Appendix J

Comments Received on the Cotton Belt Corridor Regional Rail Project (Project) Draft Environmental Impact Statement (DEIS)
J-5

Cotton Belt Richardson May 15, 2018, Public Hearing Summary
Meeting Summary Notes

Project: DART Cotton Belt Regional Rail Line

Subject: Richardson Public Hearing

Date: Tuesday, May 15, 2018 at 6:30 PM

Location: Richardson Civic Center
Grand Ballroom
411 W. Arapaho Road, Richardson, TX 75080

Attendees:
- DART
  - John Hoppie, Project Manager
  - Lawrence Meshack, Community Engagement Representative
  - Chris Walters, Community Engagement Representative
- General Planning Consultant (GPC6)
  - Jori Dille, Project Manager
  - Kris Lloyd, Environmental Planner
  - Dianne Tordillo, PI Specialist
  - Keith Bilbrey, PI Specialist
  - Israel Crowe, Sr. Transportation Engineer

Dallas Area Rapid Transit (DART) conducted a Richardson Public Hearing on Tuesday, May 15, 2018. The purpose of the meeting was to present the draft Environmental Impact Statement (DEIS) for the Cotton Belt Regional Rail Project and allow for public comment.

Attachments

- Email invitation
- Sign-in sheets
- Presentation
- Court reporter minutes

Welcome & Introductions

Lawrence Meshack, DART Community Engagement Representative, welcomed attendees, thanked them for coming to the public hearing, gave details of the meeting objective and introduced the evening’s speaker, John Hoppie, DART Project Manager.

There were a total of 75 people that signed in to attend the public hearing in Richardson on Tuesday, May 15. Formal comments were made at the end of the presentation. All comments were recorded and transcribed by the court reporter. Officials that were present at the meeting included:

- Barbara Reese – Staff from State Representative Cindy Burkett’s office
- Sandy Greyson – City of Dallas City Council
- Christina Sebastian – City of Plano Trail System Planner
- Ken Schmidt – City of Plano Senior Planner
- Doug McDonald – City of Richardson Planning Projects Manager
- Clifford Miller – City of Richardson Assistant City Manager
- Sandy Wesch – NCTCOG Project Engineer
Agenda

- About DEIS
  - Primary document to facilitate review of DART Cotton Belt project by federal, state, and local agencies; public
  - Analyzes project impacts on human and natural environment
- Public Hearing Dates
  - Monday, May 14 (Addison)
  - Tuesday, May 15 (Richardson)
  - Wednesday, May 16 (Irving)
- Public Hearing Objectives
  - Opportunity to receive formal comments on the DEIS
  - All comments transcribed and become part of the record
- DEIS Availability
  - 45-day public comment period from April 20 – June 4, 2018
  - Online at www.DART.org/CottonBelt
  - Local Libraries
- How to Provide Comments
  - Attend one of three public hearings
  - Submit in writing: email, comment card, or letter to DART Project Manager
- Project Alignment
- 11 Proposed Stations
- 2 Options for Equipment Maintenance Facilities – Luna Road and Irving Yard
- Environmental Impacts/Mitigation
- Public Hearing Guidelines
  - Comments should focus on Cotton Belt Corridor DEIS
  - No questions, interchanges or discussions. Just comments to be formally recorded.
  - Pre-registered speakers will speak first at in-person hearings.

Formal Comments
See court reporter minutes
Greetings!

You're invited to attend one of the following public hearing sessions hosted by DART to provide comments on the Cotton Belt Regional Rail Corridor Project and its Draft Environmental Impact Statement (DEIS). Please read the brochure attachment below for more information. We encourage you to share this information with any of your contacts, chambers, homeowners associations, family, friends and any other interested parties. You are also welcome to post this information on organization websites!

**DART Cotton Belt Public Hearing Sessions**

**Monday, May 14, 2018 at 6:30 p.m.**
Renaissance Dallas Addison
Lalique Ballroom
15201 Dallas Parkway
Addison, TX 75001
*Free surface parking*

**Tuesday, May 15, 2018 at 6:30 p.m.**
Richardson Civic Center
Grand Ballroom
411 W. Arapaho Road
Richardson, TX 75080

**Wednesday, May 16, 2018 at 6:30 p.m.**
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway
Irving, TX 75063
**FORECLOSURE AUCTIONS**

**DALLAS, TEXAS**  **MAY 1**

Access exclusive listings and foreclosure documents for properties near you. Visit Auction.com/SuperFX or use the Search Code on auction.com for a quick search.

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**9/10/2018**

**NORTH, N. 15717**

**Opening at:** 7:45 AM, 1:30 PM

**5/14/2018**

**DALLAS, Tex**

[Address Details]

**9/10/2018**

**NORTH, N. 15717**

**Opening at:** 7:45 AM, 1:30 PM

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**Notice of DART Public Hearing**

**Cotton Belt Regional Rail Corridor**

Dallas Area Rapid Transit (DART), along with the Federal Aviation Administration (FAA) and in cooperation with the Dallas County Airports Department, is releasing the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project. The project consists of a 20-mile regional rail line from DFW Airport-Santa Fe Road in Dallas, Texas. The document is available for review at DART's Public Library.

The public hearing for the DEIS will be held on April 25, 2018.Copies of the DEIS are also available for public viewing at the following locations:

-**DART's Public Library at**<br> 4032 Prairie Avenue, Dallas, Texas, both sides of Main Street, Turtle Creek Boulevard, R.L. Thornton Parkway, Prairie Avenue, North Dallas, Highland and Martel Avenue.

**The DEIS evaluates and summarizes a range of potential environmental impacts associated with a New-Build Alternative and a Build Alternative (not final), and identifies appropriate mitigation to address the impacts. Potential impacts include, but are not limited to, noise, vibration, safety, aesthetics, and air quality. The document includes a Supplemental Environmental Impact Statement (SEIS) as a response to a request from a Texas Park and Wildlife Department of Transportation and Natural Environment Act of Spring Creek Trail to Trailhiking, and an easement into the Cottonwood Branch floodplain at DFW Airport. For Execution Order 11084, a floodplain encroachment is defined as any action within a base floodplain. Direct impacts to the floodplain include minor amounts of fill with receiving wetlands and structures for the bridge of the two crossings of the channel in the Cottonwood Branch floodplain. It is anticipated that the Project's impact on the floodplain will be negligible. The floodplain encroachment will not have a high probability of loss of home, life, line airports operation, and airport service will not be affected, and aircraft services will not be interrupted. The Project will not result in an adverse impact on the floodplain's natural and beneficial floodplain values.

Members planning to attend the public hearing to provide oral comments on the DEIS are encouraged to contact DART at (214)-905-9333 to register. If you plan to attend the meeting in person, DART will not be responsible for costs incurred.

Written comments can also be provided via email to Cottonbelt@DART.org or in writing to Mr. John Hosier, DART, 1000 S. 12th Street, Dallas, Texas 75204.

**Public Hearing**

The public hearing is part of the 45-day public comment period. Public hearing sessions will be held at the following dates and times:

- **May 15, 2018, 6:30 pm**
- **May 30, 2018, 6:30 pm**

For Additional Information, please visit dart.org/cottonbelt or contact the DART Community Engagement at 214-905-9333.
Click here to download the official DART brochure
Corredor de tren regional en Cotton Belt
Dallas Area Rapid Transit (DART), junto con la Federal Transit Administration (FTA) y en cooperación con la Federal Aviation Administration (FAA), han completado la Declaración Preliminar de Impacto Ambiental (DEIS) para el Proyecto de tren regional del corredor de Cotton Belt. El proyecto consiste en una línea de tren de 26 millas desde el aeropuerto DFW hasta Shiloh Road en Plano, Texas.

El documento está disponible para su revisión en DART.org/cottonbelt. El periodo de comentarios públicos respecto al DEIS es del 20 de abril de 2018 al 4 de junio de 2018. Copias del DEIS también están disponibles para el público en las siguientes bibliotecas: Biblioteca pública de Carrollton en Josey Ranch Lake, Carrollton; Biblioteca Cozby y Community Commons, Coppell; Biblioteca sucursal Fretz Park, Dallas; Biblioteca sucursal Park Forest, Dallas; Biblioteca pública de Grapevine, Grapevine; Biblioteca pública de Richardson, Richardson; y la Biblioteca Harrington, Plano.

El DEIS evalúa y resume los impactos ambientales potenciales asociados con dos alternativas: el no construir y el sí construir (el proyecto de tren regional), e identifica las formas apropiadas para aminorar dichos impactos. Los impactos potenciales incluyen, pero no se limitan a: una consecuencia adversa conforme a la Sección 106 de la Ley nacional de preservación histórica (NHPA) que afectaría el puente White Rock Creek en Dallas, la utilización del Spring Creek Trail en Richardson conforme a la sección 4(f) de la Ley del Departamento de transporte y al Capítulo 26 del Código de parques y vida silvestre de Texas, y una intrusión en el aluvial de la sucursal Cottonwood del Aeropuerto DFW. También se identifican los impactos de ruido y vibración y su mitigación a lo largo del corredor.

Haga planes para asistir a una audiencia pública para proporcionar comentarios orales sobre el documento de DEIS. Las personas que deseen ejercer su derecho de palabra en la audiencia deberán comunicarse con el Departamento de Participación Comunitaria de DART (DART Community Engagement) al 214-749-2543 para registrarse. Si desea asistir a la audiencia pública y necesita servicios de interpretación en lenguaje de señas, notifíquese a DART, con una anticipación de por lo menos 24 horas, a través del número de TTY, 214-749-3628. Se dispondrá, por solicitud, de una versión Braille o grabada de la información.

También se pueden proporcionar comentarios por escrito por correo electrónico a Cottonbelt@DART.org o por escrito a Sr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266-7213.

Audiencia pública
La audiencia pública es parte del periodo de comentarios públicos de 45 días.

Las sesiones de audiencia pública se llevarán a cabo en los siguientes lugares:

14 de mayo, 2018 – 6:30 PM
Renewal Dallas Addison • Sala Lalique
15201 Dallas Parkway • Addison, TX 75001
Estacionamiento en superficie gratuito

15 de mayo, 2018 – 6:30 PM
Richardson Civic Center • Grand Ballroom
411 W. Arapaho Road • Richardson, TX 75080

16 de mayo, 2018 – 6:30 pm.
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway • Irving, TX 75063

Si desea obtener información adicional
Visite dart.org/cottonbelt o póngase en contacto con Participación de la Comunidad de DART llamando al 214-749-2522.
Cotton Belt Regional Rail Corridor

Dallas Area Rapid Transit (DART), along with the Federal Transit Administration (FTA) and in cooperation with the Federal Aviation Administration (FAA), have completed the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project. The project consists of a 26-mile regional rail line from DFW Airport to Shiloh Road in Plano, Texas. The document is available for review at DART.org/cottonbelt. The public comment period for the DEIS is from April 20, 2018 through June 4, 2018. Copies of the DEIS are also available for public viewing at the following libraries: Carrollton Public Library at Josey Ranch Lake, Carrollton; Cozby Library and Community Commons, Coppell; Fretz Park Branch Library, Dallas; Park Forest Branch Library, Dallas; Grapevine Public Library, Grapevine; Richardson Public Library, Richardson; and Harrington Library, Plano.

The DEIS evaluates and summarizes a range of potential environmental impacts associated with a No-Build Alternative and a Build Alternative (the regional rail project), and identifies appropriate mitigation to address the impacts. Potential impacts include, but are not limited to: a Section 106 of the National Historic Preservation Act (NHPA) adverse effect to the White Rock Creek Bridge in Dallas, a Section 4(f) of the Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code use of Spring Creek Trail in Richardson, and an encroachment into the Cottonwood Branch floodplain at DFW Airport. Noise and vibration impacts and mitigation along the corridor are also identified.

The public comment period for the DEIS is from April 20, 2018 through June 4, 2018. Copies of the DEIS are also available for public viewing at the following libraries: Carrollton Public Library at Josey Ranch Lake, Carrollton; Cozby Library and Community Commons, Coppell; Fretz Park Branch Library, Dallas; Park Forest Branch Library, Dallas; Grapevine Public Library, Grapevine; Richardson Public Library, Richardson; and Harrington Library, Plano.

Make plans to attend a public hearing to provide oral comments on the DEIS document. Individuals wishing to speak at the hearing should contact DART Community Engagement at 214-749-2543 to register. If you wish to attend the public hearing and need sign language interpretation, please notify DART 24 hours in advance by calling the TTY number, 214-749-3628. A Braille or taped version of information will be made available upon request.

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 75266-7213.

Public Hearing

The public hearing is part of the 45-day public comment period.

Public hearing sessions will be conducted at the following locations:

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Lalique Ballroom
15201 Dallas Parkway • Addison, TX 75001
Free surface parking

May 15, 2018 – 6:30 pm
Richardson Civic Center
Grand Ballroom
411 W. Arapaho Road • Richardson, TX 75080

May 16, 2018 – 6:30 pm
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway • Irving, TX 75063

For Additional Information

Please visit DART.org/cottonbelt or contact DART Community Engagement at 214-749-2522.
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<td>Zwiebel</td>
<td>238 Eastern Rd</td>
<td>Dallas</td>
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<td>616 Six Flags Drive</td>
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<td>6506 Red Pine Rd.</td>
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<td>(214) 876-4234</td>
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<td>Stamer</td>
<td>424 Hanbee St.</td>
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<td>Ross</td>
<td>6714 Kings Highway</td>
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<td>Dwa</td>
<td>McDonald</td>
<td>411 Azalea</td>
<td>Richardson</td>
<td>75081</td>
<td><a href="mailto:dwa.mcdonald@city.gov">dwa.mcdonald@city.gov</a></td>
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<td>6715 Rollins</td>
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<td>WSP</td>
<td>Helen</td>
<td>Jane</td>
<td>2700 N. Stemmons Freeway</td>
<td>Dallas, TX</td>
<td>214-583-3484</td>
<td><a href="mailto:Helen.Carter@WSP.com">Helen.Carter@WSP.com</a></td>
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<td>AndV</td>
<td>Beach</td>
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<td>Jeremy</td>
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<td>1111 Woodside</td>
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<td>Rick</td>
<td>Govek</td>
<td></td>
<td>1834 Carrington Ctr.</td>
<td>Dallas 75248</td>
<td>(214)664-1792</td>
<td><a href="mailto:rikgovek1952@gmail.com">rikgovek1952@gmail.com</a></td>
</tr>
<tr>
<td>City of Plano</td>
<td>Ken</td>
<td>Schmidt</td>
<td>1520 K St</td>
<td>Plano 75074</td>
<td></td>
<td><a href="mailto:kevsc@plano.gov">kevsc@plano.gov</a></td>
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<tr>
<td>Wendy</td>
<td>Nikson</td>
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<td>487 Cedar Hill Ctr.</td>
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<td>Maura</td>
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<td>Janis</td>
<td>Jamieson</td>
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<td>4 Crew Rd</td>
<td>Lindsly 70383</td>
<td>2213</td>
<td>jamiesonдуш<a href="mailto:nik@bckr.com">nik@bckr.com</a></td>
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<tr>
<td>Gaye Silver</td>
<td></td>
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<td>6917 Middle Cove Dr</td>
<td>Dallas 75248</td>
<td>972 386 3955</td>
<td><a href="mailto:paysilver@skyball.net">paysilver@skyball.net</a></td>
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<tr>
<td>ETA asap.com</td>
<td>Curtis</td>
<td>Garrison</td>
<td>3337 Timberview Ave</td>
<td>Plano TX 75074</td>
<td>214-808-8878</td>
<td><a href="mailto:curtisc@etasp.com">curtisc@etasp.com</a></td>
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<td>La Vercombe</td>
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<td><a href="mailto:r.lavercombe@att.net">r.lavercombe@att.net</a></td>
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<td>Larry</td>
<td>Christian</td>
<td>2514 Camp Jack</td>
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<td>Shu Yi</td>
<td>Lu</td>
<td>1401 S. Lamar St, Suite 300</td>
<td>Dallas 75215</td>
<td>214-862-1677</td>
<td><a href="mailto:shu@jbj-management.com">shu@jbj-management.com</a></td>
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<td>Rice</td>
<td>Summey</td>
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<td>6903 Echo Buff Jr</td>
<td>Dallas 75248</td>
<td>214-704-2538</td>
<td><a href="mailto:rssummey@yahoo.com">rssummey@yahoo.com</a></td>
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<td>Sandy</td>
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<td>Eduardo</td>
<td>Robinson</td>
<td>1131 Coler Loop E</td>
<td>San Antonio, TX 78216</td>
<td>210-286-8392</td>
<td><a href="mailto:eRobinson@dairyysw.com">eRobinson@dairyysw.com</a></td>
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<td></td>
<td>Peter</td>
<td>Jacobs</td>
<td>6019 Timber Creek Lane</td>
<td>Dallas, TX 75228</td>
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<tr>
<td>City of Plano</td>
<td>Christina</td>
<td>Sebastian</td>
<td>8901 Los Rios Blvd</td>
<td>Plano, TX 75074</td>
<td>972-941-7473</td>
<td><a href="mailto:christina@plano.gov">christina@plano.gov</a></td>
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<tr>
<td></td>
<td>Phillip</td>
<td>Nilsson</td>
<td>41127 Cedar Ln Cir</td>
<td>Richardson, TX 75082</td>
<td>214-714-0312</td>
<td><a href="mailto:philip.nilsson@juno.com">philip.nilsson@juno.com</a></td>
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<tr>
<td>Redgold Comm.</td>
<td>Nikki</td>
<td>Daniel</td>
<td>2566 Suburban Parkway</td>
<td>Greenville, TX 76051</td>
<td>254-227-2852</td>
<td><a href="mailto:nikki.dingle@aksteel.com">nikki.dingle@aksteel.com</a></td>
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<td>Andeen</td>
<td>Utz</td>
<td>105 Gadero Dr.</td>
<td>Allen, TX 75012</td>
<td>214-498-4831</td>
<td><a href="mailto:auto@aolenson.edu">auto@aolenson.edu</a></td>
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<tr>
<td></td>
<td>Shane</td>
<td>Lee</td>
<td>7203 Buffett Drive</td>
<td>Dallas, TX 75248</td>
<td>972-818-7203</td>
<td><a href="mailto:jjh.115@hotmail.com">jjh.115@hotmail.com</a></td>
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<td></td>
<td>Niccy</td>
<td>Hinson</td>
<td>5500 Garyow &amp; Drive</td>
<td>Dallas, TX 75237</td>
<td>214-360-8420</td>
<td><a href="mailto:Hugh.L@lewisex.com">Hugh.L@lewisex.com</a></td>
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<td>DART COTTON BELT</td>
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<td>13312 Roaring Springs Ln</td>
<td>D15 75248</td>
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<td>Zevallos</td>
<td>606 Franklton Dr</td>
<td>Allen 75013</td>
<td>214-543-9524</td>
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<tr>
<td>Plano</td>
<td>David</td>
<td>Misko</td>
<td>6000 Cote Bay Dr</td>
<td>75248</td>
<td>469-688-3800</td>
<td><a href="mailto:DMisko@FATMAIL.com">DMisko@FATMAIL.com</a></td>
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<td>Plano</td>
<td>Jack</td>
<td>Coker</td>
<td>1520 K Ave</td>
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<td><a href="mailto:Jackc@Plano.gov">Jackc@Plano.gov</a></td>
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<tr>
<td>Richardson</td>
<td>Dave</td>
<td>Carter</td>
<td>411 W. Arapaho</td>
<td>Richardson 75081</td>
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<td><a href="mailto:Dave.Carter@COR.gov">Dave.Carter@COR.gov</a></td>
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<td>6526 Brook Lake Dr</td>
<td>Dallas 75228</td>
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<td></td>
<td>Kenneth</td>
<td>Bruggers</td>
<td>16109 Amberwood</td>
<td>Dallas 75248</td>
<td>214-356-9200</td>
<td><a href="mailto:Ken@drbruggers.com">Ken@drbruggers.com</a></td>
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Cotton Belt Corridor Regional Rail Project
Draft Environmental Impact Statement (DEIS)
Public Hearing
May 2018

Draft Environmental Impact Statement (DEIS) Public Hearing Dates

- May 14, 2018 – 6:30 pm
  Renaissance Dallas Addison
  Lalique Ballroom
  15201 Dallas Parkway
  Addison, TX 75001

- May 15, 2018 – 6:30 pm
  Richardson Civic Center
  Grand Ballroom
  411 W. Arapaho Road
  Richardson, TX 75080

- May 16, 2018 – 6:30 pm
  Dallas Fort Worth Airport
  Marriott
  8440 Freeport Parkway
  Irving, TX 75063

- Opportunity to receive formal comments on the DEIS
- All comments will be transcribed and become part of the record

Agenda

- Draft Environmental Impact Statement (DEIS)
- How to Provide Comments
- Project Scope
- Environmental Impacts/Mitigation
- Public Hearing Guidelines

DEIS

- Prepared in accordance with the National Environmental Policy Act (NEPA)
- Authors: Federal Transit Administration (FTA) in cooperation with Federal Aviation Administration (FAA) and DART
- Analyzes project impacts on the human and natural environment
  - Impacts identified per FTA/FAA standards
  - Mitigation
- Primary document to facilitate review of the project by federal, state and local agencies; and the public

DEIS Availability

- Available beginning April 20, 2018
- Online: www.DART.org/CottonBelt
- Local Libraries
  - Carrollton Public Library at Jokey Ranch Lake
  - Colby Library and Community Commons
  - Fretz Park Branch Library
  - Grapevine Public Library
  - Harrington Library
  - Park Forest Branch Library
  - Richardson Public Library
- 45-day public comment period through June 4, 2018

How to Provide Comments

- At one of the three public hearings
- In writing:
  - Email to Cottonbelt@DART.org
  - Comment card (postage paid)
  - Letter to DART Project Manager John Hoppie

John Hoppie
Project Manager
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213
**Proposed Stations**

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<td>11 Miloh Station</td>
<td>Plano</td>
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**EMF Site Option 1: Luna Road**

- City of Carrollton opposes use of this site
- Impacts include:
  - Property Acquisition
  - Floodplain encroachment
  - Wetlands encroachment
- Alternative site included in DEIS

**EMF Site Option 2: Irving Yard**

- Existing facility accessible by DART-owned Madill line
- Consolidates operations with TRE
- No Impacts along Madill due to limited use
  - Noise/Vibration
  - Visual
  - Traffic
- Avoids impacts associated with Luna Road Site

**Environmental Impacts and Mitigation**
### Environmental Impact Categories

- Waters/Wetlands
- Hazardous Material
- Construction
- Environmental Justice
- Soils and Geology
- Land Use
- Air Quality
- Biology/Natural Resources

### Categories with Minimal Impacts

- Waters/Wetlands – Minor amounts of fill
- Hazardous Material - Environmental Site Assessments (ESA)
- Construction – Best Management Practices
- Environmental Justice - No disproportionately high and adverse effects
- Soils and Geology – Best Management Practices
- Land Use - No Impact; consistent with local plans and policies
- Air Quality - No Impact
- Biology/Natural Resources – Avoid, Preserve, Replace Vegetation

### Categories with Impacts and Mitigation

- Traffic – 10 new roadway grade separations; 1 railroad grade separation; 6 intersection improvements
- Noise – 36 Quiet Zones, 18 Noise Barriers, 8 Crossing Bell Mitigations
- Vibration – 5 Tire Derived Aggregate (TDA) locations
- Visual/Aesthetics – Screening/landscaping along residential areas; Complementary Wheeler Bridge design
- Acquisitions/Displacements – Up to 110 acres; 9 businesses; 1 residence
- Safety/Security – Corridor safety fencing; safe crossings; coordination with emergency responders
- Hydrology/Floodplain – see following slide
- Cultural Resources/Section 4(f) – see following slide
- Parks & Recreation/Section 4(f) – see following slide

### Hydrology/Floodplain

- 1,300 linear feet of the Cottonwood Branch Floodplain
- Minor amounts of fill
- Will not result in a loss of human life or property
- Will not have a notable and effect on the floodplain’s natural and beneficial values.

 FAA Executive Order 11988: Floodplain encroachment is any action within a base floodplain.

### Cultural Resources/Section 4(f)

- Section 4(f) of DOT Act protects parks and historic sites
- “Adverse effect” to historic White Rock Creek Bridge
  - Memorandum of Agreement with Texas Historical Commission (THC)
  - Relocation and Adaptive Reuse as trail bridge
- FTA determined 4(f) does not apply as relocation/reuse is a transportation enhancement
  - THC concurred with 4(f) exception

### Parks & Recreation/Section 4(f)

- Partial Relocation of Spring Creek Trail in Richardson
  - Staged Construction
  - Minimize closures
  - Provide detours
  - Coordination with City
- Chapter 26 of Texas Parks and Wildlife Act
  - Public Hearing being scheduled by City of Richardson

- Section 4(f) of DOT Act protects parks and historic sites
  - de minimis impact determination from FTA anticipated
Draft Environmental Impact Statement (DEIS) Public Hearing

- Primary focus of this hearing is the DEIS
  - Project Scope
  - Impacts
  - Mitigation
- All comments will be documented and categorized into subject area
- All substantive comments will be addressed in the Final Environmental Impact Statement (FEIS)

Public Hearing Guidelines

1. Pre-registered speakers will speak first, followed by order of sign-in at the hearing
2. Written comments are acceptable and included as part of the official Public Record (accepted through June 4)
3. Time Limit is three minutes per speaker
4. State Name and Address for the record
5. Comments should focus on Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement (DEIS)
6. No Questions, Interchanges or Discussions
   - Public Hearing provides an opportunity to receive comments into the formal record
PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. [PLEASE PRINT LEGIBLY]

Name: SANDY GREYSON

Address: 1500 MARILLA - 5FN

City, State, Zip: DALLAS, TX 75201

Phone: 214-670-4067

Email: Sandy.greyson@dallascityhall.com

I wish to address the Board concerning the following matter:

Agenda Item #: ________ – Public Hearing ONLY

Description: ____________________________________________

_____________________________________________________

Signature: _____________________________________________

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

Pre-registered speakers will make their comments first, followed by sign-in speakers in the order received. Those who do not wish to speak may submit written comments. All comments will be included in the official public record.

Questions, interchange and discussions are not generally allowed in a hearing. However, if a Board Member wishes to raise a question, he or she may do so.

Technical Staff will be available after the public hearing for questions. Information provided on this form is subject to the Texas Public Information Act.

Tonight's Hearing is being recorded by a court reporter so all comments received are a matter of public record.
PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name: SANDY WESCH

Address: 616 SIVAS DRIVE

City, State, Zip: ARLINGTON, TX 76011

Phone: (817) 704-5632

Email: SWESCH@NCCO3.C084

I wish to address the Board concerning the following matter:

Agenda Item #: ___________ – Public Hearing ONLY

Description

__________________________

__________________________

Signature

__________________________

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PUBLIC HEARING
Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. [PLEASE PRINT LEGIBLY]

Name: Cliff Miller
Address: City of Richardson
City, State, Zip: 
Phone: 
Email: 

I wish to address the Board concerning the following matter:

Agenda Item #: — Public Hearing ONLY
Description: He called in to speak

Signature: 

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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Name  

Address  

City, State, Zip  

Phone  

Email  

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description

Signature

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Name ________________________________

Address _______________________________

City, State, Zip _______________________

Phone ________________________________

Email _________________________________

I wish to address the Board concerning the following matter:

Agenda Item #: __________ – Public Hearing ONLY

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_________________________________________________________________________________________________________________________________________

Signature __________________________________________

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Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name Peter Jacobs
Address 6017 Timber Creek Drive
City, State, Zip Dallas, TX 75248
Phone (214) 298-8086
Email stevejatch@yahoo.com

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description

______________________________________________

Signature

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

Pre-registered speakers will make their comments first, followed by sign-in speakers in the order received. Those who do not wish to speak may submit written comments. All comments will be included in the official public record.

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Tonight’s Hearing is being recorded by a court reporter so all comments received are a matter of public record.
PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name: Maureen Hanratty
Address: 17279 Hiddem Glen
City, State, Zip: Dallas, TX 75248
Phone: (972) 931-6184
Email: mc230.dallas@gmail.com

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description:


Signature:

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Name: GENE L. JAMES
Address: 10 ABBY WOODS LN
City, State, Zip: DALLAS, TX 75248
Phone: (972) 248-8170
Email: gene@jamespower.com

I wish to address the Board concerning the following matter:

Agenda Item #: ________ – Public Hearing ONLY

Description

Signature: [Signature]

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PUBLIC HEARING

Request to Address the Board

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Name: MALLA FLEMING
Address: 7018 JUDI ST
City, State, Zip: DALLAS, TX 75215
Phone: (972) 380-0200
Email:

I wish to address the Board concerning the following matter:

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Signature

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Name

Address

City, State, Zip

Phone

Email

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PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. [PLEASE PRINT LEGIBLY]

Name Chip Pratt
Address 2700 W. Prairie Creek
City, State, Zip Richardson 75080
Phone (214) 663-1999
Email Chip.Praitt@Welcom.com

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description Representing Prairie Creek

Signature ______________________

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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DALLAS AREA RAPID TRANSIT

PUBLIC HEARING TO RECEIVE COMMENTS

ON THE

COTTON BELT CORRIDOR

REGIONAL RAIL PROJECT

MONDAY, MAY 15, 2018, 6:58 P.M.

RICHARDSON CIVIC CENTER

GRAND BALLROOM

411 W. ARAPAHO RD.

RICHARDSON, TEXAS

Transcribed by Cynthia Lyn Conyers, CSR
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MR. MESHACK: Today is Tuesday, May 15th, 2018. The time is 7:58 p.m. According to the enabling legislation in DART's --

UNIDENTIFIED SPEAKERS: 6:58.

MR. MESHACK: What did I say, 7:58? I'm sorry. 6:58. This public hearing on the Cotton Belt Regional Rail Corridor Draft Environmental Impact Statement is now open to receive comments.

(Technical difficulty with microphone.)


Okay. Good evening. I'm Sandy Greyson, Dallas City Councilmember representing District 12 in far North Dallas.

I'm going to have to talk a little fast here. I'm here tonight to speak about the DEIS for the proposed Cotton Belt rail line. Far North Dallas residents have expressed huge opposition to this low ridership rail project for twenty-five years, but DART has pushed ahead with it and now we are at the DEIS stage.

If DART proceeds to build the Cotton Belt, the residents who live along the tracks and who will be greatly impacted by this commuter rail line need extensive mitigation and betterment protections built
into the design of the project.

There are many parks and schools along the Cotton Belt tracks, and DART should not put a cap on the amount of betterment dollars it will spend to keep Dallas residents safe and also allow them to continue the high quality of life they currently enjoy.

On March 28th, 2018, the Dallas City Council unanimously passed a resolution that detailed the conditions the City expects in order to be able to support the construction of this rail line.

Those conditions are, number one, rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/Keller Springs and Coit Road stations are eliminated from the project.

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

Number three, 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 or quietest federal safety limits; DART will employ all practical measures to obscure sound intrusions from the bells into the residences; and, lastly, 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.

Again, these are the minimum conditions that Dallas will accept on the Cotton Belt rail line. DART has the ability to provide these conditions and protections and should be doing so on all their projects.

MR. MESHACK: Thank you, Ms. Greyson.

Our next speaker is Sandy Wesch.
Sandy, please state your name and address.

MS. WESCH: Sandy Wesch, 616 Six Flags Drive, Arlington, Texas.

I am here this evening representing the North Central Texas Council of Governments. On behalf of the Regional Transportation Council and the North Central Texas Council of Governments who together serve as the Metropolitan Planning Organization for the Dallas/Fort Worth area, I would like to read a statement of support for the project.

The need for the Cotton Belt Corridor Regional Rail project has been recognized in long-range transportation plans for the North Texas region since 1986. Its present development is consistent with the region's current long-range Metropolitan Transportation Plan known as Mobility 2040 as well as Mobility 2045, the Metropolitan Transportation Plan for North Central Texas, which is proposed for adoption in June of this year.

This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system as it connects and leverages the value of the existing and future rail investments including DART's Orange, Green and Red light rail lines.
It will also connect to other regional rail services including Trinity -- excuse me -- including the Trinity Metro TEXRail Line, Denton County Transportation Authority's A Train and future rail services connecting north to Frisco and south to Irving.

It will improve connections to existing businesses, residences and the 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 system.

The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than twenty years, since the adoption of Mobility 2020. Implementing the trail along the Cotton Belt Corridor would result in improving nonmotorized access to more than 120 schools, 400,000 residents and over 600,000 jobs, all located within two miles of the corridor.

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

Thank you.

MR. MESHACK: Thank you, Ms. Wesch.

Our next speaker is Cliff Miller representing the City of Richardson.

MR. MILLER: Thank you. My name is Cliff Miller. I'm an Assistant City Manager, City of Richardson, and I'm here tonight representing the City with some of these comments.

The Richardson City Council has already expressed its support for the DART Cotton Belt project on numerous occasions at other public meetings, through correspondence and official Council resolutions over the past several years.

The Council and City Management sincerely appreciate DART's open and transparent process of public meetings and official public hearings and look forward to the operating service in 2022.

We understand that DART and its consultants have worked diligently to determine if there is any noise, vibration, traffic, or other environmental mitigation required by the FTA standards.

DART has already addressed the Southern Alignment deviation into the CityLine/Bush station, the
grade separation of Custer Parkway, station locations at both UT Dallas and CityLine/Bush as well as required mitigation to relocate approximately a 1,500-foot segment of the City's Spring Creek Trail which will be part of another public hearing to be conducted in Richardson in the very near future.

We understand that even though additional sound walls may not be required by FTA's standards, there are Richardson residents and property owners that have residential adjacency with setbacks along the Cotton Belt Corridor who desire additional protection from the additional noise and visual impacts.

We appreciate that DART is willing to consider other design solutions for short, solid walls instead of open metal handrails on top of raised embankment walls and bridge overpasses as part of other enhancement or betterment programs. We believe these short walls will help mitigate both noise and visual concerns, particularly those near the bridge overpasses of Synergy, Renner Road, Custer, U.S. 75, and Red Moon Way near the CityLine development.

The Cotton Belt Hike and Bike Trail is an important feature of the Region's multimodal transportation plan. We understand and appreciate that DART and also COG and all the municipal agencies along
the corridor are coordinating to develop a trail plan along the Cotton Belt line.

The City of Richardson believes that it is imperative that critical segments of the Cotton Belt trail be built during construction of the DART's rail project because it would be extremely difficult, if not impossible, and much more expensive to construct these segments once the DART rail service is in place.

The City of Richardson is also prepared to work with DART and COG to find additional funding opportunities to ensure the Cotton Belt trail is built with the DART's rail project.

Thank you for the opportunity to make these comments tonight.

MR. MESHACK: Thank you, Mr. Miller.

Our next speaker is Rick Gover.

MR. GOVER: Thank you. Thank you. My name is Rick Gover. I live at 16034 Chalfont Circle in Dallas.

We have a community of about 95 homes. We are on Preston just south of Davenport and north of Arapaho. It is very difficult for us to enter and exit our community due to the traffic on Preston. I can only imagine the disruption that's going to be caused if the Preston station goes through.
I have attended many of these meetings. I have never heard anyone express any approval or desire for the Preston station, and I would certainly hope that DART sees fit to eliminate it as the Dallas City Council resolution also shows.

Councilperson Greyson took a lot of what I was going to say. I do think it's unusual that for an environmental impact study -- obviously the impact to our area in North Dallas is extreme, and there wasn't one word about the Dallas City Council resolution. We certainly hope that DART implements it in its entirety.

The noise and vibration issues are absolutely critical. It's not just the -- the bells and whistles of the train; it's the actual operation of the train. It's going to run all day, day and night; and yet it -- it seemed to me when I read the draft report, it looked as if all that was done was the bare minimum, and the bare minimum is not even close to being good enough.

I was surprised that there was not more attention given to mitigation and betterment in the document. I certainly hope that DART is not intending to do this on the cheap, that it is going to do just what is required by the federal law.

Basically, I'm not even sure that the
regulations cited in the report really apply to this project. I cannot think that there is a comparable project that affects hundreds if not thousands of homes literally feet from railroad tracks. And just to say that it's going to be 72 instead of 65, that's not good enough.

The vibration issues, the rubber tire, the crumbles are not the length of the road as I understand it or -- or the -- the route, only in parts. It should be the whole route. The sound walls have to be at least fifteen feet, not twelve. We just need a lot more mitigation and betterment than the draft report would give us.

I appreciate your time and attention.

MR. MESHACK: Thank you, Mr. Gover.

Our next speaker is Mark Goodman.

MR. GOODMAN: Hi. My name is Mark Goodman. I live at 6506 Redpine Road, Dallas. I'm in Region 12.

And a lot of what Ms. Greyson said and the last gentleman, I'm going to just say I'm seconding and third. Ms. Greyson talked about the grade separation at Coit and Hillcrest. I also think there needs to be a grade separation on Campbell Road because that's the main east/west highway. So besides Coit and Hillcrest,
also Campbell Road.

With regards to the mitigation and betterments, I'm in complete agreement again. It -- we're probably the second largest tax base for the City of Dallas where we live, and, you know, to have it slice and dice through our neighborhood, you know, I just don't think it's right.

There was the Santa Fe line that could have been used and just circled around, but if it's going to go through, it's important that the mitigation, the betterment, all these things are taken into account based on the homes, based on the children, based on all the schools located there, based on traffic flows.

You know, they're making exceptions for other areas I notice as far as Coppell and for Richardson. Well, for the City of Dallas and for our neighborhood, I think it's important that these things are taken care of also.

Thank you.

MR. MESHACK: Thank you, Mr. Goodman.

Our next speaker is Peter Jacobs.

MR. JACOBS: So my comments would be in the form of questions. I live at 60- -- excuse me -- 6019 Timber Creek Lane. I'm a short walk from the
corner of Keller Springs and Campbell, and there's another hundred feet to the tracks where they cross Campbell.

My first question is, how is DART going to control traffic at that intersection at 8 o'clock in the morning when you stop Campbell Road, Keller Springs, Brentfield, and Davenport with a train when people are trying to drop their kids off at two schools plus you have a middle school where children are crossing the tracks with bikes and they're walking across those tracks?

Next question: I'm in Line Section CB3, Charlie Baker three, Dallas North Tollway to Shiloh Road. Why are you averaging 57.5 miles per hour through that area an eighth of a mile from the two schools I just talked about?

Why are you running diesel locomotives so close to a school? Why was there no mention of the diesel in the Impact Statement?

Oh, I'm against the station at Preston Road. I guess you figured that out. I really respect the people who were here before me. I think it's great that they had something to say, especially the neighborhood people, because this is going to impact the neighborhood.
Thank you.

MR. MESHACK: Thank you, Mr. Jacobs.

Our next speaker is Maureen Hanratty.

MS. HANRATTY: My name is Maureen Hanratty. I live at 17229 Hidden Glen, Dallas, Texas.

And I read this report with a great deal of incredulity, not believing that our concerns that we've been raising for years had been glossed over in such a superficial manner.

What's very clear from this report is that the North Dallas area is disproportionately impacted with thousands of severe noise issues before mitigation. The, quote, mitigation is not to blow your horn, and that's -- that surprisingly takes it from thousands of severe impacts to none, which is very surprising.

There are going to be twelve trains an hour passing through this line at 70 miles an hour. And you give us a nice plot that is the logarithm of the difference between the daylight noise level and the nighttime noise level, increased by ten decibels, which decreases the difference; and it falls below a severe level which is supposed to make us happy.

That doesn't say that the quality of life that you're going to be sitting in your backyard and
not hear a train come every six minutes isn't going to impact or allow you not to hear it. It just means it's not dangerous to you.

The solutions that DART came up with were, surprisingly, the least costly solutions, and they seem to -- to not blow the horn and to take and put directional bells, to have quiet zones. That doesn't address the issue that there is not an average detrimental noise level but an immediate and very -- very loud noise level as that train passes, one in each direction, six of them every hour, twelve of them in an hour and running all day, from 5 a.m. until almost midnight. I don't see how the average noise level makes me happy to sit out in my backyard just saying, Well, if we just average it out over day and night, it will be fine.

The other impacts that we objected to was the safety issues for the kids crossing at these high-speed crossways that were not changed in any way, and the solution that DART came up with is, okay, we'll put crossing barriers and we'll do a -- education for the children. That's like saying to address an influenza outbreak, we're going to do a hand-washing education.

It is not a solution and it is not
acceptable for DART to try to take the lowest cost
method and say, This is mitigation; this is fine. The
lowest standard is not an acceptable solution.

Thank you.

MR. MESHACK: Thank you, Ms. Hanratty.

Our next speaker is Gene Jameson.

MR. JAMESON: Thank you, sir.

My name is Gene Jameson, and I live at
40 Abbey Woods Lane in Dallas.

And I'm a latecomer to this discussion but
I -- and I, therefore, approach it in a situation of
profound ignorance because I haven't gone through any
of this literature; but I do live on -- along with two
other neighborhoods, on the north side of Keller
Springs, which is immediately adjacent to the current
railroad track across -- across the street.

So I'm concerned about it, and I know a
lot of my neighbors are and I just want -- I -- I look
forward to the opportunity to learn more. I'm not
diametrically opposed to it, but I think it needs -- it
needs to be done very carefully, and I trust that you
will.

Thank you.

MR. MESHACK: Thank you, Mr. Jameson.

Our next speaker is Maura Fleming.
MS. FLEMING: Hi. I'm Maura Fleming. I live at 7028 Judi Street.

And I had understood that the trains would be running through the neighborhoods six times an hour. Now I hear it's twelve times an hour. I think that's unconscionable, and I wonder how many DART officials live in neighborhoods where the trains will be running through twelve times an hour and sitting in their backyard.

Making a decision like this to allow trains to go through neighborhoods at street level and not put it underground is a wrong decision; it's misguided. And I think the Dallas City Council resolution is a great start. It doesn't go far enough.

Thank you.

MR. MESHACK: Thank you, Ms. Fleming.

Our next speaker is -- I may mispronounce the last name -- Curtis Garrison?

MR. GARRISON: Garrison.

MR. MESHACK: Garrison. Sorry.

MR. GARRISON: It's hard for me to write these days. I'm sorry.

Hi. I'm Curtis Garrison. I'm a founder and president of ETA, the Enthusiasts of Transit Association. My address is 3317 Timber Brook in Plano,
and that's just north of Spring Creek, which, um, that's another discussion because Parker is the highest the DART rail goes.

I just came back a week or so ago from Hong Kong, and every time I go to Hong Kong or Tokyo, other places, it just pains me to come back home to Dallas where I love my home and have a big contrast of how our transit system works -- well, barely works and theirs is just like Star Trek.

I want to request that the stations you have -- you know, if we're talking about environmental impact, I know there's noise when people have a train go near their homes and their neighborhoods; but if you think about it, this place is exploding with population growth. The traffic congestion is crazy.

The environmental impact would be much greater if we don't embrace transit investment and development and have higher density around the stations. That's why I really wanted to emphasize is where you develop these stations, please don't make them Park-and-Rides. Please don't make them where people are almost encouraged to leave and just get on the train and -- and make them a destination. Have retail, food, security, weather protection. Make it a valuable, comfortable experience.
We want you to be successful. We want this to be where people are using it and getting off the road so that people that do have cars or do need to travel for their work and be dynamic on the road can have that ability without having to spend an hour a day commuting for a fifteen-minute ride or something and degrading the value of life and increasing their expenses and causing the stress and the road rage and being -- like, in Hong Kong and Tokyo, I -- my friends get home at 5:15 after a 5 o'clock work period, and they have energy and they want to do something that evening. Here, you're just wiped out and you don't even want to do anything but eat and go to bed because it's just too hectic getting up way early in the morning to get to work and -- and then also driving all day to get home and not knowing how long it may or may not take.

Throughout the day, just to do business, you have to leave big windows because -- we need this infrastructure, and I hope everybody that has a problem will work with these guys and just, you know, make it happen. North Dallas is needing this badly, and we got to work together to make everybody have lower transfer costs and a better quality of life.

Thank you.
MR. MESHACK: Thank you, Mr. Garrison.

The next speaker is Chip Pratt.

MR. PRATT: I'm Chip Pratt with Canyon Creek Homeowners Association. My address is 2700 West Prairie Creek, Richardson.

Canyon Creek Homeowners represents a neighborhood bordered by approximately Campbell and Renner, 75 and Synergy. Almost to UTD, there's also Cottonwood Creek that represents a little under 200 homes on our west edge.

As -- as Richardson mentioned, we've also been supporters of DART and voiced that support for quite a long time in support of the Cotton Belt. Also as -- as Richardson staff mentioned, we do have a section of our neighborhood that borders the -- the Cotton Belt rail closely, and we have supported the efforts to include sound mitigation as part of the development, part of the betterments of the project.

We've been working with the City of Richardson and Richardson staff to understand what they're doing, and we fully support their efforts for a grade-separated trail (sic) system crossing Renner Road and Synergy, which could include a sound barrier that acts both as a safety barrier and as a noise abatement.

Thank you very much.
MR. MESHACK: Thank you, Mr. Pratt.

Mr. Pratt was the last person who filled out a -- one of the blue cards, so at this time are there any more cards or is there anyone else who would like to make comments this evening?

(Female raises hand.)

MR. MESHACK: Yes, ma'am. Come up to the podium, if you would. Please state your name and address.

MS. HILL: My name is Judy Hill. I live at 7203 Duffield Drive.

I'm here to speak for all of this project. Yeah, Preston is -- the Preston station won't work. But I grew up living within walking distance of rapid transit in Chicago. I've traveled extensively. I've seen how positive it can improve a neighborhood, reduce congestion. I traveled on business to Boston, New York, all sorts of places where I see how it improves neighborhoods and improves property value.

I don't understand why it's mostly people who don't want it that make the most noise. There are many, many, many people who will benefit from this and will improve our neighborhood and the values.

So having lived in an environment, grown
up in an environment where I see how it works, how well
it works and how much it helps people get from one
place to another, I think I would like to share now and
I support all those folks, especially the guy from Hong
Kong. He sees it worldwide. I have just seen it
locally in -- in this country.

We need to come a long way, and I hope
DART will include the Coit station because that's one
of the areas that can most branch out and give people
the opportunity to get to other locations without
having the roads be so clogged. It's gotten so much
worse in the fifteen years I've lived here, I can't
believe it.

Thank you very much for continuing your
efforts.

MR. MESHACK: Thank you, Ms. Hill.

Yes. Dr. Richardson {sic}, please come
up, state your name and your affiliation.

DR. JAMISON: Sure. My name is Dr. Calvin
Jamison. I'm the Vice President for Administration at
University of Texas at Dallas.

We happen to be probably the fastest
growing DART bus system, vendor system itself. We've
grown from less than two buses on campus to 1.5 million
riders. The idea of the DART station being located at
UT Dallas and being able to go all the way to DFW is a plus for -- for our university overall.

We are a small city. We have a daytime population of almost 30,000 and a nighttime population of 7,000 people living on and around the campus. This would be a huge boom for the university and the community where many of our individuals who come to campus will land at DFW, get on the rail station and get off at UT Dallas and all the way up to Bush.

It's extremely important to work together, all of us throughout the community, to make this work, particularly the fact that we're in the process now of updating our master plan as well as our strategic plan.

And as we do that, the key parts of this is that we will be developing a more comprehensive transit-oriented development around that station; and with the fact that we have increased our enrollment the way we have with quality students and the number of companies that are in North Dallas and all those in the Dallas area who are looking for the talent pool that we produce at UT Dallas, this is an extreme plus for the university and the community.

Thank you.

MR. MESHACK: Thank you, Dr. Richardson -- I'm sorry -- Jamison.
Yes, sir. Did you want to make -- please state your name and address.

MR. STAFFORD: John Stafford, 1401 Harvest Glen Drive, Plano.

I want to speak in favor of this line. My wife used to take the Red Line Downtown to work every day, but in February her company moved her office out to Cypress Waters. So she now has to drive along the Bush Toll Road every day and then 635 to get in -- get to her office, and having the train be able to make her commute less stressful and easy to accomplish would greatly improve my life at home because she is not a happy camper after having to do that drive on a daily basis.

So this particular line would greatly improve my -- my own life tremendously just by making it easier for my wife to get to work in a stress-free manner.

MR. MESHACK: Thank you.

Yes, ma'am. Go ahead. Ms. Peadon.

MS. PEADON: Cookie Peadon, 7111 Debbe Drive, Dallas, Texas.

I came in a little bit late because I had a conflicting meeting, but I did hear some things that I thought were really worthwhile; and that is this is
the one chance we have of putting in a world-class transit system from the airport to here.

I am very concerned because I have taken the time to read a large part of the environmental study, and I'm -- sorry, DART. I'm very disappointed because there are a number of things that are not addressed fully in there, and it's almost like a minimalist treatment of some of the mitigation issues and other things that are going on.

If we're going to build a railroad that's going to last forever and ever -- and hopefully it will last for at least fifty years -- then we need to do it right, just like in Japan and in Hong Kong and in Europe -- they've done it right -- because we have a number of people who are severely impacted. They're not just whining. They're severely impacted by what's going in.

I was at the meeting last night with people from Carrollton who had the same issues, and they've had no voice in being able to explain what their concerns were.

So I cheered when the first DART train was completed because I had waited thirty years as a native Dallasiite to see that happen. But if you're going to do something, take the time and the effort and get it
funded so you can do it and do it right, not impact the
lives of people so that they resent the railroad, but
do it where if they want to use the railroad, they have
a quality train to use.

MR. MESHACK: Thank you, Ms. Peadon.
This gentleman (indicating).

MR. MERINO: I wasn't planning to -- to
talk, but I -- I hear good things from both sides. Can
you hear me?

UNIDENTIFIED SPEAKER: Your name and
address for --

MR. MERINO: Oh. My name is Marcelo
Merino. I live in Cottonwood Creek in Richardson,
2412 Lawnmeadow Drive.
I'm in support of the Cotton Belt system.
I just want to -- to -- to maybe make a reflection.
When I came here in 1981, we didn't have an opera
house, we didn't have the Meyerson, we didn't have the
Arboretum. This city has been growing quite
substantially, and I suppose very well DART has added
to it.

A lot of people are getting to learn to
use a system of mass transportation in this -- in the
city. Before, we were -- we were used to moving about
in our cars because we didn't have any alternative. I
think the city is growing, growing well. I think we need to support the -- the system. I think DART, I trust, will do all the things that need -- that will be needed, not to discomfort communities but to add to it.

Just a reflection, when you go in (inaudible) other cities, but when you take the mass transit system from Tokyo Airport, from Narita, into downtown, you pass through neighborhoods and they look very nice and you see that a lot of effort has been done to eliminate the noise and the vibration, but also there is a culture of using mass transit.

I think in our community it probably will be a benefit from working together, getting used to the system and make the city continue to grow like it has been growing the last thirty years.

MR. MESHACK: Thank you.

MR. ZWERG: Good evening. My name is Michael Zwerg. I'm living at 16818 Hunters Point Drive in North Dallas.

I grew up in Germany. I used public transit my whole life, and I kind of embrace it. I -- before I moved to North Dallas, I was living for two years actually at the Blue Line, just diagonal, one over; and I can say the noise was not a problem.

If there was something that was disturbing
me, it was more the flashlight that they have on top of it, the doors. It looked like it had thunder in my bedroom when it came in, but that was kind of the only thing.

I'm riding a bicycle to work, and I'm crossing the Orange and Yellow Line every day. I have to say every traffic light gives me more stop than actually if I have to stop at the traffic light or, like, a light for -- for a train.

The only concern that I have is my understanding is that part of this rail will be a one-track rail. If I recall, back in Germany, the most severe accidents that happened actually on rails was usually on commuter rails that only had one track. Fortunately these accidents are not happening often, but if they happen, they're actually kind of severe; and I wish that in this case they would have spent -- or DART would spend the money to make it proper and put a two-track system into this rail.

That's all. Thank you.

MR. MESHACK: Yes, ma'am.

MS. ZWIEBEL: My name is Colleen Zwiebel, 233 Easton Road, Dallas, Texas.

I grew up on Long Island, and on Long Island there's trains all over the place and they run
all the time. My elementary school was a half a mile from one railroad track and a mile from another one. We got lessons every year about how to cross the railroad tracks safely.

We rode our bikes over the railroad tracks. We walked over the railroad tracks. I think I heard of, like, two kids dying, being hit by trains the whole time I was growing up and they -- it's because they would walk down the railroad tracks. So as long as people pay attention and follow it, it's not that big of a -- it's definitely a concern, but it's not that big of a risk if there's education in place.

Another thing I wanted to say was that in the northeast, the trains are used a lot, and part of that is because it's a web of connectivity. So putting this east/west connection in is going to make the DART system into more of a web instead of everything just going towards Downtown because not everybody wants to go straight to Downtown or have to go to Downtown to get to DFW. So I think there -- it -- it's the start of the web, which will make ridership and make the system much more useful.

And the third thing is there was a lot of questions about how many trains there would be. So I'm reading from 2.4.1 of the DIS, and it says the -- what
the travel times would be; and it says, during peak travel times -- so the train would operate from 6:00 till 9:00, total peak hours, which is 6:00 to 9:00 a.m. and 3:00 to 7:00 p.m. -- the trains would operate thirty minutes -- every thirty minutes during peak travel times in both directions.

So that's two trains in each direction, so it's four trains per hour, so four trains per hour. And another part of this, which is Section 4.14.1, says the average speed would be 45 miles per hour. So I implore everybody to read the document before you accept what somebody else is reading or before you accept what a document is reading.

Thank you.

MR. MESHACK: Thank you for those comments.

Other speakers? Okay. Anyone else who would like to make comments this evening?

(Male raises hand.)

MR. MESHACK: Yes, sir.

MR. COFER: My name is Dane Cofer. I live at 17103 Davenport Road, literally right on the track. So when we're talking about the impact that this train is going to have on people's lives,
let me say that I am at the core center of the impact
that it's going to have on people's lives. And I've
been okay with -- with the train, but to the -- there's
a couple of comments that I wanted to make in -- in
this space.

So I've traveled around the world also,
and I've seen what transportation has been like in a
lot of other countries, Germany included; and one of
the key differences between this and the Blue Line that
you lived on is that this is not an electric train.
This is light rail with diesel, and the noise is
substantially different.

It's also measured in a -- a logarithmic
scale, which a sound engineer in our own neighborhood
said had a rule book that was -- basically conflicted
itself in ways that could be interpreted a hundred
different ways.

And last but not least, I think that one
of the things that has -- has been glossed over here --
and it's fine when it's not your two children that were
killed on that line -- is that safety is a paramount
concern here; and in my reading of the DEIS is that
there's a complete gap of the visibility triangle that
has required FRA review before this was -- was
published, and so just saying that that is a gap and
shows certain places where we -- we've missed fundamental pieces of the overall impact study.

    MR. MESHACK: Thank you, sir.

Anyone else that would like to make comments this evening?

    (No verbal response from the audience.)

    MR. MESHACK: Okay. We are approaching the end of the hearing. Are there anyone -- or is there anyone who would like to submit any written comments, you can take those after the meeting if you wish to submit those.

    So one last time, is there anyone else who would like to make comments this evening on the Cotton Belt Regional Rail Corridor Draft Environmental Impact Statement?

    (No verbal response from the audience.)

    MR. MESHACK: If not, I would like to thank you all for attending, and this session of the public hearing is concluded at 7:39. Thank you.

    (End of Public Hearing.)
STATE OF TEXAS  
COUNTY OF DALLAS  

THIS IS TO CERTIFY THAT I, CYNTHIA LYN CONYERS, a Certified Shorthand Reporter in and for the State of Texas, reported in shorthand the proceedings had at the time and place set forth in the caption hereof, and that the above and foregoing 34 pages contain a full, true, and correct transcript of the said proceedings.

Certified to on this the 23rd day of May, 2018.

[Signature]

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The Nathaniel Barrett Building II  
903 E. 18th St., Suite 115  
Plano, Texas 75074  
214.303.0222 (0222) or 972.398.2227  
214.303.0202 (fax) or 972.398.2292