS

Zip Code/ Código Postal: 75201

Telephone/ Teléfono: 214-670-4047

E-mail/ Correo Electrónico: Sandy.greyson
(6 dallascityhall.com)

Comments/ Comentarios:
I would like to enter the Dallas City Council resolution #180488 dated March 28, 2018 into the written record of this hearing.
WHEREAS, the Dallas Area Rapid Transit (DART) plans to build the 26-mile Cotton Belt Project rail line between Dallas/Fort Worth (DFW) Airport and Shiloh Road in Plano; and

WHEREAS, the Cotton Belt rail line goes through the cities of Plano, Richardson, Dallas, Addison, and Carrollton; and

WHEREAS, the Cotton Belt passes through a three-mile section of North Dallas in an area that is mainly residential, and includes many schools and parks near the rail line; and in another area of Dallas known as Cypress Waters that is a proposed mixed used development area; and

WHEREAS, the existing Cotton Belt rail line has twelve at-grade street crossings in the City of Dallas and one grade-separated street crossing at Preston Road; and,

WHEREAS, the proximity of residential homes, schools, parks and at-grade street crossings raises significant community safety concerns, as well as issues related to noise, vibration, and visual impacts; and,

WHEREAS, DART is currently engaged in developing a Draft Environmental Impact Statement (DEIS) for the Cotton Belt Project; and

WHEREAS, the DEIS will identify the Cotton Belt Project alignment, grade separations for street crossings, station locations, and mitigation measures required to meet Federal Transit Administration (FTA) requirements; and,

WHEREAS, the DART Board has a “Betterments” policy that provides funding and a community involvement process for enhancements that would be in addition to the mitigation measures required by the FTA; and,

WHEREAS, the DART Board considered committing $50 million toward mitigation measures for the Cotton Belt Project in Far North Dallas, but later changed its Resolution language to apply the $50 million to the entire 26 miles and then approved Resolution No. 060177 in 2006; and,

WHEREAS, On October 24, 2017, DART staff briefed the DART Board Planning Committee and communicated that the approved language in the resolution was intended for betterments, not mitigation; and,

WHEREAS, DART did not stipulate in the resolution or subsequent action that the funding amount would be adjusted for inflation; and,

WHEREAS, freight service on the Cotton Belt rail line is not currently permitted within the City of Dallas and Dallas requests written assurances that freight service will never be allowed on the Cotton Belt rail line between Waterview Parkway and the Dallas North Tollway; and,

WHEREAS, the 2011 City of Dallas Bike Plan identifies a bicycle-pedestrian trail within the Cotton Belt rail corridor between Waterview Parkway and the Dallas North Tollway.

WHEREAS, on October 11, 2016, the Dallas City Council unanimously passed a resolution to identify the highest priorities for improved transit services within the City of Dallas; and
WHEREAS, DART has not yet produced a comprehensive bus service plan and requisite Level of Service Policy that meets or exceeds the level of service of transit industry best practices to address issues including but not limited to: a sustainable high frequency grid network with on-time performance metrics, a stated policy for public transit times compared to auto travel, a clearly defined standard for providing passenger shelters, and a policy for reducing passenger wait times.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City of Dallas supports the following conditions, to be approved by the DART Board before a construction contract for the line is awarded:

- A study is completed and an implementation plan adopted to create a comprehensive, high frequency grid network bus system for Dallas, and,

- Funding is set aside in its 20 year Financial Plan for this comprehensive bus system, and

- Rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/Keller Springs and Colt Road stations are eliminated from the project, and

- Grade-separated street crossings are constructed at Hillcrest Road and Coit Road. Infrastructure changes are at-grade or below grade, and

- Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:
  - Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
  - Tire-derived aggregate for track ballast to reduce vibration,
  - Enhanced landscaping to reduce visual impacts,
  - Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
  - Train Noise shall not exceed current community noise levels by more than 3dBA Ldn at maximum headways,
  - Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
  - Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences,
• DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt between Waterview Parkway and the Dallas North Tollway, and
• Cooperation is provided in the development and implementation of a bicycle-pedestrian trail within the Cotton Belt corridor outside of the sound walls consistent with the 2011 Dallas Bike Plan, subject to neighborhood input.

Section 2. That the City Council supports the proposed change in alignment and the location of a rail station for the Cotton Belt near the Cypress Waters development within the City of Dallas.

Section 3. That the DART Board increases its $50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

Section 4. That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Colt Road stations on betterments for the Far North Dallas portion of the rail line.

Section 5. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL
MAR 28 2018
Interim City Secretary
May 17, 2018

Mr. John Hoppie:
DART Capital Planning
Dallas Area Rapid Transit
PO Box 66163
Dallas, TX, 75266

Subject: Cotton Belt Regional Rail Corridor – DEIS Concerns

Dear Mr. Hoppie:

Department of Transportation has reviewed the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Regional Rail Corridor and have noted several deficiencies that should be addressed prior to completing the EIS. These are discussed below.

**DEIS Deficiencies**

1. **Grade Separation on 6-Lane Arterials:** The City has concerns regarding the analysis results where six-lane arterials did not indicate a need for a grade separated crossing. These would include Hillcrest and Campbell streets in the City of Dallas.

   The ITE criteria referenced in the study is based upon vehicles per hour per lane and trains per hour. However, Table 3-1 describes the thresholds in terms of average daily traffic (ADT). This requires assumptions on peak hour factors and on direction split which may not match the vehicle count data. The analysis should be revised to be consistent with the project description, with ITE guidance and with the actual field data.

2. **Headways:** The headways used in the grade crossing analysis do not to adequately recognize the volume of train traffic in both directions. If 20-minute headways are proposed then this would equate to 6 trains per hour in both directions. However, the analysis is performed at 15 minute intervals; which only equates to four trains per hour. Please clarify and update as required.

3. **Grade Separation at Hillcrest:** The grade separation analysis at Hillcrest is fatally flawed and should be corrected. A detailed review of that analysis was performed by City staff (dated March 22, 2018) and is attached. An improved analysis will likely indicate that this crossing meets the criteria for grade separation. If grade separated, this crossing would have a larger footprint and would therefore have greater impacts than what is described. The larger footprint and area of disturbance needs to be addressed in the DEIS.

4. **Grade Separation at Campbell:** The projected traffic demand for Campbell is higher than Hillcrest. Therefore, this crossing should be revisited along with the same considerations as previously mentioned for No. 3 Grade Separation at Hillcrest. If grade separated, this crossing would have a larger footprint and would therefore have greater impacts than what is described.
In order to ensure the DEIS is complete and to reduce the risk for a supplemental EIS, the largest feasible footprint and area of disturbance should be addressed at this time.

5. **Max Street Grades:** The proposed street approach grades on the Coit Road overpass are unreasonably steep; especially for a high volume arterial. This crossing, as depicted, is poor design and is unacceptable to the City of Dallas. Using reasonable approach grades on Coit will require a larger footprint than what is indicated. Therefore, the area of impact as well as the impacts to the neighboring properties have been underestimated. The DEIS and the 10% design should be revised to conform to City of Dallas standard and ensure the larger footprint and area of disturbance is adequately addressed.

6. **Socioeconomic impacts** to the adjacent communities due to elevated crossings are not adequately addressed. Page 9 of “Socioeconomic Characteristics Existing Conditions - Technical Memorandum” [December 2013] states the following:

   “the corridor serves as a logical physical boundary line for many neighborhoods as well as school attendance zones.”

This assertion minimizes the potential disconnection across the corridor and the projects potential to isolate a segment of the community on one side of the tracks.

7. **Water Surface Elevations:** The DEIS (10%) plans show a lower post project water surface elevation in some of the waterways. How this is accomplished as well as the associated direct impacts to the waterways upstream and downstream of the rail crossing are not described or evaluated. As presented, the DEIS neglects to describe grading or construction in the creeks and therefore fails to adequately evaluate impacts to the waterways.

8. **Future Trail:** The public presentations on the Corridor indicate that the project alignment is designed to accommodate a future trail for public use. The DEIS should identify a potential planning alignment for this trail, preferably outside of the sound walls, and ensure that it will remain feasible once the project is operational. Similarly, the planning alignment should conceptually address the need for additional bridges at the waterways and at grade crossings.

9. **Bridge Widths and Creek Impacts:** DART’s project will only construct bridges over waterways that are wide enough to accommodate the double track. However, this alignment will need to accommodate (but not necessarily construct) additional trail bridges parallel to the train bridges over the same waterways. The DEIS should clearly include these impacts as well.

**10% Design Concerns:** The following concerns have significant Scoping and Cost implications that ought to be clarified before contracting with the design-build team:

1. Preliminary plans need to show sidewalks and paths as being included at the street crossings. These are not currently depicted as being within the area of construction but should extend to the full length of the Rail right-of-way (Typically 100 feet). Per the City’s complete streets manual the sidewalks should be 5 to 10 feet wide with a 10-foot buffer from the curb face.

2. Please include quad gates at all street crossing that will not have a median.
   - Quad gates may still be needed on Dickerson even with a median due to high potential for wrong way left turns from the warehouse on the NE quadrant.

Department of Transportation 1500 Marilla Street, L1-BS  Dallas, TX 75201  214) 670-6904
3. Design criteria should indicate the max acceptable street grade at the crossings. (4% is max desirable and 6% may be allowable in exceptional cases and where ADA compliance can still be achieved.) The grades proposed for the Coit overpass are 9.73% and 8.29%. This is a poor design and is unacceptable to the City of Dallas.

4. Street infrastructure should be designed and built to City of Dallas standards. These are similar to but are not identical to TxDOT standards. Please let us know, if your designer needs assistance accessing City standards.

5. Shorter-term impacts during construction also need to comply with City of Dallas ordinance and standards. These include obtaining permits for temporary traffic control on Dallas streets, for lane closures and for performing night work near residential areas. The ordinance also limits the use of trucks and construction equipment in residential zones.

If you have any questions or would like to discuss this further please let me know.

Michael Rogers, PWLF
Director, Department of Transportation

c: Majed A. Al-Ghafry, Assistant City Manager
   Auro Majumdar, P.E., City Traffic Engineer
   Tanya Brooks, Assistant Director, Department of Transportation

   Stephen L. Salin, Rail Planning, DART
   Chad Edwards, Capital Planning, DART
   Timothy McKay, Growth and Regional Development, DART
May 24, 2018

Mr. John Hoppie  
DART Capital Planning  
PO Box 660163  
Dallas, TX 75266

Commissioners  
Ralph H. Buggins  
Chairman  
Fort Worth

S. Reed Morian  
Vice-Chairman  
Houston

T. Dan Friedkin  
Houston

Anna B. Galo  
Laredo

Bill Jones  
Austin

Jeanne W. Latimer  
San Antonio

James H. Lee  
Houston

Dick Scott  
Wimberley

Kelcy L. Warren  
Dallas

Lee M. Bass  
Chairman-Emeritus  
Fort Worth

Carter P. Smith  
Executive Director

RE: Draft Environmental Impact Statement for Dallas Area Rapid Transit (DART)  
Cotton Belt Corridor Regional Rail Project  
Dallas, Tarrant, and Collin Counties  
TPWD Project 39864

Dear Mr. Hoppie:

Dallas Area Rapid Transit (DART), on behalf of and in cooperation with the Federal Transit Administration, provided the Texas Parks and Wildlife Department (TPWD) with notice of the availability of the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project. The project involves the construction of a 26-mile double-track alignment from Terminal B at Dallas/Fort Worth International Airport (DFW Airport) to Shiloh Road in Plano, Texas, traversing seven cities including Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. The project is primarily within existing DART-owned Cotton Belt Corridor railroad right-of-way (ROW), yet there would be four alignment deviations 1) at DFW Airport for airport terminal connections where ROW and stations would be shared with the Fort Worth Transportation Authority’s TEXRail Project; 2) in Coppell/Dallas area near North Lake; 3) near downtown Carrollton for track realignment and grade separations with other rail corridors; and 4) near the President George Bush Turnpike in Richardson and Plano to serve the mixed-use CityLine development. Twelve potential station locations and one equipment maintenance facility are planned.

TPWD provided scoping comments in preparation of the DEIS on May 4, 2017 and during the original launch of the project in 2010. TPWD’s May 4, 2017 scoping letter can be found in Appendix G of the DEIS.

As the state agency with primary responsibility for protecting the state’s fish and wildlife resources, in accordance with the authority granted by Parks and Wildlife Code §12.0011 and per coordination under National Environmental Policy Act, TPWD hereby provides the following recommendations and informational comments to minimize the adverse impacts to the state’s fish and wildlife resources in the construction and operation of the proposed project.

The DEIS Section 4.17 presents mitigation measures to avoid or minimize impacts to biological and natural resources that represent the recommendations made in TPWD’s May 4, 2017 scoping letter.

**Recommendation:** TPWD recommends implementation of the mitigation measures presented in Section 4.17 and detailed in TPWD’s May 4, 2017 scoping letter.

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.
The DEIS Section 4.17 identifies potential impacts to approximately 7.7 acres of floodplain hardwood forest and 0.6 acres riparian hardwood forest vegetation types. Floodplain hardwood forest and riparian hardwood forest are vegetation types used by wildlife for travel corridors and provide suitable habitat for the state-listed threatened timber rattlesnake (*Crotalus horridus*) and the Texas garter snake (*Thamnophis sirtalis annectens*), a Species of Greatest Conservation Need (SGCN). The timber rattlesnake and other terrestrial wildlife would also utilize adjacent upland woodlands, such as the 4.2 acres of oak woodland and forest and the 20.5 acres of deciduous woodlands that also occur within the ROW. The DEIS Section 4.17 indicates that DART will examine ways to reduce or eliminate impacts to riparian habitat.

**Recommendation:** Because woodland corridors are not typically prevalent in urban landscapes, TPWD recommends DART extend their examination of ways to reduce or eliminate impacts to riparian hardwood forest to also include floodplain hardwood forest and adjacent upland woodlands.

Thank you for considering the fish and wildlife resources of Texas in your project planning. If you have questions, free to contact me at Karen.Hardin@tpwd.texas.gov or (903) 322-5001.

Sincerely,

Karen B. Hardin  
Wildlife Habitat Assessment Program  
Wildlife Division  

kbh/39864(37878)
MEMORANDUM

To: John Hoppie, DART Project Manager Cotton Belt Line
From: Traci E. Leach, Deputy City Manager
Date: May 29, 2018
Reference: DART Cotton Belt Line DEIS Comments

The City of Coppell appreciates the opportunity to provide the following comments to the Draft Environmental Impact Study (DEIS). The City Council was briefed on the DEIS at a regular Council meeting held on May 22, 2018. At that time, the following position points were outlined and the Council was unanimous in forwarding these comments to DART as the City’s official comments.

The City is recommending that the following comments be made for the record.

1. **Support the inclusion of the seven locations identified as quiet zones.** In Coppell, quiet zones (QZ) were shown to completely eliminate the number of residential homes moderately or severely impacted by horn noise.

2. **Support the traffic mitigation at the MacArthur/East Belt Line Road intersection and at South Belt Line Road.** The mitigation proposed for the MacArthur/East Belt Line intersection includes signal improvements at the MacArthur/East belt Line intersection and a grade separated crossing at South Belt Line Road and Sanders Loop.

3. **Support the mitigation recommended for Pinkerton Elementary School.** The City’s support here will be supplemental to any feedback that the school district has related to the enhanced safety features proposed for the school. CISD has no additional mitigation requests in addition to what is outlined in the DEIS, subject to DART’s continued coordination to discuss issues related to the school.

4. **Support the Cotton Belt Trail.** A regional trail within the DART right-of-way is currently included in the DEIS, but would not be funded as part of the rail project. The City is currently working with NCTCOG on this regional trail.

5. **Advocate for a quiet zone at Denton Tap Drive.** This location was originally included in the list of proposed QZ, but was later eliminated with the rationale being that the Cypress Waters alignment draws the passenger rail and its associated noise south away from the residential neighborhoods in close proximity to Denton Tap. With QZ proposed from both intersections on either side of Denton Tap, leaving a gap at Denton Tap has the potential to render those QZ ineffective if the horns from the freight traffic must be sounded in advance of this crossing.
6. **Advocate for Modifications to Grade Crossing Bells.** While QZ eliminates the noise associated with the trains sounding their horns, they do not eliminate the noise associated with the crossing bells. The crossing bells can be adjusted to lower the volume to “near the minimum values.” Staff is respectfully requesting that DART consider adjusting the volume of the crossing bell to the minimum value to comply with American Railway Engineering and Maintenance of Way Association (AREMA) standard and also consider adding acoustic shrouds to the back half of the bells to direct noise away from noise-sensitive areas and direct it where it is needed.

7. **Advocate for the Addition of Vehicle Wheel Skirts.**

8. **Advocate for betterments for additional landscape planting in areas adjacent to residential areas.** While the betterment process is between individual neighborhoods in Coppell and DART, the City supports the addition of betterment improvements to help improve the visual impact of the rail.

9. **Advocate for betterments for enhancements to the proposed elevated crossing at South Belt Line Road.** While the City supports the mitigation improvement for this location, the City would like the aesthetics of the bridge to be consistent with other bridge structures throughout Coppell. As a major traffic point within Coppell, this crossing will be one of the first major structures seen by motorists traveling north from IH 635 on South Belt Line Road.

10. **Advocate for a re-assessment of the residential area just west of the MacArthur/E. Belt Line Rd intersection.** The homes along Crestview Dr are immediately adjacent to the proposed rail line and have no existing buffer for the freight traffic that is currently utilizing the line. With the increase in frequency of rail traffic, the residents along this stretch will be heavily impacted. The noise monitoring that took place in 2017 did not generate any readings due to noise programing error. According to the DEIS, this is the only location where the equipment malfunctioned during the 2017 survey. Based on the 2010 readings, the area would experience a 1.3 dB increase. Given the changes to the natural environment in this area since 2010 (wholesale removal of vegetation in the Atmos ROW), we believe the impact to these residents would be more pronounced today.

Finally, as more of a clerical correction, the City of Coppell respectfully requests that the language reflected in the funding section of the DEIS be amended. At no time has the City pledged any portion of either sales tax or property tax towards the Cotton Belt project. While the details are still being discussed, the City has agreed in principle to contribute land for the Cypress Waters station. The City requests that the language be amended to show “in kind” contribution in Table 7.2 and in Section 7.3.2.3 Local.
May 29, 2018

Melissa Foreman  
Community Planner  
Federal Transit Administration, Region 6  
819 E. Taylor, Room 14A02  
Fort Worth, TX 76102

Dear Ms. Foreman:

Thank you for the opportunity to review and comment on the U.S. Department of Transportation (DOT)/Federal Transit Authority (FTA) Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the Cotton Belt Corridor Regional Rail Project in Tarrant, Dallas and Collin Counties, TX.

The U.S. Department of the Interior (Department) focused in particular on the cultural resources assessment and evaluation in the DEIS, including its documenting compliance with Section 106 of the National Historic Preservation Act, and Section 4(f) of the U.S. Department of Transportation Act, as amended.

We examined the determination under Section 106 that the preferred alternative would have an Adverse Effect on the National Register-eligible White Rock Creek Bridge. To meet its Section 106 responsibilities, the Federal Transit Administration (FTA) consulted with Dallas Area Rapid Transit (DART) and the Texas State Historical Commission (THC) to develop a draft memorandum of agreement (MOA) (provided in Appendix I of the DEIS) that when executed, would reduce the federal undertaking’s adverse effects to historic properties below the threshold of significance. Its main stipulation is that the bridge be relocated 30 feet to the north within the existing railroad corridor to serve as a trail bridge for the proposed future Cotton Belt Trail.

The Department supports the actions set forth in the draft MOA and believes that execution of these stipulations as included in the version supplied with this DEIS will provide for appropriate care of the resource and minimize the effects of the action on it. In addition, based on the language in Section 4.22 of the draft EIS, FTA determined that the proposed action falls within a Section 4(f) Exception under 23 CFR 774.13(g). Therefore we do not find it necessary to review the action in accordance with Section 4(f).
We appreciate the opportunity to review this document. Should you have questions in response to these comments, please contact David Hurd, Environmental Protection Specialist, National Park Service Inter-mountain Regional Office at 303.987.6705, or this office at 505.563.3572.

Sincerely,

Stephen R. Spencer, PhD
Regional Environmental Officer
May 31, 2018

Melissa Foreman
Federal Transit Administration, Region 6
819 East Taylor Street, Room 14A02
Fort Worth, Texas 76102

Re: Dallas Area Rapid Transit Cotton Belt Corridor Regional Rail Project, Draft Environmental Impact Statement, Dallas, Collin, and Tarrant Counties (FTA/106, THC #201808946)

Ms. Foreman:

Thank you for the opportunity to review the Federal Transit Administration’s (FTA) Draft Environmental Impact Statement (DEIS) for Dallas Area Rapid Transit’s (DART) proposed Cotton Belt Corridor Regional Rail Project. This letter serves as comment on the DEIS from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC concurs with FTA’s conclusions in the DEIS and its Appendices, including the evaluation of historic properties eligible for listing in the National Register of Historic Places and the determination that the project will have an adverse effect on one historic property, the White Rock Creek Warren Pony Truss Bridge, which will be relocated as a result of the proposed project. We look forward to continued consultation with FTA and DART to develop a Memorandum of Agreement (MOA) to resolve this adverse effect.

For clarity, THC requests that throughout the DEIS, the trinions of archeological sites be included. Otherwise, THC has no comments on the DEIS.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or justin.kockritz@thc.texas.gov; for any questions concerning our comments regarding the project’s potential effects to historic properties or the development of the MOA, please contact Alexander Toprac at 512-463-6183 or Alexander.Toprac@thc.texas.gov; or, for any questions concerning our comments on archeological resources, please contact Rebecca Shelton at 512-463-6043 or Rebecca.Shelton@thc.texas.gov.

Sincerely,

Justin Kockritz, Historian, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

cc: John MacFarlane, Federal Aviation Administration
John Hoppie, Dallas Area Rapid Transit
June 4, 2018

Mr. Gary C. Thomas
President/ Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213

Subject: City of Plano Draft Environmental Impact Statement Comments for the Cotton Belt Corridor Regional Rail Project, DFW International Airport to Plano

Dear Gary,

On March 26, 2018 the City Council approved a resolution supporting a DART Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project from Shiloh Road in the City of Plano to DFW Airport (Project). In that resolution, the City Council affirmed our support of the Project and the following:

1. The Plano City Council supports the proposed 12th Street rail station complex with Red Line transfer capability and a regional rail station near Shiloh Road.
   a. To that end, we would encourage DART to design a pedestrian connection that support and encourages walkability between the two platforms. In addition, those pedestrian connections should support the historic African-American Douglass Community and the southern part of Downtown Plano – the new focus of the City’s transit-oriented development activities. In an effort to bring the two 12th Street platforms together, the City of Plano requests a review of alignments that utilize the City of Richardson Cotton Belt spur (along F Avenue).

2. The Plano City Council supports member cities contributing to the success of the project by creating tax increment financing districts or cash grants.

3. The Plano City Council requests savings from the elimination of station(s) should be redirected to providing additional parking at adjacent stations and the reduction of overall project costs.

4. The Plano City Council requests that the DART Board maintain its $50 million commitment to provide enhancements in residential areas of the Cotton Belt corridor, adjust the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

5. The Plano City Council requests DART reinvestigate the need for grade crossings at K Avenue, Municipal Avenue, and Jupiter Road.
6. The Plano City Council requests DART provide additional parking at the Addison Station and University of Texas, Dallas Station should the Preston Road/ Keller Springs Station and Coit Road Station be eliminated for the project.

7. The Plano City Council requests that should DART enact long-term or short-term paid parking policies at the stations, DART member cities’ residents receive free parking.

The following are additional staff comments on the DEIS.

Plano’s **Transportation Engineering Division** (Brian Shewski, Manager):

**Table ES-2(page E-9) – Highway and Roadway Impacts:** ADD the following:
- Potential Grade Separations: Jupiter Road, K Avenue, and Municipal Avenue
- Signal Timing Improvements
  - K Avenue at 18\textsuperscript{th}, 15\textsuperscript{th}, 14\textsuperscript{th}, 10\textsuperscript{th} and Plano Parkway
  - Municipal at 15\textsuperscript{th} and 14\textsuperscript{th}
  - Jupiter at 14\textsuperscript{th}, 10\textsuperscript{th}, Summit, and Plano Parkway
  - Shiloh at 14\textsuperscript{th} and Plano Parkway
- Impact Category for Train Preemption Type
  - K Avenue, Municipal, and Shiloh crossings require a Green Band Signal or some other train to wayside circuit technology that does not hold or preempt a gate down for an excessive time period when the train is LEAVING a station. A great example of an unacceptable situation is the southbound train coming from the Red Line Parker Road Station. The current manual process which preempts the gates when entering and leaving a station is not acceptable. On the departing side, train operators are pressing the preempt button 40 to 60 seconds BEFORE the train ever departs the station. The Red Line gates at Park Boulevard are down an average of 85 seconds before Park traffic can move again.

**Table ES-2(page E-10) – Station Access and Parking:**
- Potential pedestrian access impacts: ADD the following:
  - Construct multi-use walkway between the Cotton Belt 12\textsuperscript{th} street station and DART Red Line Station. Already mentioned in Section 2.3.1 Alignment: 12\textsuperscript{th} Street Station paragraph on page 2-10.

**Table ES-2(page E-10) – Non-Motorized Transportation**
- Add bicycle racks to Proposed Mitigation Measure(s)
Table 1-3(page 1-7). Year 2010 to 2040 Projected Population and Employment Change
- We expect Plano’s 2040 population to be significantly higher than the 302k population shown in the table. Our most recent 2016 population was 286,057. Several errors have been found in the 2040 COG model. Please recalculate this 2040 population.

Chapter 5. Surface Transportation Impacts Evaluation
- Page 5-15 Roadway and Intersection Impacts (comments about Street At-Grade Crossing Traffic Analysis Report in Appendix B)
  o Synchro models have several errors
    ▪ Network needs to be expanded
      • 14th Street and current phasing need to be added to the Jupiter model. One issue is that the current DART model assumes random southbound arrivals since there is not an intersection (14th Street) to the north of Cotton Belt. Random arrivals evenly distribute traffic volumes across the analysis period thus minimizing the queuing impacts.
      • 18th, 15th, and 14th Streets and current phasing need to be added to the K Avenue/Municipal model.
    ▪ Ideal Flow rate needs to be changed from 2200 vphpl to 1900 vphpl. 2200 vphpl is typically used for highways. 1900 vphpl is recommended for arterial roadways.
    ▪ Turning movement traffic volumes need to be updated in both models. The 2040 Model volumes are lower than existing volumes.
    ▪ Gate down time needs to be changed from 50 seconds to 100 seconds for the DART Synchro analyses.
  o Traffic projections need to be updated. Several errors have been found in the 2040 COG Model. The growth rate analysis is therefore flawed.
  o Given the above changes, the queuing analysis also needs to be redone.
  o Once these changes are made, the Jupiter crossing should warrant a grade separation and the K Avenue and Municipal crossings might require a grade separation.
The following comments from the City of Plano’s Parks and Recreation Department (Christina Sabastian, Trail System Planner):

The City of Plano Parks and Recreation Department will be constructing a portion of the Cotton Belt Regional Trail, between President George Bush Turnpike and K Avenue, beginning in summer of 2018. While this trail is included in the DEIS in some locations, it is not included throughout the length of the trail. The trail is on the east or south side of the Cotton Belt line, however, just west of K Avenue, the trail turns and crosses the Cotton Belt line at grade, and this crossing is also not shown in the DEIS. Specifically, the trail is not shown on:

- **Guideway Plan and Profile Sheets:**
  - STA 3465+00.00 TO STA 3473+00.00, north of 10th Street
  - STA 3473+00.00 TO STA 3481+00.00, west of K Avenue and crossing the Cotton Belt line

- **Street Modification Plans:**
  - 10th Street, north of 10th Street
  - K Avenue, west of K Avenue and crossing the Cotton Belt line

- **Existing Utility Composites:**
  - STA 3465+00.00 TO STA 3473+00.00, north of 10th Street
  - STA 3473+00.00 TO STA 3481+00.00, west of K Avenue and crossing the Cotton Belt line

- **12th Street Station Site Plan:**
  - Sheet 1 of 2, crossing the Cotton Belt line
  - Sheet 2 of 2, west of K Avenue

100% Construction Design plans are available for this trail project.

Additional Cotton Belt Regional Trail is planned, though not yet designed, between K Avenue and Shiloh, and this planned trail is also not shown in the DEIS at the 12th Street Station:

- **Guideway Plan and Profile Sheets:**
  - STA 3481+00.00 TO STA 3489+00.00, west of Municipal Avenue

- **Street Modification Plans:**
  - K Avenue, east of K Avenue
  - Municipal Avenue, west of Municipal Avenue

- **Existing Utility Composite:**
  - STA 3481+00.00 TO STA 3489+00.00, west of Municipal Avenue

- **12th Street Station Site Plan:**
  - Sheet 1 of 2, west of Municipal Avenue
This trail will also cross a number of streets, and the DEIS does not show methods for trail users to cross these roads, such as crosswalks or additional crossing enhancements:

- **Street Modification Plans:**
  - Municipal Avenue: no trail crossing shown
  - N Avenue: no trail crossing shown
  - Jupiter Road: no trail crossing nor median cut-through/pedestrian refuge island is shown

We look forward to working with your team on the next phase of the project. Please contact Peter Braster, Director of Special Projects at peterb@plano.gov if you have any questions with our comments.

Sincerely,

Bruce D. Glasscock,
City Manager

cc: John Hoppie, DART Project Manager
    Peter Braster, Director of Special Projects
June 4, 2018

Mr. Gary Thomas  
President/Executive Director  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX  75266-7213

Dear Mr. Thomas:

RE: Comments on the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement

On May 16, 2018, the North Central Texas Council of Governments (NCTCOG) submitted a Statement of Support for the Cotton Belt Corridor Regional Rail Project (Cotton Belt), highlighting that the need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region’s current long-range metropolitan transportation plan, Mobility 2040, as well as Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, which is proposed for adoption in June 2018. This letter provides additional feedback on the Cotton Belt Draft Environmental Impact Statement (DEIS). The comments are organized by the topic areas of transportation network and connectivity, stations, double tracking, regional bicycle and pedestrian trail, air quality, and environmental justice.

Transportation Network and Connectivity

- Support for the corridor as a key east-west connector of the Red, Orange, and Green Light Rail Lines, as well as TEXRail.
- Support for the corridor as a network connection at Downtown Carrollton to future A-train service and to future rail service from Irving to Frisco on the Madill subdivision and Burlington Northern Santa Fe (BNSF) corridor.

Stations

- Support for all stations included in the DEIS and as contained in the approved Metropolitan Transportation Plan.
- Support for direct service into Dallas Fort Worth International Airport (DFWIA) at the Terminal B station shared with TEXRail.
- Support including north platform at the DFWIA North Station to accommodate future cross-corridor service.
- Support for highly integrated station at Downtown Carrollton to accommodate convenient passenger transfer among and access to Cotton Belt, DART Green Line, future Denton County Transportation Authority A-train extension, and future Irving to Frisco service. It is unclear whether access has been preserved for a pedestrian connection on the west
side of the Cotton Belt platform to a future A-train station. It is also unclear from the text whether the space preserved for a future Irving to Frisco platform would accommodate both north-bound and south-bound passengers. Clarity on both of these items is needed to ensure future connectivity to new services at the Downtown Carrollton Station.

Double Tracking
- Support for double-tracking of entire corridor and upgrading to Class 4 track standards.
- Support for ongoing, close communication with freight operators to maintain adequate freight service in the corridor and where freight lines cross the corridor.
- Support for implementation of Positive Train Control.
- It is unclear whether the design to grade-separate the Cotton Belt Corridor from the Madill subdivision will preclude future direct passenger service from Frisco to DFWIA. Request clarification on whether the configuration maintains this potential future regional service.

Regional Bicycle and Pedestrian Trail (Shared Use Path)
- We do not want to risk delay in the Cotton Belt for a bicycle and pedestrian component due to environmental clearance and in consideration of cost inflation over time. It is our expectation that the Cotton Belt Regional Trail would be environmentally cleared concurrently with the Cotton Belt. There are critical elements of the Cotton Belt Regional Trail that must be constructed concurrently with the Cotton Belt due to physical constraints and feasibility that would prohibit future construction on a separate timeline. NCTCOG is actively coordinating with DART to advance both projects concurrently and is coordinating with cities to provide funding for design and construction. We strongly encourage that the Cotton Belt Regional Trail be included in a supplemental environmental document or the Final Environmental Impact Statement for the Cotton Belt. Attachment 1 is a summary memo outlining components of the Cotton Belt Regional Trail to help DART determine whether the trail will be cleared with a supplemental environmental document or the Cotton Belt Final Environmental Impact Statement.

Air Quality
- NCTCOG expects to receive an updated designation for air quality attainment status by the time the Final Environmental Impact Statement and Record of Decision are issued. However, it is anticipated that the counties traversed by the Cotton Belt will retain nonattainment status. The project's air quality benefits will remain important to the region.

Environmental Justice
- Table 4-6: The DEIS separates ethnicity and race when establishing Environmental Justice (EJ) thresholds and populations for block groups. This alters the thresholds used to identify block groups as minority EJ populations; it also affects the population that can be counted to reach that threshold. Federal Transit Administration Circular 4703.1 includes Hispanics or Latinos in their definition of minority. The DEIS could support its reasoning for separating ethnicity and race by describing how these populations are “distinct” populations per the circular.
- Public participation efforts meet requirements and include non-traditional methods of outreach and efforts to reach populations with limited English proficiency.
• The Overall Environmental Justice Findings section states that an analysis was done to compare design elements, impacts, mitigation and enhancement measures, and offsetting benefits between EJ and non-EJ populations. While impacts to EJ populations are reported, impacts to non-EJ populations are not evident in the DEIS. Providing this information could bolster statements declaring impacts would be borne evenly between EJ and non-EJ populations (demonstrating no disproportionately high and adverse effect).

• The Indirect Impacts section (page 4-100) states EJ populations will face indirect impacts in the form of housing prices, neighborhood character, and others; the section states these impacts will not be disproportionately high or adverse. Providing data, such as current housing values, in EJ and non-EJ block groups could support this statement.

The Regional Transportation Council strongly supports this project and looks forward to its implementation shortly. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project, including innovative ways to fund the project.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SC:tmb
Attachment
1. The plans for the Cotton Belt Regional Trail identify a minimum 12-ft wide shared use path within the rail right-of-way. Additional coordination may be necessary to identify the few exceptions where the shared use path is not feasible within the right-of-way.

2. The intent of the Cotton Belt Regional Trail is to create a continuous off-road system of shared use paths maximizing non-motorized access and travel to/from the rail stations, rather than individual disconnected shared use path segments connected to sidewalks. The design of the path is expected to be consistent with AASHTO guidance for bicycle accommodations and have a minimum width of 12-ft. It is expected there will be no instances where the path is disconnected or where sidewalks are provided in lieu of a continuous 12-ft wide shared use path accommodation.

3. Mobility 2040 and the Cotton Belt Regional Trail assume that traffic sufficient to warrant a rail separation would also warrant grade separation (bridges) of a shared use path for the safety of the path users. All bridges are expected to be designed as multi-use shared use paths with a minimum 16-ft width clearance (12-ft plus 2-ft shy zones each side), rather than pedestrian-only bridges.

4. In locations of suitable at-grade trail crossings of roadways, the intent of the Cotton Belt Regional Trail is to include a refuge island in locations where a roadway median is provided, ADA ramps, high visibility crosswalks, and pedestrian/bicycle traffic signals to accommodate safe travel by the users of the path. The setback of the path from the street curb is expected to be consistent with AASHTO guidance and have no obstructions within the path including railroad crossing assembly, utilities, signs, and related elements.

<table>
<thead>
<tr>
<th>City</th>
<th>DART Design Plan Station Reference</th>
<th>Proposed Changes from DART Preliminary Trail Findings¹,²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coppell</td>
<td>STA 1129+00 Royal Ln. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<tr>
<td></td>
<td>STA 1184+00 Freeport Pkwy. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<td></td>
<td>STA 1193+00 - STA 1228+00 Trail to be located in rail ROW east of Coppell Rd. to 800 ft. east of Sanders Loop (in lieu of existing sidewalk along Southwestern Blvd.)</td>
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<tr>
<td></td>
<td>STA 1195+60 - STA 1199+30 Include trail bridge at Grapevine Creek (370 ft.)</td>
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<td></td>
<td>STA 1220+70 - STA 1228+00 Include trail bridge over S. Belt Line Rd. and Sanders Loop (730 ft.)</td>
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<tr>
<td></td>
<td>STA 1362+60 - STA 1372+60 Include trail bridge east of Fairway Dr. (1020 ft.) in lieu of at-grade trail</td>
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<tr>
<td></td>
<td>STA 1299+00 MacArthur Blvd. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<tr>
<td>Carrollton</td>
<td>STA 2055+00 - STA 2111+40 Trail to remain located in rail ROW through Luna Rd. along the north side of Belt Line Rd. (in lieu of sidewalk along the south side of Belt Line Rd.) eastward to new Cotton Belt Downtown Carrollton DART Station and connect to existing “Green Trail” along Denton Dr. The trail constructed through the station area should be separate from the station platform. Trail remains at-grade under IH 35E (along the north side of Belt Line Rd)</td>
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<td></td>
<td>STA 2173+00 Josey Ln. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route several blocks from rail crossing)</td>
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<td></td>
<td>STA 2213+00 Kelly Blvd. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route several blocks from rail crossing)</td>
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<tr>
<td>Addison</td>
<td>STA 2286+50 Marsh Ln. Include signalized at-grade trail crossings parallel to rail crossings (in lieu of circuitous route several blocks from rail crossing)</td>
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<tr>
<td></td>
<td>STA 2319+50 - STA 2333+00 Trail to remain in DART ROW along south side of rail line to a new Midway Rd, trail bridge in lieu of existing sidewalk along Arapaho Rd.</td>
<td></td>
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<tr>
<td></td>
<td>STA 2333+00 - STA 2335+00 Include trail bridge at Midway Rd. (200 ft.) and trail remain within rail ROW along south side of rail line</td>
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<tr>
<td></td>
<td>STA 2335+00 - STA 2365+00 Include new trail from a new Midway Rd. trail bridge eastward to the Addison Station (in lieu of existing sidewalk along Arapaho Rd.) including a trail through the station area separate from the station platform and drive aisle, Trail should remain along the south side of rail line.</td>
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<tr>
<td></td>
<td>STA 2362+00 Addison Rd. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circuitous route to Arapaho Rd., intersection)</td>
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<tr>
<td></td>
<td>STA 2535+00 - STA 2388+20 Include trail along south side of rail within DART ROW, east of Addison station to DNT (in lieu of existing sidewalk along Arapaho Rd.), Trail crossing to the north side of rail line along the west side of the SB DNT frontage road.</td>
<td></td>
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</tbody>
</table>
## Summary Memo for the Cotton Belt Regional Veloweb Trail 06/01/18

### Proposed Changes from DART Preliminary Trail Findings \(^1,^2\)

<table>
<thead>
<tr>
<th>City</th>
<th>DART Design Plan Station Reference</th>
<th>Trail alignment (outside of DART ROW) to follow Belt Line Rd., from the intersection of the rail ROW eastward to the Campion Trail (currently under construction) at the intersection of Belt Line Rd. / Mockingbird Ln. Includes trail bridge over Grapevine Creek.</th>
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</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>STA 1236+00 - STA 1289+00</td>
<td></td>
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<tr>
<td></td>
<td>STA 3010+00 - STA 3024+50</td>
<td>Include trail bridge adjacent to new DNT rail bridge and trail connection along north side of rail line to Knoll Trail Station within DART ROW (in lieu of existing sidewalks along Arapaho Rd. and Knoll Trail Dr.)</td>
</tr>
<tr>
<td></td>
<td>STA 3010+00 - STA 3011+50</td>
<td>DNT SB Frontage Rd. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<tr>
<td></td>
<td>STA 3011+50 - STA 3018+00</td>
<td>DNT NB Frontage Rd. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<td></td>
<td>STA 3018+00 - STA 3024+50</td>
<td>Knoll Trail Dr. Include signalized at-grade trail crossing parallel to rail crossing</td>
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<tr>
<td></td>
<td>STA 3077+50</td>
<td>Critical trail section for construction. No change to alignment</td>
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<td></td>
<td>STA 3098+00</td>
<td>Davenport Rd. (W) Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circulatory route along sidewalks to the Keller Springs Rd. intersection)</td>
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<tr>
<td></td>
<td>STA 3101+30 - STA 3103+40</td>
<td>Include trail bridge (210 ft.) at McKamy Branch east of Davenport Rd. (W)</td>
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<td></td>
<td>STA 3110+00</td>
<td>Campbell Rd. Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circulatory route along sidewalks to the Keller Springs Rd. intersection)</td>
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<td></td>
<td>STA 3127+00</td>
<td>Davenport Rd. (E) Include signalized at-grade trail crossing parallel to rail crossing (in lieu of circulatory route along sidewalks to the Duffield Dr. intersection)</td>
</tr>
<tr>
<td></td>
<td>STA 3127+00 - STA 3131+00</td>
<td>Include trail within DART ROW east of Davenport Rd. (E) and trail bridges over Osage Branch Crossing #1 (in lieu of circulatory route along sidewalks to the Duffield Dr. intersection)</td>
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<tr>
<td></td>
<td>STA 3162+00 - STA 3170+00</td>
<td>Include trail bridge over Hillcrest Rd. (in lieu of circulatory sidewalk along Hillcrest Rd. and McCallum Blvd.) (800 ft.)</td>
</tr>
<tr>
<td></td>
<td>STA 3162+00 - STA 3170+00</td>
<td>Include trail within DART ROW east of Hillcrest (in lieu of circulatory sidewalk along Hillcrest Rd. and McCallum Blvd.)</td>
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<tr>
<td></td>
<td>STA 3170+50</td>
<td>McCallum Blvd. Include signalized at-grade trail crossing parallel to rail crossing</td>
</tr>
<tr>
<td></td>
<td>STA 3179+50</td>
<td>Meandering Way Include signalized at-grade trail crossing to the Preston Ridge Trail parallel to the rail crossing (in lieu of circulatory sidewalk south to the intersection of McCallum Blvd / Meandering Way)</td>
</tr>
<tr>
<td></td>
<td>STA 3194+50</td>
<td>Dickerson St. Include signalized at-grade trail crossing (in lieu of circulatory sidewalk north to the intersection of Hidden Creek Dr.)</td>
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<tr>
<td></td>
<td>STA 3216+00</td>
<td>Trail alignment moved to the south side of rail line, east of Colt Rd. with the trail crossing under a new roadway bridge for Colt Rd.</td>
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<tr>
<td>Richardson</td>
<td>STA 3252+00 - STA 3270+70</td>
<td>Trail Alignment moved to the south side of the rail line.</td>
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<tr>
<td></td>
<td>STA 3252+00</td>
<td>Include trail bridge (225 ft.) over Waterview Pkwy. in lieu of at-grade trail crossing.</td>
</tr>
<tr>
<td></td>
<td>STA 3290+00</td>
<td>Include trail bridges (3) over Synergy Park Blvd., W. Renner Rd., Custer Pkwy. (1520 ft.)</td>
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<tr>
<td></td>
<td>STA 3270+70 - STA 3378+00</td>
<td>Trail remain within DART ROW from west of Synergy Park Blvd. to existing trail at Alma Rd. (in lieu of sidewalks along Renner Rd. and Alma Rd.)</td>
</tr>
<tr>
<td></td>
<td>STA 3375+00</td>
<td>Alma Rd. Include signalized at-grade trail crossing</td>
</tr>
<tr>
<td></td>
<td>STA 3379+00</td>
<td>Critical trail section for construction. No change to alignment (anticipated DART Mitigation).</td>
</tr>
<tr>
<td></td>
<td>STA 3426+00</td>
<td>Alignment of trail remain on the west side of the City Line/Bush Station in lieu of use of the Spring Creek Trail extending south to Renner Rd.</td>
</tr>
</tbody>
</table>

### Notes:

1. All Trail sections a minimum 12-ft width
2. All Trail bridges a minimum 16-ft width /clearance (12-ft plus 2-ft shy zones each side)
RESOLUTION NO. 4170

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARROLLTON, TEXAS, SUPPORTING THE DALLAS AREA RAPID TRANSIT (DART) ANTICIPATED SERVICE PLAN AMENDMENT EXTENDING THE COTTON BELT CORRIDOR PASSENGER LINE WEST OF THE GREEN LINE TO DFW AIRPORT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the DART System Plan adopted in 2006 includes the length of the Cotton Belt Corridor (fixed guideway, regional passenger rail line) between the Green Line in Carrollton, and the Red Line Line in Plano; and

WHEREAS, the DART Board approved the DART 20-Year Financial Plan on October 25, 2016, providing funding to extend the length of the Cotton Belt Corridor west of the Green Line to DFW Airport, and east of the Red Line to Shiloh Road; and

WHEREAS, the proposed Cotton Belt Corridor alignment diverts from the existing right-of-way at the Cypress Waters Station west of the Green line, and at the City Line Station adjacent to the Red Line; and

WHEREAS, the Texas Transportation Code Section 452.304, Adoption of a Major Service Change, requires a proposed extension of a major service route passing through a member city, to be approved by that city before the DART Board can approve it;

WHEREAS, the proposed Cotton Belt Corridor alignment provides increased regional mobility, increased mobility for Carrollton citizens, and is a catalyst for further development in Carrollton; and

WHEREAS, the City Council of the City of Carrollton, Texas, desires to ensure the health, safety, and welfare of its residents, while also endeavoring to promote the quality of life for Carrollton residents by requesting that the balance of this Resolution be considered and complied with by DART; and

WHEREAS, the proposed Cotton Belt Corridor alignment creates the opportunity for additional transit stations, and the opportunity to relocate incompatible rail facilities.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARROLLTON, TEXAS, THAT:

SECTION 1.

The above and foregoing premises are found to be true and correct and are incorporated herein and made a part hereof for all purposes.

SECTION 2.
The Carrollton City Council approves the anticipated DART Service Plan Amendment for the Cotton Belt Regional Rail Corridor Project, specifically from the LRT Green Line extending west within Carrollton, and ultimately connecting to the DFW Airport.

SECTION 3.

The Carrollton City Council supports additional mitigation of impacts, beyond those currently specified, on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill 'N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums.

SECTION 4.

The Carrollton City Council supports, commensurate with actual costs, the equitable implementation of the DART Betterment Policy for Residential Areas (1997) that will result in design features that benefits the neighborhoods identified in Section 3 above and beyond the federally required mitigation of the Cotton Belt Corridor.

SECTION 5.

The Carrollton City Council is opposed to the location of the proposed DART Equipment Maintenance Facility anywhere inside the Carrollton city limits.

SECTION 6.

The Carrollton City Council supports the relocation of the Mercer Rail Yard from its current location on North Denton Drive, to a new location generally east of Kelly Boulevard.

SECTION 7.

The Carrollton City Council supports the implementation of hike and bike trails adjacent to the Cotton Belt Corridor, including the Hutton Branch Trail, and the Downtown Trail linking the Downtown and Trinity Mills Stations - approximately along North Broadway Street.

SECTION 8.

The Carrollton City Council supports the implementation of a Cotton Belt Station adjacent to the Downtown Carrollton Station; with adequate horizontal and vertical connections between stations, parking, and passenger loading areas; with adequate shelter from inclement weather; with an adequate, expanded parking supply; and with accessibility to the hike and bike trails.

SECTION 9.
The Carrollton City Council supports a renewed analysis of the traffic volume projections and traffic operations due to significant, expected increases in traffic, directly tied to the population increase that is a result of the healthy economy in North Texas, which would necessitate grade separations, or some other form of mitigation, at roadway crossings to prevent further traffic congestion.

SECTION 10.

The Carrollton City Council supports and welcomes the expansion of the DCTA A-Train into Downtown Carrollton and desires horizontal and vertical passenger connections with the Green Line and Cotton Belt Line in the future, as well as an overall DART design that reserves space, and can accommodate the future expansion of the DCTA A-train into the DART station.

SECTION 11.

The Carrollton City Council supports the development of transit facilities that have a design in context with the recent infrastructure aesthetic treatments recently constructed on Belt Line road in the downtown area.

PASSED and APPROVED on this 1st day of May, 2018.

City of Carrollton, Texas

By: [Signature]
Kevin W. Faleron, Mayor

ATTEST:

Laurie Garber, City Secretary

Approved as to form: [Signature] Meredith Ladd
City Attorney

Approved as to content: [Signature] Cesar J. Molina, Jr., P.E.
Director of Engineering
June 1, 2018

Tim McKay
Executive Vice-President
of Growth and Development
DART
1401 Pacific Avenue
Dallas, Texas 75202

Re: DART Cotton Belt Corridor, Draft Environmental Impact Study (DEIS, April 2018)

Dear Mr. McKay,

Thank you for the opportunity to participate in this important regional mobility project. Our city council indicated their support of the overall project in a resolution dated May 1st 2018, as well as the city’s priorities for the project. Enclosed is the resolution (Exhibit C), and the city staff technical review comments for the DEIS report (Exhibit D).

One of our priorities is addressing the noise impacts of the project. Among other things, the technical review indicates sensitive receptors appear to be missing, and existing ambient noise appears to be too high. Therefore, there is a potential for 8,300 feet more of sound wall in Carrollton based the review (see Exhibit A). We strongly urge DART to renew the noise analysis and mitigation approach soon.

Another priority is the traffic impact of the at-grade crossings on streets in Carrollton. Among other things, the technical review indicates that projecting zero traffic growth for the next twenty-five years at the Josey Lane crossing is not a reasonable result. We first brought this to the attention of DART staff in a letter dated December 21, 2017.

Instead of staying at the 31,650 vpd traffic level of 2015 (and well below its capacity), Josey Lane has a potential to grow to 44,400 vpd by 2040 based on one possible growth scenario given in Exhibit B. This tends to indicate an orders-of-magnitude upgrade in the traffic mitigations is likely needed at the crossing, as well as an updated run of the regional transportation model.
The Marsh Lane crossing is essentially shared by Addison and Carrollton, and it also has the potential for further growth. However, it has limited ROW, so the necessary, detailed mitigations for this crossing should be determined soon (such as additional SB left-turn lanes).

There are other technical concerns as well, and they are detailed in the review comments. We look forward to resolving these issues with your staff in a timely manner. Feel free to contact Marcos Fernandez on my staff or me directly to move forward on these issues.

Sincerely,

Cesar J. Molina
Director of Engineering

xc:
Mayor and City Council
Erin Reinhart, City Manager
Tim Hayden, DART Representative
John Hoppie, DART
Exhibit A

DART Sound Walls & Additional Sound Wall Needs
DART Cotton Belt Corridor
Exhibit B

Josey Lane Rail Crossing - Possible Traffic Growth
DART Cotton Belt Corridor

SOURCE: CARROLLTON ENGINEERING DEPARTMENT (5-2018)

<table>
<thead>
<tr>
<th>LOCATION OF TRAFFIC VOLUME ALONG JOSEY LANE</th>
<th>YEAR</th>
<th>TRAFFIC VOLUME 24 HR 2-WAY</th>
<th>DATE OF TRAFFIC VOLUME</th>
<th>SOURCE OF TRAFFIC VOLUME</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEARL-WALNUT</td>
<td>2003</td>
<td>24,984</td>
<td>02/10/2003</td>
<td>CARROLLTON COUNT</td>
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<tr>
<td>PEARL-WALNUT</td>
<td>2011</td>
<td>28,897</td>
<td>09/14/2011</td>
<td>CARROLLTON COUNT</td>
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<tr>
<td>COTTON BELT XING</td>
<td>2015</td>
<td>31,648</td>
<td>2015</td>
<td>DART COUNT</td>
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<td>PEARL-WALNUT</td>
<td>2017</td>
<td>32,751</td>
<td>09/19/2017</td>
<td>CARROLLTON COUNT</td>
</tr>
<tr>
<td>COTTON BELT XING</td>
<td>2040</td>
<td>44,400</td>
<td>2040</td>
<td>CARROLLTON PROJECTION</td>
</tr>
</tbody>
</table>
Exhibit C

Carrollton Resolution
DART Cotton Belt Corridor

(Will be conveyed to DART under separate cover.)
Executive Summary

Page E-7: There is the potential need for orders-of-magnitude modifications in the noise analysis & mitigations in Carrollton that should be recognized in the DEIS process. See further comments herein for more details.

Page E-9: - The text states a detailed traffic analysis will be conducted during final design; however, DART has also indicated through separate documents that the overall project will be developed under design-build concept, so the “final design” may not really exist until the end of the project. Therefore, a renewed noise analysis, noise mitigations, analysis of traffic volume projections and traffic operations should conducted within the DEIS process,
- There is the potential need for orders-of-magnitude modifications in the traffic analysis & mitigations that should be recognized in the DEIS process. See further comments herein for more details.

Page E-11: The Carrollton City Council approved a resolution on May 1, 2018, regarding multiple elements of the Cotton Belt Corridor project. It is incorporated herein by reference, and is typically referred to as the Carrollton Resolution in the review that follows.

1. Purpose and Need

1.4 Purpose and Need for the Proposed Action

Page 1-9: Carrollton supports the expansion of the DCTA A-Train into Downtown Carrollton and desires horizontal and vertical passenger connections with the Green Line and Cotton Belt Line in the future, as well as an overall DART design that reserves space, and can accommodate the future expansion of the DCTA A-train into the DART station, consistent with the Carrollton Resolution

2. Alternatives Considered

2.1 Planning History
2.2 No-Build Alternative

2.3 Proposed Build Alternative

Page 2-8: Carrollton supports the implementation of a Cotton Belt Station adjacent to the Downtown Carrollton Station; with adequate horizontal and vertical connections between
stations, parking, and passenger loading areas; with adequate shelter from inclement weather; with an adequate, expanded parking supply; and with accessibility to the hike and bike trails, consistent with the *Carrollton Resolution*.

**Page 2-22**: Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the *Carrollton Resolution*.

**Page 2-25**: Carrollton supports the relocation of Mercer Yard to a location further east of Kelly Blvd., consistent with the *Carrollton Resolution*.

- The previous Table ES-1 generally indicates that a Phase I ESA will be conducted on the existing Mercer Yard. Although it is inherently implied that any hazardous materials discovered by the ESA will be remediated, DART should clearly communicate its commitment to remediation within the EIS document.
- We note that Carrollton may have an interest in acquiring this property from DART later on.

2.4 Operating Plan

2.5 Alternatives Considered but Eliminated from Further Consideration

**2.6 Cotton Belt Regional Trail**

**Page 2-34**: The text should recognize that the Cotton Belt Hike & Bike may divert away from the rail ROW to use portions of the existing *Carrollton Hutton Branch Trail*. The western diversion would be at Denton Drive, and the eastern diversion may be on along the western side of Perry Road, along a new trail link.

3. Affected Environment

3.1 Introduction and Study Area

3.2 Land Use and Zoning

**Page 3-9**: The text should further recognize that this TC zoning facilitates the re-development of the area into transit-oriented development TOD. This includes the Union at Carrollton Square apartments south of the Cotton Belt - currently undergoing their third expansion, and the new construction along Broadway for the Switchyard Apartments, just north of the Cotton Belt. Therefore, character, density, and height of land uses have already started to increase adjacent to the Cotton Belt due to Carrollton zoning.

3.3 Socioeconomic Characteristics and Cohesion

3.4 Parks and Recreation Facilities
3.5 Cultural Resources
3.6 Visual and Aesthetic Conditions
3.7 Soils and Geology
3.8 Hydrology and Floodplain
3.9 Wetlands and Other Waters of the US
3.10 Water Quality
3.11 Air Quality
3.12 Noise

Page 3-49: - Regarding Noise and Vibration Technical Report in Appendix B, Measurement sites Criteria for Category 2 (Residential) were only taken at residential properties that are immediately adjacent (within 50-ft) to the track. Consequently, residential neighborhoods that are within 375-ft to 750-ft from the tracks are not being represented. Therefore, this may result in lower mitigations than are actually needed for a neighborhood later on in the analysis.

- Measurement sites for Criteria for Category 3 (Institutional) needs to be re-evaluated and supplemented for missing churches and parks – see further comments.

- Regarding Noise and Vibration Technical Report in Appendix B, it states that both train horn and wheels on tracks are primary noise source. Yet it also stated that by mitigating one source of noise - train horn sounds - majority of severe noise impacts are eliminated. Therefore, the analysis process appears incomplete.

Page 3-49: - The text & analysis should further recognize that this Carrollton TC zoning facilitates the re-development of the area into transit-oriented development TOD. This includes the Union at Carrollton Square apartments south of the Cotton Belt - currently undergoing its third expansion, and the new construction along Broadway for the Switchyard Apartments north of the Cotton Belt. Therefore, the character, density, and height of land uses have already started to increase adjacent to the Cotton Belt due to Carrollton zoning

Page 3-50: - Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill ‘N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the Carrollton Resolution.
- Taking sample noise measurements for particular segment and using it as the general value may not specifically address the noise impacts of sensitive receptors adequately. Sensitive receptors may need further mitigation, and some sensitive receptors appear to be missing – see below.

Page 3-50:
- Add & evaluate CAT 3 Sensitive Receptor: McInnish Park, RE Good Sports Complex.
- Add & evaluate CAT 3 Sensitive Receptor: Primera Iglesia Bautista Hispana, Thomas Park, Gravley Park, Hilltop Memorial Cemetery
- Add & evaluate CAT 3 Sensitive Receptor: Kelly Field, Maridoe Golf Club
- Recognize ambient noise level from Addison Airport as a contributor to noise in our area.
- Based on this review of the DEIS report and Appendix B, it appears Carrollton is only second to Dallas in number of severe noise impacts, with Dallas having about 2.5 more severe impact locations. However, Dallas appears to have 6.8 times more sound walls (17,700-ft) than Carrollton (2,600-ft).

Page 3-52: Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill ‘N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the Carrollton Resolution.

Page 3-54: Regarding ambient noise, local experience and other research suggests the ambient noise in Carrollton neighborhoods trends below 50 Ldn (dBA). Baseline noise levels for Carrollton should be verified and/or further explained given the U.S. DOT National Noise Map.

Page 3-55: Regarding ambient noise, local experience and other research suggests the ambient noise in Carrollton neighborhoods trends below 50 Leq (dBA). Baseline noise levels for Carrollton should be verified and/or further explained given the U.S. DOT National Noise Map.

Page 3-55: We note that the noise of two DCTA A-train vehicles is used as the model for one Cotton Belt DMU vehicle
3.13 Vibration

Page 3-52: Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of Woodcrest Estates, Carrollton Heights, Hill 'N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the Carrollton Resolution

Page 3-56: Air-borne and ground-borne noise level prediction method uses data from only 9 measured sites. The method fails to show the calculation for noise level prediction at specific Severe Noise Impact receptors. Therefore, if any specific location was not considered, its impact will be lumped into the impact of a segment.

3.14 Hazardous and Regulated Materials
3.15 Biological and Natural Resources

4. Environmental Consequences and Mitigation
4.1 Introduction
4.2 Land Use
4.3 Socioeconomic Characteristics and Cohesion
4.4 Acquisitions and Displacements
4.5 Parks and Recreation Facilities
4.6 Cultural Resources

4.7 Visual and Aesthetic Conditions

Page 4-24: - The text should recognize that Carrollton supports the development of transit facilities that have a design in context with the infrastructure aesthetic treatments recently constructed on 35E/Belt Line road in the downtown area, consistent with the Carrollton Resolution.

- The text & analysis should further recognize that this Carrollton TC zoning facilitates the re-development of the area into transit-oriented development TOD. This includes the Union at Carrollton Square apartments south of the Cotton Belt - currently undergoing its third expansion, and the new construction along Broadway for the Switchyard Apartments north of the Cotton Belt. Therefore, the character, density, and height of land uses have already started to increase adjacent to the Cotton Belt due to Carrollton zoning
Page 4-25: The table should be revised in the Carrollton area to recognize a greater emphasis on aesthetics, consistent with the Carrollton Resolution.

Page 4.27: Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the Carrollton Resolution:
- Carrollton supports the relocation of Mercer Yard to a location further east of Kelly Blvd., consistent with the Carrollton Resolution.
- The text should recognize that Carrollton supports the development of transit facilities that have a design in context with the infrastructure aesthetic treatments recently constructed on 35E/Belt Line road in the downtown area, consistent with the Carrollton Resolution.
- The text & analysis should further recognize that this Carrollton TC zoning facilitates the re-development of the area into transit-oriented development TOD. This includes the Union at Carrollton Square apartments south of the Cotton Belt - currently undergoing its third expansion, and the new construction along Broadway for the Switchyard Apartments north of the Cotton Belt. Therefore, character, density, and height of land uses have already started to increase adjacent to the Cotton Belt due to Carrollton zoning.

4.8 Public Safety and Security

4.9 Environmental Justice

Page: 4-39 to 42: DART has conducted the appropriate public outreach opportunities for the communities in the study area and appears to have recorded comments and concerns for future consideration. According to the text, specific responses to address the noise, vibration, and visual changes concerns may not be known until final design. However, since DART has indicated it will use a design-build format for the construction contract; the final design may not exist until the end of construction. Therefore, community concerns should be resolved sooner.

4.10 Soils and Geology

Page 4-42 to 43: Two soil types within City of Carrollton study area classified as either Prime Farmland or Farmland of Statewide Importance have been identified: Austin silty clay, 1 to 3% slopes and Dalco clay, 1 to 3% slopes. Information within report does not specifically address the land use on these soil types and provided maps are at too large a scale to identify land use.

4.11 Hydrology and Floodplain
4.12 Wetlands Resources

The DEIS provides estimated impact acreage for each crossing, but numbers are not consistent between Section 3 and Section 4 and Appendix B - Technical Memorandum. It appears most stream crossings will fall under guidelines of Nationwide Permit (NWP) 14 (Linear Transportation Projects) without having to notify the US Army Corps of Engineers. A few crossings may exceed the 1/10 of an acre notification threshold if entire length within the ROW impacted. Crossing 13 of Perry Branch shows a long length of stream within ROW. This crossing may require notification. There are some wetlands and adjacent wetlands associated with stream crossings that may require notification if impacted by Project.

4.13 Air Quality

Page 4 -53: Consider adding discussion relating to projected usage of the rail line that recognizes the resulting reduction in VMT and congestion.

4.14 Noise

Page 4-55 The text should also state how many passenger trains per day will travel the Cotton Belt (about 33 each way; about 66 daily trains; 35 mph average).

Page 4-56: Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill ‘N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the Carrollton Resolution.

- Taking sample noise measurements for particular segment and using it as the general value may not address the noise impacts of specific sensitive receptors adequately. Sensitive receptors may need further mitigation, and some sensitive receptors appear to be missing – see below:
  - Add & evaluate CAT 3 Sensitive Receptor: McInnish Park, RE Good Sports Complex.
  - Add & evaluate CAT 3 Sensitive Receptor: Primera Iglesia Bautista Hispana, Thomas Park, Gravley Park, Hilltop Memorial Cemetery
  - Add & evaluate CAT 3 Sensitive Receptor: Kelly Field, Maridoe Golf Club
  - Recognize noise from Addison Airport as a contributor to ambient noise in our area.
Page 4.57: - This review could not locate a calculation for how quiet zones lower sound impacts by 96 % in the DEIS text, nor in Appendix B.

- Furthermore, Appendix B should recognize that to be effective as noise barriers (6 dB noise reduction), trees and vegetation foliage should be dense, 100-ft wide, relatively uniform in vertical distribution, and should be evergreen. In addition, the vegetation belt should be as close to the noise sources as possible. Widely spaced foliage does not reduce noise effectively, and year-round noise screening is not effective when trees lose their leaves in the winter.

Page 4-60: Predicted noise levels are calculated by formula for individual segments; however, no explanation was found of how the calculated values corresponded to the identified severe noise impact receptors. Therefore, there is no way to substantiate whether a specific, severe noise impact location is mitigated.

Page 4-62: The noise barriers proposed by the DEIS in Carrollton seem incomplete given the review herein. There is a potential for 8,300 feet more noise barriers in Carrollton given sensitive receptors that appear to be left out of the analysis and other factors.

- The additional barriers needed based on this review are summarized below:

1. From STA 2153+00 to STA 2171+00 WB (Hill-n-Dale) - 1,800-ft
2. From STA 2157+00 to SAT 2170+00 EB (Santa Rosa) – 1,300-ft
3. From STA 2260+00 to STA 2286+00 WB (Lake Hill & Willow Lane Condo) – 2,600-ft
4. From STA 2207+00 to STA 2213+00 WB & EB (Polk HS and Islamic Assc.) – 1,200-ft
5. From STA 2290+00 to STA 2304+00 WB (Trafalgar Square) – 1,400-ft

4.15 Vibration

Page 4-72: Carrollton supports additional mitigation of impacts on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill ‘N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums, consistent with the Carrollton Resolution.

Page 4-73: Taking sample noise measurements for particular segment and using it as the general value may not address the noise impacts of specific sensitive receptors adequately. Sensitive receptors may need further mitigation, and some sensitive receptors appear to be missing – see below:
- Add & evaluate CAT 3 Sensitive Receptor: McInnish Park, RE Good Sports Complex.
- Add & evaluate CAT 3 Sensitive Receptor: Primera Iglesia Bautista Hispana, Thomas Park, Gravley Park, Hilltop Memorial Cemetery
- Add & evaluate CAT 3 Sensitive Receptor: Kelly Field, Maridoe Golf Club

4.16 Hazardous and Regulated Materials
Page 4-79 to 89: Information pertaining to low risk sites was not provided in Section 4. However, Appendix B - Technical Memorandum lists low risk sites. Several dry cleaner listings within the Carrollton study area are identified as Low Risk. Information pertaining to cleaning chemicals used at the facilities are not discussed in the report. Additional discussion or higher risk rating is recommended for dry cleaning facilities.

4.17 Biological and Natural Resources

4.18 Relationship Between the Short-term Use of the Environment and the Maintenance and Enhancement of Long-term Productivity
Page 4 – 93 to 94: Land acquisition should not be considered a short-term use. Land acquisition does have immediate impacts but it should be considered a long-term use.

4.19 Irreversible or Irretrievable Commitment of Resources
4.20 Indirect and Cumulative Impacts

4.21 Construction Impacts
Page 4-101: - Based on other documents, DART is proposing a design-build format for the construction contract that should be recognized herein. This is important because it generally indicates there will not be a “final design” until the end of the project. - Furthermore, city review and approval of construction permits, building permits, etc., should be recognized in the text as an integral part of the process.

4.22 Draft Section 4(f)/6(f) Evaluation

5. Surface Transportation Impacts Evaluation
5.1 Transit Facilities and Services
Page 5-6 : DART is proposing that Route 400 is to be split into two routes, as indicated later on in this chapter.
Page 5-7: Given that the Carrollton Downtown station is projected to have the highest ridership of the corridor, DART should provide design features beyond the typical station — such as more shelter from weather, vertical conveyance that exceed code minimums and have aesthetics that encourage their use, and other factors consistent with the Carrollton Resolution.

Page 5-8: The text should recognize that Carrollton Festival at the Switchyard has grown in attendance from about 20,000 in 2014, to about 40,000 in 2017, and is generally held in early November. Additionally, there are a number of smaller festivals and special events hosted downtown.

- City Carrollton supports additional parking for the Downtown Station consistent with the Carrollton Resolution.

5.2 Highway and Roadway

Page 5-9: The report shows Belt Line Road traffic increasing to 45,000 vpd by the year 2040 based on a particular run of the regional model. However, if future growth is similar to actual, previous growth trends, Belt Line Road travel demand could reach capacity before 2040.

- The text should note that the 35E/Belt Line Road three-level interchange construction was substantially complete in mid-2017, which significantly reduces travel times on the road.

- The traffic projections for the greater Carrollton area should be refined based on comments herein, and consistent with the Carrollton Resolution.

Page 5-14: - Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the Carrollton Resolution.

- We note that a reduction in daily roadway travel of nearly 80,000 VMT is expected due to this project.

Page 5-15: - The text should recognize that a run of the regional travel model was used to project 2040 traffic for the seven street at-grade crossings; two parking circulator at-grade crossings; and one private drive crossing in Carrollton. Nevertheless, we believe this particular run of the regional travel model (RTM) for the DEIS should be renewed given the unreasonable results in Carrollton, consistent with the Carrollton Resolution.

- General concern about the traffic analysis was first documented in a letter dated December 21, 2017 to DART staff, but we have no record of a response.
Page 5.15: - The traffic analysis should consider more of the network impacts by including all the traffic signals along Josey Lane between Belt Line Road and Keller Springs Road. It is preferred that a Vissim traffic simulation model be used in addition Synchro.
- An estimate from a consultant suggests such efforts could be costly if the city were to attempt to renew the traffic projections and traffic analysis alone. The DEIS should provide an opportunity to refine said analysis and not leave that task solely to a city.
- The text should say how many Cotton Belt train crossings per day are projected through Carrollton.

Page 5-15: Carrollton citizens expressed concern that the traffic (and/or noise) mitigations may not be adequate during public gatherings hosted by DART on May 10, 2017; May 22, 201; August 29, September 18, 2017; December 7, 2017; as well as during the May 14, 2018 DEIS Public Hearing. However, no responsive mitigations has been identified by DART, in contrast to the Hillcrest Road crossing in Dallas where such an approach is documented herein.

Page 5-16: - The report shows the current traffic of 31,648 vpd on North Josey Lane will not grow for the next 25 years, with daily traffic demand remaining well below capacity. This is not reasonable. If future growth is similar to the actual growth trend between 2003 and 2017, Josey Lane could grow to as much as 44,400 vpd by the year 2040. This tends to indicate an orders-of-magnitude upgrade in the traffic mitigations is likely needed at the crossing.
- The report shows Marsh Lane traffic increasing to 36,708 vpd by the year 2040. We believe the street has the potential for more growth than the report shows. Additionally, the peak hour conditions on this street could be more pronounced than other streets. Furthermore, it has limited ROW, so the necessary, detailed mitigations for this crossing should be determined soon (such as additional SB left-turn lanes at Arapaho).
- Overall, The traffic projections for the greater Carrollton area should be renewed based on comments herein, and on consistent with the Carrollton Resolution.

Page 5-17: - The traffic mitigation anticipated in Carrollton area should be renewed based on comments herein, and on consistent with the Carrollton Resolution.

Page 5-17: - At the Marsh & Arapaho intersection, the southbound movements are routinely
overcapacity across the Cotton Belt Rail tracks, and a residual queue may persist through multiple cycles during the PM peak. Mitigating this problem will likely require above average resources as the existing ROW is limited. Addison and Carrollton functionally share this intersection.

- Also, Carrollton opposes the location of the EMF facility anywhere inside Carrollton, and supports the relocation of Mercer Yard to a location further east of Kelly Blvd., consistent with the **Carrollton Resolution**.

**Page 5-18:** - City staff concurs it is not feasible to grade separate the **Luna Road Crossing**.
- However, the mitigation anticipated for other Carrollton crossings should be renewed based on comments herein, and consistent with the **Carrollton Resolution**.

**Page 5-19:** - City staff greatly encourages DART to identify and resolve street **crossing** and intersection mitigation needs in Carrollton resulting from the Cotton Belt project soon, rather than coordinating later as stated in the text. This is particularly true given the design-build format for the construction contract.
- Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the **Carrollton Resolution**.
- The text should recognize that the previous **Maridoe Golf Course driveway** across the Cotton Belt was barricaded to traffic a few years ago. At that time, Carrollton built a new, replacement driveway for the golf course that has been operating ever since.

**Page 5.20:** Carrollton opposes the location of the EMF facility anywhere inside Carrollton, consistent with the Carrollton Resolution

**Page 5-21:** The mitigations anticipated in Carrollton should be renewed based on comments herein, and on consistent with the **Carrollton Resolution**.

**5.3 Freight Rail**

**Page 5-22:** Carrollton supports the relocation of Mercer Yard to a location further east, consistent with the **Carrollton Resolution**

**Page 5-23:** - Since the rail road crossings in Carrollton are expected to be reconfigured, the text should recognize that the portion of the city streets immediately adjacent are also likely to
be reconfigured/rebuilt.
- Carrollton supports construction staging that minimizes impacts to the driving public.
- Carrollton supports the relocation of Mercer Yard to a location further east, consistent with the 
  *Carrollton Resolution*.

5.4 Station Access and Parking

**Page 5-23:** Please note in text that the Downtown Carrollton station has the highest parking demand among existing stations.

**Page 5-24:** We note several new bus routes are proposed to the downtown station, in addition to converting route 400 into two routes, according to Table 2-2.

**Page 5-26:** - Carrollton supports the implementation of a Cotton Belt Station adjacent to the Downtown Carrollton Station; with adequate horizontal and vertical connections between stations, parking, and passenger loading areas; with adequate shelter from inclement weather; with an adequate, expanded parking supply; and with accessibility to the hike and bike trails, consistent with the *Carrollton Resolution*.

- Text should say a portion of the cross-section of *Denton Drive* adjacent to the new parking areas may be expanded to include a continuous two-way left turn lane (TWLTL), to match the existing cross-section of the street adjacent to the existing station (and immediately south). However, the design could instead include medians, special curbs, and other design elements to qualify for a quiet zone. This is true for all at-grade crossings in the Cotton Belt Corridor.

- Generally, new automatic gates for pedestrian safety and other mitigation measures should be provided where necessary, such as along Denton Drive.

- Carrollton supports the addition of pedestrian crossings that reduce safety hazards with the use of automatic gates and other measures across the Madill/BNSF tracks to access parking areas, as well as the UP/DGNO tracks to access future developments, and the future hike & bike trail along Broadway.

- As it relates to the Downtown Carrollton station and the additional surface lots to be constructed for the Cotton Belt, the City would like to explore with DART the possibility of a 
  **parking structure** on the existing lot at the Downtown Carrollton station. The City has made several important investments over the last few years to minimize the amount of surface parking in its Downtown area, so the addition of these two lots is in direct contrast to the City’s goals.

**Page 5-28:** Carrollton recognizes the possibility of a renewed traffic study as suggested in the
text; however, that effort should take place soon given that the design-build format of DART’s construction process may not generate a final design until the end of construction.

5.5 Non-Motorized Transportation

Page 5-28: Carrollton supports the implementation of hike and bike trails adjacent to the Cotton Belt Corridor, including the Hutton Branch Trail, and the Downtown Trail linking the Downtown and Trinity Mills Stations - approximately along North Broadway Street, consistent with the Carrollton Resolution.

Page 5-29: Generally, new automatic gates for pedestrian safety and other mitigation measures should be provided where necessary.

Page 5-30: The text should recognize that the Cotton Belt Hike & Bike Trail may divert away from the rail ROW to use portions of the existing Carrollton Hutton Branch Trail. The western diversion would be at Denton Drive, and the eastern diversion may be on along the western side of Perry Road, along a new trail link.

6. Airports & Aviation

6.1 FAA Policy and Guidance
6.2 Introduction and Methodology
6.3 Airport Environment
6.4 Environmental Impact Evaluation

7. Cost & Financial Analysis

7.1 Introduction
7.2 Cost Estimate Methodology
7.3 Capital Plan
7.4 Operating and Maintenance Costs
7.5 Cash Flow Analysis
7.6 Risks and Uncertainties

8. Public Agency Consultation & Coordination

9. List of Preparers

10. Distribution List
### Exhibit D-1

#### DART Cotton Belt DEIS Plans Review

**Project:** Cotton Belt  
**Drawing Title:** Cotton Belt Regional Rail (Trinity River to Dallas North Tollway)  
**Drawing Level:** 10%  
**Due Date:** 06/01/2018  
**Reviewer:** CARROLLTON CITY STAFF

<table>
<thead>
<tr>
<th>#</th>
<th>Comment Type</th>
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<tbody>
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<td>1</td>
<td></td>
<td></td>
<td>452 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2001</td>
<td>LUNA RD - DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA's requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>453 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2002</td>
<td>35E OLD SERVICE ROAD SB (AT GRADE) - The City plans to build parking lots under 35E. DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>454 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2003</td>
<td>35E OLD SERVICE ROAD NB (AT GRADE) - The City plans to build parking lots under 35E. DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>455 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2004</td>
<td><strong>BROADWAY STREET</strong> - The city thoroughfare plan lists this street as a 4-lane undivided collector street. Its cross-section will also have a hike and bike trail in the future. DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>456 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2005</td>
<td><strong>N. DENTON DRIVE</strong> - The city thoroughfare plan lists this street as a 4-lane undivided collector street. A portion of the existing cross-section has a a continuous two-way left turn lane (TWLTL). However, it may need medians, special curbs and other design elements to qualify for a quiet zone for the Cotton Belt. DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>457 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2006</td>
<td><strong>PERRY</strong> - DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to - the following mitigations: Add &quot;No Train Horn&quot; Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>458 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2007</td>
<td>JOSEY LANE - This crossing is subject to a reevaluation of the Traffic Analysis, which may result in different mitigations. If the final, approved mitigations are at-grade, DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to – the following mitigations. Add “No Train Horn” Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>459 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2008</td>
<td>KELLY - DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to – the following mitigations. Add “No Train Horn” Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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<td>9</td>
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<td>460 of 873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC6-2009</td>
<td>MARSH - Design coordination is likely necessary with both Addison and Carrollton at this crossing. DART should provide SSMs (Supplementary Safety Measure) which are adequate to meet the FRA’s requirements for a quiet zone. Possible SSM measures include - but are not limited to – the following mitigations. Add “No Train Horn” Signs; Add/Improve Traffic Signs and Markings; Add Select Medians of Specified Length, Width, and Height; Add Select Sidewalk Segments; Add Other Geometric Improvements; Add Constant Warning Devices (CWD); Add/Relocate Select Rail Crossing Flashers; Add/Relocate Rail Crossing Automatic Gates.</td>
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### Exhibit D-1

**DART Cotton Belt DEIS Plans Review**

**Project:** Cotton Belt  
**Drawing Title:** Cotton Belt Regional Rail (Trinity River to Dallas North Tollway)  
**Drawing Level:** 10%  
**Due Date:** 06/01/2018  
**Reviewer:** CARROLLTON CITY STAFF

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<td></td>
<td>40/165</td>
<td>Cotton Belt Station Plans</td>
<td>CC1-2101</td>
<td>CARROLLTON STATION SITE PLAN: Please provide a tree survey for all trees, 4&quot; Caliper or greater.</td>
</tr>
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<td>2</td>
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<td>40/165</td>
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<td>CC1-2101</td>
<td>Please provide a tree protection plan.</td>
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<td>3</td>
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<td>40/165</td>
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<td>CC1-2101</td>
<td>Please provide landscape plans.</td>
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<td>4</td>
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<td></td>
<td>40/165</td>
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<td>CC1-2101</td>
<td>Please provide landscape irrigation plans.</td>
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<td>5</td>
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<td>40/165</td>
<td></td>
<td>CC1-2101</td>
<td>Please provide details for the proposed retaining walls.</td>
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<td>6</td>
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<td>40/165</td>
<td></td>
<td>CC1-2101</td>
<td>Please provide details for the areas where existing tracks will be</td>
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<td>7</td>
<td></td>
<td></td>
<td>40/165</td>
<td></td>
<td>CC1-2101</td>
<td>Please provide details for the sound walls.</td>
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Please provide adequate access and continuity to planned city hike & bike trails.
## Exhibit D-1

### DART Cotton Belt DEIS Plans Review

#### Project:
- **Cotton Belt**

#### Drawing Title:
- **Cotton Belt Regional Rail (Trinity River to Dallas North Tollway)**

#### Drawing Level:
- **10%**

#### Due Date:
- **06/01/2018**

#### Reviewer:
- **CARROLLTON CITY STAFF**

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<td></td>
<td>434/873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC1-2065</td>
<td><strong>EQUIPMENT MAINTENANCE FACILITY (EMF)</strong> - The proposed location of EMF is incompatible with the city’s development vision for the College Street corridor, and subject to further discussion between the Carrollton and DART.</td>
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<td>2</td>
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<td>435/873</td>
<td>Line Section CB-2, Volume B</td>
<td>CC1-2066</td>
<td><strong>RELOCATED MERCER YARD</strong> - If the relocated Mercer Yard will have bathrooms or other people facilities and connections, it is subject to comments similar to those listed herein for the Cottonbelt Station. Please provide further details.</td>
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<td>3</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td><strong>COTTON BELT STATION</strong> - Submit a building permit application with a condensed version of the DART drawings for the on-site development to the Building Inspection Department. Please submit civil plans for the parking areas located on lots 1200 &amp; 1205 N Denton Dr (included shall be Dimension Control, Paving, Utilities, Grading, Drainage Area Map, Erosion Control, etc). In addition, any architectural plans for the platform, stairs, railings, etc located on lot 1115 N Denton Dr.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>It appears on the DART plans that the site is shown as one property. However, there are three (3) separately unoccupied lots – Martha P Green Abstract 319 Pg 110. If removing any property lines to be all on one lot, a Plat will be required. For our Plat process, please contact planning department.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>The zoning of this site development, per CZO, Article V, &amp; NAICS #1108/4851 Urban Transit System, a Special Use Permit (SUP) shall be required. Please contact planning department for the SUP process.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>When ready to submit for a building permit, it would be advisable to schedule a Pre-Application meeting for each individual site development to avoid further costly revisions, surprises &amp; delays.</td>
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<td>7</td>
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<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>There is an existing 18” and 33” Interceptor Line located on the north side of the site abutting Hutton Branch. An 8” gravity flow sanitary sewer line with a manhole ties into the interceptor line at the northwest corner of the site.</td>
</tr>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Compliance of the following City Ordinances &amp; Codes shall be met for on-site development: 2015 International Codes (IHC, IFC, IMC, IPC, Energy), 2014 National Electric Code, General Design Standards (includes Paving &amp; Utilities), Storm Water Flood Protection Ordinance, Comprehensive Zoning Ord (including Landscaping &amp; Parking), Subdivision Ord, Traffic Visibility Ord, Driveway Ord, Health &amp; Sanitation Ord (Food Handling &amp; Pollution Control) &amp; the Tree Preservation Ord.</td>
</tr>
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### Exhibit D-1

**DART Cotton Belt DEIS Plans Review**

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<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>In addition, the building and on-site construction shall meet the requirements of the engineered plans as well as all applicable codes and ordinances for the following: Structural design installations. Structural steel. Mechanical, electrical and plumbing installations. Such codes, however, will not be reviewed during the building permit plan review process. These topics will be enforced in the field through city inspectors.</td>
</tr>
</tbody>
</table>
| 10 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | The following additional items require separate building permits:  
a. Each sign or banner. (Note: Any signs shown on an approved site plan have not been reviewed for compliance with the City of Carrollton Sign Ordinance)  
b. Lawn sprinkler systems.  
c. Fire Sprinklers.  
d. Fire Alarms  
e. Fences.  
f. Temporary construction trailers.  
g. Moving permits (Ex. Oversize/wide structures traveling within the R.O.W.) |
| 11 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Minimum driveway radius shall be 20'. Minimum width of the driveway shall be 24'. Maximum radius is 40' and maximum width is 50', unless approved by variance. |
| 12 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Minimum parking space dimension is 9'x18'. (Previously on last DART station projects, a reduction from 9' wide to 8.5' wide was requested). |
| 13 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Any dumpsters (trash receptacles) shall be positioned at a 45° angle and located off the right of the traffic lane or at a “straight-in” manner to give easy access for truck maneuvering. |
| 14 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | A similar request and approval process for any variances and reduction allowances shall be required prior to any permit approval. |
| 15 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Driveway at 1200 N Denton Dr. is required to be 90 degrees at street intersection. |
| 16 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | 75' internal storage is required at the driveway entrances, as measured from the property line, not the street curb. |
| 17 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Minimum 5’ wide sidewalks shall be at least 2’ from the back of curb, unless there is a physical hardship. Delineate sidewalk in the city R.O.W. |
| 18 |              |            | 42/165       | Cotton Belt Station Plans | AC1-2101 | Provide/show barrier free ramps at all driveway crossings & street intersections. |
DART Cotton Belt DEIS Plans Review

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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Right turn lane/acceleration lane may be required at driveway located at 1205 N Denton Dr. and shall comply with city standards, per 2017 General Design Standards.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Call out on plans the following paving details: a) Barrier free ramps in city R.O.W. shall comply with detail P-18 of the City GDS. b) 5’ city sidewalk shall comply with detail P-17 of city GDS c) Fire lane detail shall be per P-20. d) Curb detail shall be per detail P-9. e) Construction joint shall be per detail P-11 f) Expansion joint shall be per detail P-12 g) Driveway connections shall be per detail P-15</td>
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<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Per city requirements, drive approach pavement in R.O.W. shall match existing street thickness (&amp; shall not be less than 7”), 4000 psi compressive strength concrete reinforced with #3 bars on 18” centers maximum on a subgrade compacted to 95% of ASTM D698.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Fire lane paving spec shall be min 7”, 4000 psi compressive strength concrete reinforced with #3 bars on 18” centers maximum on a subgrade compacted to 95% of ASTM D698. Please call out on paving plan.</td>
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<td>23</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Parking lot shall be min 5” 3000 psi concrete with #3 bars on 18” centers on subgrade compacted to 95% of ASTM D-698. Please call out on paving plan.</td>
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<td>24</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>5’ city sidewalk within the R.O.W. shall be 4” 3000 psi concrete w/ #3 bars on 18” centers on subgrade compacted to 95% of ASTM D-698. Call out on paving plans.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>All paving shall be on 18” centers maximum subgrade compacted to 95% of ASTM D698 with minimum #3 bars.</td>
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<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>The city does not require the subgrade to be lime stabilized. Refer to pavement thicknesses from the above comments for minimum required thicknesses. Lime stabilization may be used, if desired, but is not required</td>
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<td>27</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>If sulfates are found in the project area, a Type S51 or M52 emulsion shall be applied to the subgrade at a rate of 0.35 gal/sq ft in the ratio of 70% water &amp; 30% emulsion. In addition, Type II/II (sulfate resistant) cement with Class F fly ash with a low water to cement ratio shall be used in the concrete mix.</td>
</tr>
<tr>
<td>28</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Submit a copy of the Geotechnical Report.</td>
</tr>
</tbody>
</table>
## Exhibit D-1

**DART Cotton Belt DEIS Plans Review**

**Project:** Cotton Belt  
**Drawing Title:** Cotton Belt Regional Rail (Trinity River to Dallas North Tollway)  
**Drawing Level:** 10%  
**Due Date:** 06/01/2018  
**Reviewer:** CARROLLTON CITY STAFF

<table>
<thead>
<tr>
<th>#</th>
<th>Comment Type</th>
<th>Discipline</th>
<th>Page/Sheet #</th>
<th>Documents</th>
<th>Drawing #/Spec Section</th>
<th>Comment</th>
</tr>
</thead>
</table>
| 29 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | The disturbance of the site is greater than 1 acre, thus please submit 2 Binders of a SWPPP Report for review and approval. The following shall be included in the SWPPP:  
- The owner of the company shall sign all required documents: NOI/Construction Site Notice, Delegation Letter & SWPPP Certification;  
- The contractor shall sign all required documents: NOI/Construction Site Notice, Delegation Letter & SWPPP Certification;  
- Approved Erosion Control Plan;  
- All current contact information  
- SWM Details from NCTCOG;  
- TPDES General Permit TXR13000 Part II.D.2  
- SWPPP Revisions Log  
- Inspection Report. |
| 30 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Additionally, a post-construction maintenance plan will be required to be submitted. |
| 31 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Maintain cross slope of 2% within city R.O.W./parkway. Call out on grading plan that this requirement is met (spot elevations). |
| 32 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Fire lanes shall remain open/accessible at all times during construction.  
Fire lane shall be installed & accepted by the city prior to any construction above the foundation. |
| 33 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Any parking lot containing 100 or more spaces shall require a landscape island when the row of parking spaces exceeds 10 spaces. Such islands shall be a minimum of 8' wide and extend the length of the adjacent parking space. |
| 34 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | If planting, R.O.W. dedication is required for any right turn lane or deceleration lanes. |
| 35 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Provide survey benchmark on plan. |
| 36 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Provide finish floor elevation of the station. |
| 37 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Show existing topography and how proposed 1’ contours will tie into the existing contours. |
| 38 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Provide proposed spot elevations |
| 39 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Building and water meter addresses to be assigned by the fire marshal. |
| 40 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Further on-site review will be documented through the Building Permit process |
| 41 |              | Cotton Belt Station Plans | 42/165 | Cotton Belt Station Plans | AC1-2101 | Fees are only waived for school & city projects. Thus, all applicable fees will be assessed/charged at the time of building permit issuance. |
### Exhibit D-1

**DART Cotton Belt DEIS Plans Review**

- **Project:** Cotton Belt
- **Drawing Title:** Cotton Belt Regional Rail (Trinity River to Dallas North Tollway)
- **Due Date:** 06/01/2018
- **Reviewer:** CARROLLTON CITY STAFF

<table>
<thead>
<tr>
<th>#</th>
<th>Comment Type</th>
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<th>Documents</th>
<th>Drawing #/Spec Section</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>42</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Stipulations of the landscape ordinance &amp; zoning requirements, such as setbacks, shall be established/determined during the review of the Technical Site Plan/SUP.</td>
</tr>
<tr>
<td>43</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>No clear-cutting of land is allowed. Prior to development or construction on a site that contains one or more protected trees, a Tree Preservation Plan must be approved by the City. If the site does not contain any protected trees, a letter prepared by a registered architect, engineer or surveyor shall be submitted to the City that verifies there are no protected trees on the site in question.</td>
</tr>
<tr>
<td>44</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Refer to the Tree Preservation ordinance for further stipulations.</td>
</tr>
<tr>
<td>45</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Driveways and intersections shall have visibility clips shown on landscape plans, as measured along driver’s line of sight at 10 times the speed limit.</td>
</tr>
<tr>
<td>46</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>The visibility clips shall be measured on both sides of driveway from the curb. Exceptions: One-way streets or non-median openings.</td>
</tr>
<tr>
<td>47</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>A maximum height for landscaping and obstructions within the visibility clips shall not exceed 36”.</td>
</tr>
<tr>
<td>48</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Site drainage shall comply with the Carrollton Storm water and Flood Protection.</td>
</tr>
<tr>
<td>49</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Ordinance. If can prove that you’re not creating an adverse effect on the creek or increasing the capacity within an existing system then detention would not be required.</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Runoff shall not exceed the undeveloped flow rate.</td>
</tr>
<tr>
<td>51</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Will there be any restrooms on site?</td>
</tr>
<tr>
<td>52</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Water lines, any domestic or irrigation water meters and fire hydrants may be required on site and shall be within an easement dedicated on the new plat. The water line shall be within a looped system.</td>
</tr>
<tr>
<td>53</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>The Building Permit fee shall be assessed at $6.00 per $1,000.00 of project valuation.</td>
</tr>
<tr>
<td>54</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Street light escrow shall be assessed at $12.00 per linear foot of arterial street frontage.</td>
</tr>
<tr>
<td>55</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Impact fees are assessed based on domestic and irrigation meter size. (Irrigation meter will be assessed a water impact fee only.)</td>
</tr>
<tr>
<td>56</td>
<td></td>
<td></td>
<td>42/165</td>
<td>Cotton Belt Station Plans</td>
<td>AC1-2101</td>
<td>Water meter and tap fees: a) city will set meters only after tap is made and fees are paid; b) meters shall be in R.O.W. or dedicated easement; c) various fees consist of domestic and irrigation meter, and fire line connection</td>
</tr>
<tr>
<td>#</td>
<td>Comment Type</td>
<td>Discipline</td>
<td>Page/Sheet #</td>
<td>Documents</td>
<td>Drawing#/Spec Section</td>
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</tr>
<tr>
<td>57</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>A four (4) percent inspection fee shall be assessed for all work in the city R.O.W. and/or city easement (i.e., drive approaches, sidewalks, water, sanitary sewer, storm drainage, etc.).</td>
</tr>
<tr>
<td>58</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>The City of Carrollton has a &quot;One-Stop Shop&quot; permitting process which gives the applicant a single point of contact for all plan review issues through the Building Inspection Department.</td>
</tr>
<tr>
<td>59</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>To apply for the building permit submit the completed Commercial Building Permit Application with the TDLR registration number, $125.00 deposit and two complete sets of plans.</td>
</tr>
<tr>
<td>60</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>All plans (Initial and revised) must be submitted to the Building Inspection Department.</td>
</tr>
<tr>
<td>61</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Initial comments will be returned to the applicant within 10-15 working days.</td>
</tr>
<tr>
<td>62</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Revisions will be reviewed within 5 working days.</td>
</tr>
<tr>
<td>63</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>A permanent address will be assigned after project has been approved and property is platted.</td>
</tr>
<tr>
<td>64</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>The platting process and the permit review process can be done simultaneously. However, the building permit cannot be released until the plat is completed and filed with the county.</td>
</tr>
<tr>
<td>65</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Mechanical, electrical and plumbing plans are not reviewed during the plan review process. Compliance of the city’s codes for these topics will be enforced in the field by city inspectors.</td>
</tr>
<tr>
<td>66</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Proof of a certificate of insurance shall be required to perform any work in the city R.O.W.</td>
</tr>
<tr>
<td>67</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Site is within the TC Urban Core Zoning District, thus, a Development plan approval is required prior to obtaining a building permit.</td>
</tr>
<tr>
<td>68</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>Proposed site development shall be in accordance with Trinity Mills Transit Center Zoning District and the approved SLP.</td>
</tr>
<tr>
<td>69</td>
<td></td>
<td>Cotton Belt</td>
<td>42/165</td>
<td>Cotton Belt Station</td>
<td>AC1-2101</td>
<td>All civil plans shall be signed, dated and sealed by Professional Engineer.</td>
</tr>
<tr>
<td>Item No.</td>
<td>Reviewer</td>
<td>Section</td>
<td>Page #</td>
<td>Table/Figure if applicable</td>
<td>Comments</td>
<td>Response</td>
</tr>
<tr>
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</tr>
<tr>
<td>1</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-9</td>
<td>2nd para.</td>
<td>Traffic Study should be done at 35% to allow findings to have input on design.</td>
<td>Accept</td>
</tr>
<tr>
<td>2</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-9</td>
<td>Table ES-2</td>
<td>Please name the three at-grade crossings referred to under the column, Impacts.</td>
<td>Accept</td>
</tr>
<tr>
<td>3</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-9</td>
<td>Table ES-2</td>
<td>under Impacts- add impact to DFW developable property resulting in severed parcels with Proposed Mitigation- grade separations east of CB N. Station and Dallas Road as listed in Table 5.7.</td>
<td>Accept</td>
</tr>
<tr>
<td>4</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-10</td>
<td>N/A</td>
<td>Please expand on how will DART participate in the Tex Rail vibration testing.</td>
<td>Accept</td>
</tr>
<tr>
<td>5</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-10</td>
<td>N/A</td>
<td>Under Airport and Aviation Impacts, it should be footnoted 60 days is the baseline time for processing of Airspace forms 7460-1.</td>
<td>Accept</td>
</tr>
<tr>
<td>6</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-10</td>
<td>N/A</td>
<td>Under DFW Airport Subsection under Airport and Aviation Impacts, expand or add paragraph to describe developable property approved by Airport Board for commercial development will require rail/roadway grade separations.</td>
<td>Accept</td>
</tr>
<tr>
<td>7</td>
<td>Greg Royster</td>
<td>Exec. Summary</td>
<td>E-10</td>
<td>N/A</td>
<td>Continued, Comment #6-Identify grade separations on DFW Airport property: along Cotton Belt east of Cotton Belt North Station and along Spur south of Cotton Belt intersecting with Dallas Road.</td>
<td>Accept</td>
</tr>
<tr>
<td>8</td>
<td>Greg Royster</td>
<td>DFW Airport Connection</td>
<td>page #5-14</td>
<td>N/A</td>
<td>DART to coordinate with DFW DPS and DFW Code for the at-grade crossing to ensure roadway crossing geometry is adequate for fire vehicles.</td>
<td>Accept</td>
</tr>
<tr>
<td>9</td>
<td>Greg Royster</td>
<td>DFW Airport Terminal B</td>
<td>page #5-19</td>
<td>N/A</td>
<td>clarify the Service Road to North Employee Road “These turning movements would utilize “a right turn only lane at” the signalized intersection...</td>
<td>Accept</td>
</tr>
<tr>
<td>10</td>
<td>Greg Royster</td>
<td>5.5</td>
<td>page #5-29</td>
<td>Table 5-8</td>
<td>Under DFW North, Mitigation for Parking- please note that future parking lot expansion for future demand needs to be identified as part of this EIS.</td>
<td>Accept</td>
</tr>
<tr>
<td>11</td>
<td>Carolina Roa</td>
<td>4.4</td>
<td>page #4-12</td>
<td>Table 4-3</td>
<td>Alignment Deviations- row 1: please provide diagram to support 30 acres proposed acquisition</td>
<td>Accept</td>
</tr>
<tr>
<td>12</td>
<td>Carolina Roa</td>
<td>4.4</td>
<td>page #4-12</td>
<td>Table 4-3</td>
<td>Alignment Deviations- row 2: please provide diagram to support 10 acres proposed acquisition</td>
<td>Accept</td>
</tr>
<tr>
<td>13</td>
<td>Greg Royster/ John Brookby</td>
<td>DFW Airport Connection</td>
<td>page #5-14</td>
<td>N/A</td>
<td>In reference to future aerial roadway crossing- add “precise alignment of roadway bridge w/r to rail is to be determined/ coordinated with DFW Airport”</td>
<td>Accept</td>
</tr>
<tr>
<td>14</td>
<td>Greg Royster/ John Brookby</td>
<td>Highway and Roadway Summary</td>
<td>page #5-20</td>
<td>Table 5-7</td>
<td>Please add a bullet prior to table 5-7 to state DFW is planning a road extension “Technology Drive” just north of the Railroad easement. As such, DART and DFW will coordinate plans to ensure there is sufficient clearance under SH 121 for the rail, trail, and road.</td>
<td>Accept</td>
</tr>
<tr>
<td>15</td>
<td>Greg Royster</td>
<td>2.6</td>
<td>page #2-34</td>
<td>N/A</td>
<td>Number 4 point: CB Trail will not adversely affect DFW and connectivity is limited to the Cotton Belt Station (no extension further south)</td>
<td>Accept</td>
</tr>
<tr>
<td>16</td>
<td>Greg Royster/ John Brookby</td>
<td>General Comment</td>
<td>N/A</td>
<td>N/A</td>
<td>Please refer to the DFW/FWTA agreement for language on Dallas Road grade separation timing and funding commitment.</td>
<td>Accept</td>
</tr>
<tr>
<td>17</td>
<td>Greg Royster/ John Brookby</td>
<td>General Comment</td>
<td>N/A</td>
<td>N/A</td>
<td>In regards to property easement, there needs to be an understanding of the process towards securing the easement. FAA approves the request for property release and the price based on a market value appraisal. DFW suggests DART coordinate w/ DFW asap on this.</td>
<td>Accept</td>
</tr>
<tr>
<td>18</td>
<td>Greg Royster/ John Brookby</td>
<td>General Comment</td>
<td>N/A</td>
<td>N/A</td>
<td>With regard to DART track existing within FWTA’s TEX Rail easement, a separate operating agreement may still be necessary b/t DFW and DART.</td>
<td>Accept</td>
</tr>
<tr>
<td>Document ID</td>
<td>EC</td>
<td>Item No.</td>
<td>6-2</td>
<td>6-7</td>
<td>6-15</td>
<td>6-29</td>
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</tr>
<tr>
<td>19</td>
<td>EC</td>
<td>6-2</td>
<td>Is the TRE being constructed in the cotton belt ROW? if not then i think change this to &quot;west of the Cotton Belt ROW&quot;.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>EC</td>
<td>6-7</td>
<td>Use NAAQS since its already been spelled out in previous sections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>EC</td>
<td>6-15</td>
<td>General comment: subscript (i.e. CO\textsubscript{2} instead of CO\textsubscript{2})</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>EC</td>
<td>6-29</td>
<td>it will be helpful to see an exhibit that shows the areas that have already been cleared and graded as well as the areas of new disturbance.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>EC</td>
<td>6-29</td>
<td>To support the conclusion that the proposed work is well below de minimis, it would help if you provide actual numbers of the estimated construction emissions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>EC</td>
<td>6-31</td>
<td>Under Wildlife, add some statement that says what steps/measures would be taken/implemented in the event that protected species are identified within the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>EC</td>
<td>6-32</td>
<td>we were advised by TPWD and USFWS to remove inactive nests so as to discourage nesting of migratory birds…so I’d recommend deleting bullet #2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>EC</td>
<td>6-32</td>
<td>bullet #3 is confusing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>EC</td>
<td>6-34</td>
<td>Did FAA say a land release from DFW to DART is not required?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>EC</td>
<td>6-35</td>
<td>Remove partially since all of the DFW Airport portion of the proposed action would be on airport property…its possible tha the intended sentence was &quot;The Proposed Action would be constructed partially within DFW Airport property…&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>EC</td>
<td>6-36</td>
<td>Wouldn’t the vibration mitigation responsibilities be on DART only…not DART and DFW? What are the possible mitigation requirements in the case of operational impacts to the ASR-9?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>EC</td>
<td>6-36</td>
<td>DART will participate &quot;in,&quot; delete &quot;with&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>EC</td>
<td>6-37</td>
<td>what is the estimated change in floodplain capacity as a result of the fill required to construct the DART including the bridge(s)?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>EC</td>
<td>6-38</td>
<td>was an H&amp;H analysis done? If not, we (DFW) usually would want H&amp;H so that we can better compare pre-and post-development conditions</td>
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<td>how wide are the WOUS crossings? I think it would be best to include some language from the TexRail WOUS crossings…something to the effect of “as documented in the TexRail EIS approved on [Date], impacts to WOUS were XX. These impacts are due to the construction of the TexRail bridge(s)…and then move into the DART rail will utilize the TexRail bridges to traverse crossings S-1a and S2a and therefore no additional impacts to these tributaries are anticipated.</td>
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<td>I think join the intro sentence starting with &quot;The Project&quot; with the next paragraph that starts with &quot;Project construction&quot; since the thought about aquifer recharge is continued.</td>
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<td>would a NWP with PCN be required for the work on Airport property since its over the 1/10 acre threshold or is the whole project permitted as through an individual permit? It would be helpful to identify the different USACE permits that would be applicable to the project…my thoughts are each crossing is treated as a single and individual project and therefore could be covered by NWPs but it would help to identify the NWPs in a table or something.</td>
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What areas will be used for construction and contractor staging?

Note: DFW has tasked CDM Smith under the Stormwater Drainage Master Plan project to perform an H&H drainage analysis of the Cottonwood Creek Watershed in DFW Airport property. The analysis is to be completed by the end of July 2018. This analysis will complete the floodplain delineation of Cottonwood Creek to TX 114/121 and will, most likely, modify the existing FEMA floodplain.

Note: The Grapevine Creek drainage analysis was performed previously by Halff Associates, Inc. and TexRail performed some drainage analysis for the crossing of the concrete channel. We will be happy to provide the reports and model files for these analyses whenever DART desires them.
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Ms. Melissa Foreman  
Community Planner  
Federal Transit Administration Region 6  
819 E. Taylor St  
Room 14A02  
Fort Worth, TX 76102

Subject: Detailed Scoping Comments for the Cotton Belt Corridor Regional Rail Project in Tarrant, Dallas and Collin counties, Texas Draft Environmental Impact Statement

Dear Ms. Foreman:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the Federal Transit Administration (FTA) April 10, 2018 request for comments on the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement. The proposed project will provide a new 26-mile regional rail line that extends from DFW Airport Terminal B in Tarrant County to Shiloh Road in Plano, Texas. The proposed rail project will improve mobility, accessibility and system linkages to major areas of employment, population and activity centers and also support sustainable growth, local and regional land-use.

To assist in the scoping process for this project, EPA has identified several areas for your attention in the preparation of the EIS and enclosed detailed scoping comments for your consideration. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA is most interested in the following areas: mitigation, alternative development, impacts to water and biological resources, endangered species, invasive species management, habitat protection, air quality, cumulative impacts, cultural/historic resource impacts and environmental justice.

We appreciate the opportunity to review the Draft Environmental Impact Statement and are available to discuss our comments. Please send one hard copy of the DEIS and several digital copies to this office when completed and submitted for public comment. If you have any further questions, comments, or concerns, please contact Gabe Gruta of my staff at (214) 665-2174 or gruta.gabriel@epa.gov.

Sincerely,

[Signature]

Cheryl T. Seager  
Director  
Compliance Assurance and Enforcement Division

Enclosure
DETAILED SCOPING COMMENTS
ON THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED
COTTON BELT CORRIDOR REGIONAL
RAIL PROJECT
TRANSITTING THROUGH
TARRANT, DALLAS AND COLLIN
COUNTIES TEXAS

BACKGROUND

The Federal Transit Administration has prepared a Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project. The Cotton Belt Project lies within the North Crosstown Corridor, which has long been identified as a heavily congested area. The Project is needed because population growth in the area has increased roadway congestion in the three counties and surrounding communities. The Project will provide a new 26-mile regional rail line that extends from DFW Airport Terminal B in Tarrant County to Shiloh Road in the City of Plano. The projected new regional rail line will be located within the existing Dallas Area Rapid Transport owned Cotton Belt Corridor railroad right-of-way and will also operate on tracks that are shared with freight for nearly the entire route. Twelve new potential station locations have been identified for the Cotton Belt Project including DFW Airport, DFW North, Cypress Waters, Downtown Carrollton, Addison, Knoll Trail, Preston Road, Coit Road, University of Texas (UT) Dallas, CityLine/Bush, 12th Street and Shiloh Road in Plano. The proposed project will include the construction of an equipment maintenance facility as a location to store and maintain vehicles.

COMMENTS

The following comments are offered for FTA’s consideration in preparation of the FEIS:

Air Quality

In Chapter 4 Environmental Consequences and Mitigation, Mitigation of Air Quality Impacts (pg. 4-109) – This section states that “(t)he control of exhaust emissions emanating from non-road equipment and other construction related vehicles will be in accordance with EPA guidelines.”

EPA recommends that the FTA specify the EPA guidelines that will be employed in mitigating exhaust emissions. If the EPA guidelines being referred to are anticipated/forthcoming during project development, please provide further information as well.
Office of Environmental Justice and International Tribal Affairs

Tribal Analysis:

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes.

The Federal Transit Administration (FTA)/USDOT consulted with and sent letters to representatives of The Caddo Nation, The Comanche Nation, The Tonkawa Tribe, and The Wichita and Affiliated Tribes. The four Native American tribes consulted have not responded to the letters.

The EPA recommends the FTA/USDOT conducts consultation and coordination with the Kiowa Tribe, also.

Environmental Justice Analysis:

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) direct federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process.

FTA/USDOT included in the EIS the extensive efforts utilized to engage the EJ populations in a meaningful opportunity to participate in the decision-making process. In addition, FTA/USDOT identified the assessment of the project’s impact on minority and low-income populations within 0.5 mile of the Station.

The EPA recommends that the Partnering Agencies, including NCTCOG utilize their monthly public meetings to encourage meaningful engagement of environmental justice communities to the participate in the decision-making process by disseminating information on the EA and EISs of the upcoming proposed NEPA projects.