



Dallas Area Rapid Transit (DART) Silver Line Project Master Log of Questions & Answers

(ID# 1; Received May 20, 2019; Answered May 21, 2019)

Q: Why Diesel Train? Are there plans to convert to electric? Have you seen the Volkswagen scandal, I do not understand why diesel? I looked through the environmental impact and no mention? The train will go through neighborhoods. My only thought is diesel was a cheaper alternative.

Diesel first

The FLIRTs are driven by electric traction motors with power provided by the “Power Pack”. The Power Pack is a special car located in the middle of each trainset that can contain up to 4 diesel generators which provide the electricity used to drive the train. Because of this diesel-electric design, when the Trillium Line is eventually electrified, the FLIRTs can be easily converted to fully electric trains by removing the Power Pack car and installing pantographs.

A: The selected vehicle is discussed in Section 2.3.2 of the FEIS/ROD. Vehicles operating in the Cotton Belt Corridor must be compliant with FRA requirements since the passenger rail will share much of the corridor with freight operations. As such, overhead catenary cannot be used as they are incompatible with freight clearances. Air Quality is discussed in Section 4.13 of the FEIS/ROD. The diesel engines will be compliant with EPA Tier 4 ultra-low emission standards.

(ID# 2; Received May 20, 2019; Answered May 21, 2019)

Q: Freight – I was told these trains might be used for freight. How can a potential commuter line be turned into freight? I do not want freight being shipped through my neighborhood. This is important because based off of my math below, I find it nearly impossible for ridership to support this train.

A: Freight operations are discussed in Section 1.3, Section 2.3.1 and Section 5.3 of the FEIS/ROD. Freight operations are depicted in Figure 2-3. Freight will continue to operate in most portions of the corridor, but the selected vehicle cannot carry freight. Additionally, On January 22, 2010, the Surface Transportation Board (STB) approved freight abandonment in the north Dallas area from Knoll Trail in Dallas to Renner Junction in Richardson. Freight cannot operate in North Dallas.

(ID# 3; Received May 20, 2019; Answered May 21, 2019)

Q: Hillcrest and McCallum – Will the road or train go below the other one? This is a very high traffic street and there are plenty of kids in the neighborhood.

A: Highway and Roadway impacts are discussed in Section 5.2 of the FEIS/ROD. At Hillcrest Road, the roadway will be depressed under the Preferred Alternative. The City of Dallas requested this configuration.



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(ID# 4; Received May 20, 2019; Answered May 21, 2019)

Q: To me, the Cotton Belt is effectively a costly Airport train. It is not near a highway, which is vital for transport improvement since most businesses are near a highway. There are only 9 stations and 10 including DFW Terminal B. Can you please explain how this is effective? Also, how many riders are estimated to use this train?

A: As discussed in in Section 1.4 of the FEIS/ROD, the Project's primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area and support sustainable growth, local and regional land use visions, and economic development.

(ID# 5; Received May 20, 2019; Answered May 21, 2019)

Q: I live near Brentfield Elementary. Knoll Street Station – Keller Springs and Toll Road - There will be NO parking. How is this station supposed to function? Is it just going to benefit the apartment complexes near there? Addison - This would be closest, but there is no new parking.

A: The Knoll Trail Station was located as the result of a 2006 City of Dallas Resolution. There is limited available space in the area to provide parking, so it is designed as a neighborhood walkup station. We will continue to work with the City of Dallas to identify opportunities to provide parking. The City of Dallas requested the elimination of the other City of Dallas Station (Coit Road) that provided parking. DART is working with the City of Addison on Station area plans that would include additional future parking at the Addison Station.

(ID# 6; Received May 20, 2019; Answered May 21, 2019)

Q: Return, Cost, Funding – Is the cost \$1.135bn? 80% debt funding? This is a crazy amount of debt? I looked and the revenue from light rail (all the light rails) is about \$30mm for 93 miles. This project will be 26 miles, so my example is 25%. Taking \$30mm * 25% = \$7.5mm / \$1.13bn = <1% return. Can you please explain how this project makes any economic sense? What are the current forecasts from revenue for this project, the cotton belt?

A: Capital financing for the Cotton Belt project is backed mostly by sales tax receipts from the 13-city service area, rather than operating revenues.



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(ID# 7; Received May 20, 2019; Answered May 21, 2019)

Q: Do you know what changed for a project that was estimated to take a long time to being rapidly sped up?

A: DART was able to accelerate the Cotton Belt project in the financial plan because the economic recovery in the service area following the last recession brought sales tax receipts back to levels that make the project feasible in the more immediate timeframe. Also, financing costs have dropped precipitously, allowing the project to be financed at a relatively low interest rate.

(ID# 8; Received May 20, 2019; Answered May 21, 2019)

Q: Compensation – I looked through the financials and could not find management or board of director compensation for DART or the committed to push forward capital plans. Do you know where in the financials it is provided, executive management compensation and incentive targets, just like public companies' proxy? Does management get compensated heavily on under-writing large capital projects?

A: Executive compensation is not explicitly highlighted in DART financials. DART board members receive only a small stipend as compensation.

(ID# 9; Received May 20, 2019; Answered May 21, 2019)

Q: Some thoughts: Since 2008, passenger revenue up only \$16mm. while operating expenses are up materially so in reality negative earnings (big time). Depreciable capital assets up \$3.5bn. This is massively negative return on capital. This does not make any sense. Economics are not driving the business and planning.

A: While DART does charge fares to recoup operating costs, it is essentially a public service entity, utilizing sales tax revenues to finance capital improvements.

(ID# 10; Received May 21, 2019; Answered August 2, 2019)

Q: Do you know how many "Riders" use the current light rail each day. It has been flat for 5 years so not growing. Ex: Current light rail is 30,000,000 rides per year. Taking $30,000,000 / 2 = 15,000,000$ round-trip rides (my assumption is people go back and forth). $15,000,000 / 365 = 41,000$ riders per day. a.) What is your estimate of number of riders per day?

A: Average Weekday Ridership for FY '18 is 93, 400 for the DART light rail system.



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(ID# 11; Received May 23, 2019; Answered July 15, 2019)

Q: Incentive compensation - dollar amount for base salary, incentives, pensions, etc. (similar to DEF14A for public company) for executive committee and board of directors?

A: The board of directors are paid \$50 per board meeting.

(ID# 12; Received May 23, 2019; Answered July 15, 2019)

Q: Return, Cost, Funding – Is the cost \$1.135bn? - 80% debt funding? My comments - This is a crazy amount of debt? I looked and the revenue from light rail (all the light rails) is about \$30mm for 93 miles. This project will be 26 miles, so my example is 25%. Taking \$30mm * 25% = \$7.5mm / \$1.13bn = <1% return. b. Can you please explain how this project makes any economic sense? c. What are the current forecasts from revenue for this project, the cotton belt?

A: The Cotton Belt Corridor Regional Rail Project has a capital budget of \$1.243 billion. As part of the financing plan for this project, we have arranged for a \$908 million loan from the U.S. Department of Transportation. Passenger revenue is projected at \$3.5 million annually.

(ID# 13; Received May 23, 2019; Answered July 15, 2019)

Q: Financial projections for \$1.135bn project. Revenue - # Passengers (Ridership) x Revenue Per Ride. -What are the forecasts? -Also, do you have forecast of actual # of passengers that will use it per day?

A: Passenger revenue: \$3.5 million annually. Boarding's are forecast at 5,630 at the beginning of revenue service. Many riders will make one-way trips to DFW Airport.

(ID# 14; Received May 23, 2019; Answered July 15, 2019)

Q: Operating Costs (excluding additional corporate overhead). This is cost to run train (labor, diesel, etc.). - Do you know the operating costs?

A: Operating costs (reflected in the commuter rail line item in the DART FY 2019 Twenty-Year Financial Plan) total \$17.2 million annually. This includes maintenance and administrative costs.



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(ID# 15; Received May 23, 2019; Answered July 15, 2019)

Q: Gross Profit - Do you know the gross profit?

A: Please note, public transportation does not operate at a profit. Externalities, including the beneficial impact of congestion mitigation, improved air quality and economic development, support tax funding.

(ID# 16; Received May 23, 2019; Answered July 15, 2019)

Q: Selling, General and Admin - What is the cost increase?

A: This amount is included in 3.b. [Line 103 Answer]

(ID# 17; Received May 23, 2019; Answered July 15, 2019)

Q: EBITDA - What is the EBITDA?

A: Please note, public transportation does not operate at a profit. Externalities, including the beneficial impact of congestion mitigation, improved air quality and economic development, support tax funding.

(ID# 18; Received May 23, 2019; Answered July 15, 2019)

Q: Maintenance capital – What is the annual maintenance capital – ex: spares, etc. to maintain the fleet? What is maintenance capital?

A: This amount is included in 3.b. [Line 103 Answer]

(ID# 19; Received May 23, 2019; Answered July 15, 2019)

Q: Interest expense - \$908mm * what interest rate? – Do you know the interest rate?

A: The \$908 million loan from the U.S. Department of Transportation has an interest rate of 2.98%.

(ID# 20; Received May 23, 2019; Answered July 15, 2019)

Q: I think I found in the O&M document that the projection is only 1.35mm annual boarding's (I would assume this is 1.35mm rides or 3,700 rides per day). - Is the 1.35mm riders, is this really rides or one-way trips? So in effect this is really $1.35\text{mm} / 2 = 675,000$ round trips. If this is correct than 3,700 actual people per day or 1,850 round trips. - Is the capital cost really \$840 per one-way ride or $\$1.135\text{bn} / 1.35\text{mm rides}$? - Also, just using O&M & excluding the massive interest burden - $\$20\text{mm O\&M} / 1.35 \text{rides (one-way)} = \16 subsidy per ride. Add on top of this \$908mm debt @ say 4% than additional \$36mm or \$27 per ride. - Implies \$40 per ride? Is this right?



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A: Boarding's are forecast at 5,630 per day at the beginning of revenue service. Many riders will make one-way trips to DFW Airport. Capital cost is \$1.243 billion. Ridership forecast is 2.054 million annually. The subsidy per boarding is \$6.67. (\$17.2 million operating costs less \$3.5 million passenger revenue divided by 2.054 million trips)

(ID# 21; Received May 25, 2019; Answered June 10, 2019)

Q: Is there a required setback for Mitigation/Betterment walls? (e.g. Can the 15' wall be right on the boundary line? or does it have to be some minimum distance from the boundary line?)

A: The entirety of the wall (including foundation) must be on DART right-of-way. Access for maintenance, as well as other design considerations (such as the trail, utilities, drainage, etc...), will also be considered when determining final wall placement. For maximum effectiveness of the 15' mitigation sound wall, it is designed to be 12' from centerline of track.

(ID# 22; Received May 25, 2019; Answered June 10, 2019)

Q: If there is a required setback [for Mitigation/Betterment walls], what is that distance? Is it an absolute value (e.g. 10') or is it a product of how tall the specific betterment is?

A: There are no specific setbacks for the project.

(ID# 23; Received May 25, 2019; Answered June 10, 2019)

Q: Is the setback requirement [for Mitigation/Betterment walls] the same for areas with the hike/bike trail and without?

A: There are no specific setbacks for the hike & bike trail.

(ID# 24; Received May 25, 2019; Answered June 10, 2019)

Q: Are there any places where Existing Structures/Vegetation are being removed for Site-line? Or along the corridor to place walls?

A: Vegetation and existing structures to be removed will be identified as the design progresses.

(ID# 25; Received May 25, 2019; Answered June 10, 2019)

Q: How will the Betterments/Mitigations Interact with/connect to the Quiet Zone/Quad Gate?

A: The quiet zone mitigations are independent of the sound wall mitigations. Through the design process the interface between the 2 elements will be coordinated to ensure compliance with all local, state and federal requirements for quiet zones and noise mitigation.



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(ID# 26; Received May 25, 2019; Answered June 10, 2019)

Q: How close can the wall be built to the sidewalk/road with sightline requirements? If there is a formula for this based on how far the wall is set back, what is that formula?

A: This will be determined as part of the design process.

(ID# 27; Received May 25, 2019; Answered June 10, 2019)

Q: Will that distance, [distance from wall] change with split-level ending wall (from previous presentations)?

A: This will be determined as part of the design process.

(ID# 28; Received May 25, 2019; Answered June 10, 2019)

Q: There are no access roads included in the cross-section diagrams presented at the Betterments meetings. Some previous presentations also had an access road between the tracks. Will the hike/bike trail double as an access road? (This could affect the choice of placement for the betterments wall for some groups if the hike/bike trail also serves as maintenance access)

A: The design criteria and placement for the trail have not been provided to DART or AWH.

(ID# 29; Received May 25, 2019; Answered June 10, 2019)

Q: The presented diagram had the train fitting within approximately 40' width. With mitigation/betterment walls on both sides and no access roads between or connected to the tracks, isn't there a requirement for emergency egress? (e.g. worst-case scenario: two trains stall next to each other and catch fire. When people evacuate the train, isn't there a requirement that an emergency access door out of the rail corridor be within a certain distance? If so, what is that distance?)

A: The design will be evaluated by DART's fire, life and safety group to ensure all safety criteria are met.

(ID# 30; Received May 25, 2019; Answered June 10, 2019)

Q: What would the emergency egress look like?

A: Emergency egress will be determined through the design process.



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(ID# 31; Received May 25, 2019; Answered June 10, 2019)

Q: Does that emergency egress requirement change if instead of a wall, there is a chain link fence next to the train? (same scenario above, but one side has a mitigation wall and the other side has a chain link fence)

A: Emergency egress will be determined through the design process.

(ID# 32; Received May 25, 2019; Answered June 10, 2019)

Q: If the chain-link fence is next to the train and the betterment wall is further away, does the emergency egress have to get the rider on the other side of the fence? Or on the other side of the wall?

A: Emergency egress is determined by several factors, which will be evaluated as the design progresses.

(ID# 33; Received May 25, 2019; Answered June 10, 2019)

Q: Can the homeowner connect to the wall? (e.g. at a corner or in the middle of the wall, could an adjacent homeowner connect to the wall and “extend” the wall around or beside their property? Either during or after the betterments are complete, is there a process (perhaps to use the same contractor, but funded by the homeowner) to extend the wall down the side of their property? (This assumes that some form of this is allowed by city code compliance)

A: The homeowner may not connect to anything on DART right-of-way.

(ID# 34; Received May 25, 2019; Answered June 10, 2019)

Q: Can the homeowners or group of owners in a segment install treatments themselves to the wall after the implementation (e.g. build a green wall in front of the DART wall - potentially attach the green screen medium to the wall? There was an example of a green screen for vines to grown on in the presentation. Example: If a segment ran out of money getting the wall to the 15’ height or other betterments, could they later attach a green screen treatment to the wall? or add any other betterments?)

A: The homeowners may not build or install anything on DART right-of-way.

(ID# 35; Received May 25, 2019; Answered June 10, 2019)

Q: Can DART do any development onto an adjacent resident’s property? If so, does any of this constitute a deed restriction (limits on the resident’s future remediation options)?

A: It is the intent of the program that the betterments be implemented on DART property.



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(ID# 36; Received May 25, 2019; Answered June 10, 2019)

Q: Can the owner engage with DART for Joint Development either where there is a gap in funding or to extend the functionality of the Betterments? (e.g. the extensions mentioned above, or retaining walls, or additional height not funded by monies allocated for the MITIGATION/DART BETTERMENT walls)

A: This is not part of DART's standard process. Owners and stakeholders can request a site visit with project personnel to express their concerns and possibly present a proposal for review and discussion.

(ID# 37; Received May 25, 2019; Answered June 10, 2019)

Q: Does any joint development count as a deed restriction? Or is it only development conducted by DART across the resident's line?

A: DART will only construct improvements on DART property or within public right-of-way or an easement.

(ID# 38; Received May 25, 2019; Answered June 10, 2019)

Q: Does all Betterment work have to be done by selected contractor? (e.g. if neighborhood segment got together and selected a different contractor (or chose to do the work as a community project), is that an option)? e.g. implement non-structural enhancements or vegetation?

A: Betterments will be constructed by AWH, the design-builder for the Cotton Belt Regional Railroad, as part of their contract.

(ID# 39; Received May 25, 2019; Answered June 10, 2019)

Q: Some additional items have been mentioned that are not in your list. Please advise if any of these options are viable choices

- 1. Solar lighting?**
- 2. SOD?**
- 3. Concrete slab?**
- 4. Pest Control? (I think the person was thinking some form of built-in mosquito deterrent)**

A: All options proposed by a community group will be evaluated. It will take additional time to do so.



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(ID# 40; Received May 25, 2019; Answered June 10, 2019)

Q: Exactly who is in each “segment”? (Previous request)

A: This information is provided to each respective group during the betterment community meeting and included in the power-point presentation handout.

(ID# 41; Received May 25, 2019; Answered June 10, 2019)

Q: What happens if a majority per segment do not request Betterments (either less than a majority or simply no request)?

A: Based on information to-date we do not anticipate non-responsiveness to be an issue. If there are specific areas that participation is lacking DART will continue efforts to ensure participation in the process.

(ID# 42; Received May 25, 2019; Answered June 10, 2019)

Q: What happens a majority per segment do not agree on the same betterments?

A: Conversations will be facilitated to reach consensus.

(ID# 43; Received May 25, 2019; Answered June 10, 2019)

Q: What form of request is required to satisfy the policy?

A: Written requests are needed for documentation, trackability, auditability and retrievability.

(ID# 44; Received May 25, 2019; Answered June 10, 2019)

Q: The DART policy states that requests for betterments will be considered in regard to cost to implement, maintainability. - If an initial request from residents has a flaw in it or is not sustainable, will the segment be notified and given an opportunity to modify the betterment request? Or Will the entire betterment request be rejected? Or just the flawed portion?

A: Requests will be discussed with the requesting community.

(ID# 45; Received May 25, 2019; Answered June 10, 2019)

Q: Timeline for submitting the “majority-requested-and-agreed” Betterments requests? The presentation mentioned 2-weeks to submit and then come back for “decisions” June 18th. With the request that Councilwoman Mendelsohn made for a re-do of the round one meeting with the proper notifications, what does the new timeline look like?



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A: Effort will be made to reach consensus by the end of the summer.

(ID# 46; Received May 25, 2019; Answered July 10, 2019)

Q: Is there anything the residents can do (or fail to do) that would cause them to lose the opportunity for betterments they are entitled to?

A: No. The betterment program was developed by the DART board with the intent that the money be spent on betterments as chosen by the residents.

(ID# 47; Received May 28, 2019; Answered July 31, 2019)

Q: Is the walk/bike trail an option for the Chalfont area? We keep hearing conflicted information and we aren't if this will happen or not.

A: DART is working with the City of Dallas and the North Central Texas Council of Government (NCTCOG) to implement a corridor-wide hike and bike trail that includes this location.

(ID# 48; Received May 28, 2019; Answered July 31, 2019)

Q: How far is the proposed sound wall from our property lines?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the adjacent tracks and approximately 40 ft. from your property line (DART ROW line) at XXXXX Chalfont Circle.

(ID# 49; Received May 28, 2019; Answered July 31, 2019)

Q: Will it be [the wall] before or after the utility poles?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the tracks and that the utility poles will be between the sound wall and the property line.

(ID# 50; Received May 28, 2019; Answered July 31, 2019)

Q: What would the drainage and final elevation be if there is no walk trail there? The construction plan shows at least 16ft between the sound wall and "existing ground". If both the rail road and our properties are at a higher elevation, that space will become a drainage swell?

A: Final design for the guideway is advancing from the 10% level of design to the 30% level of design. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way. The drainage and final elevations are not yet defined.



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(ID# 51; Received May 28, 2019; Answered July 31, 2019)

Q: Will there be any openings or access along the sound wall? If not, who is responsible for maintaining the area between the wall and our property line?

A: Typically, there are no openings for access in sound walls. However, special access requirements will be evaluated as a part of the final design process which is expected to be complete by Spring 2021. DART will maintain the DART right-of-way with access from the nearest grade crossing.

(ID# 52; Received May 28, 2019; Answered July 31, 2019)

Q: Will DART provide any data on how many decibels the trains usually put out as far as noise? I would like to compare that data together with how many DbA will the wall reduce. Also, will DART follow all the regulations on the federal noise control act for residential areas?

A: Information related to noise analysis, noise impact, and noise mitigation can be found in the FEIS, Sections 3.12 and 4.14 and Appendix B. DART will be conducting additional noise analysis based on updated vehicle information. The vehicle manufacturer is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45mph. However, based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Sound walls will reduce noise levels from trains by 5-15 dBA reduction of the project noise by 5-15 dB represents a significant reduction in noise. Computer modeling has determined that all identified noise impacts are being mitigated. Inputs for each residence included site-specific geometry between the source (train), sound wall, and receiver (residence). The Noise Control Act of 1972 (NCA) authorized federal action to address sources of noise. The act authorized the Environmental Protection Agency (EPA) to issue noise emission regulations for these sources. The noise impact assessment for the Cotton Belt Project adhere to the requirements of the National Environmental Policy Act of 1969 (NEPA) and the guidelines set forth by the EPA and Federal Transit Administration (FTA).

(ID# 53; Received May 28, 2019; Answered June 19, 2019)

Q: I appreciate the time you took last night at our Betterment meeting to try to answer our questions, but as you could tell, we have major issues that have not been either explained or are still outstanding. One issue is the lack of sound walls for Betterment meeting, I submitted the attached request to Chris and Matt for consideration. As you know, we are very concerned about the lack of sound walls throughout the entire length of Chalfont's north side. Nick Steadman (from Archer) came to XXX XXX'X house in late May to look at the situation and said he would pass our concerns along. Last night, it was apparent that our request was turned down, and that we have a minimal amount of Betterment money, certainly not enough to cover more sound walls. We do not know why, and would like a clear explanation.



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A: Sound walls are provided at those locations where noise impacts were identified and where a sound wall will serve as mitigation. The sound wall does not extend east to Preston Road because the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, did not require a sound wall. Additional information regarding noise analysis, noise impacts, and noise mitigations, can be found in the Final Environmental Impact Statement (FEIS), Sections 3.12 and 4.14. The FEIS and related documents are available for review online at DART.org.

(ID# 54; Received May 28, 2019; Answered June 19, 2019)

Q: I appreciate the time you took last night at our Betterment meeting to try to answer our questions, but as you could tell, we have major issues that have not been either explained or are still outstanding. One issue is the lack of sound walls for Betterment meeting, I submitted the attached request to Chris and Matt for consideration. As you know, we are very concerned about the lack of sound walls throughout the entire length of Chalfont's north side. Nick Steadman (from Archer) came to XXX XXX'X house in late May to look at the situation and said he would pass our concerns along. Last night, it was apparent that our request was turned down, and that we have a minimal amount of Betterment money, certainly not enough to cover more sound walls. We do not know why, and would like a clear explanation.

A: The Betterments Program is only applicable to residential adjacent property owners. The residential adjacent property owners in your neighborhood qualify for a betterments budget of \$189,600. As we explained at the meeting on June 11, 2019, the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, are not adjacent to the DART ROW due to the intervening commercial property. Additional information regarding the Betterments Program may be found on page 8-13 of the FEIS.

(ID# 55; Received May 28, 2019; Answered June 19, 2019)

Q: As you were also told, the houses bordering the Cotton Belt are well above the track grade. It seems that DART and the contractor were unaware of this condition, and it certainly affects the effectiveness of the 15-foot sound walls currently in the plans. These are not our only issues, but a representative sample. In prior meetings, I have asked DART to come to Chalfont to see for itself what our particular situation is, but I don't think any such visit has occurred. Certainly, given last night's meeting, I think we are more frustrated than ever. Would you be willing to come to Chalfont and either meet with the affected homeowners or at least inspect the area, so that you have a better understanding of our concerns? I can arrange the meeting or the site visit, but given the answers that we received last night, I don't think that our frustration is unwarranted



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A: The DART team is aware of the existing conditions in your location. Existing conditions were considered during the planning phase and throughout the preparation of the FEIS document. The design-build team has been on the DART ROW and actively collecting site information since February 2019. This activity is ongoing and is used to support the development of the final design. The design of grading, drainage and track alignment in your location is still in the early stages and is progressing from the 10% design level to the 30% design level. A DART representative will schedule a site visit with you and the project team.

(ID# 56; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 1 - Trees and Screens on Sound Wall

The “Residential Betterment Funds” Would be used for trees along the sound mitigation wall and the remaining funds would be used for applied screens to the sound wall. Type of tree and screen to be determined at a later date. Note: Dart will look into Oncor’s easement concerning trees.

A: The project team will prepare design exhibits showing the cost of adding a 15-foot and 12-foot betterment wall to address the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, and how that compares to the budget to support decision-making.

(ID# 57; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 2- Hike and Bike Trail

The Chalfont homeowners do NOT want any “Walking and Bike Trails” along the rear of their properties.

A: We will forward your concerns to the City of Dallas and the North Central Texas Council of Governments (NCTCOG).

(ID# 58; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 3 – Additional Wall The homeowners want the sound mitigation wall to extend the length of ALL homes on the Cotton Belt side of Chalfont Place. This would require the extension of the 15 ft wall on the north east end where it currently is shown to stop to continue east to include all homes that are on the Cotton Belt side of Chalfont Place including the homes located at XXXXX, XXXXX, XXXXX, XXXXX, and XXXXX Chalfont Circle. It is preferred that this wall be a continuation of the 15ft sound mitigation wall. If the continuation of the 15ft sound mitigation wall is not possible, the homeowners ask that Dart allocate the cost of a 12ft wall to the “Cotton Belt Corridor Betterment Funds” which currently is zero for Chalfont. The “Cotton Belt Corridor Betterment Funds” should include enough money to build a 12ft wall that extends from the current end point of the 15ft sound mitigation wall to include all the homes on the Cotton Belt side of Chalfont Place including the



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homes located at XXXXX, XXXXX, XXXXX, XXXXX, and XXXXX Chalfont Circle. The Chalfont homeowners do not want the wall funds to come out of the “Residential Betterment Funds”.

A: The project team will prepare design exhibits showing the cost of adding a 15-foot and 12-foot betterment wall at the five properties and how that compares to the budget to support decision-making. The exhibit will also show a site plan showing the limits based on the betterments budget of \$189,600.

(ID# 59; Received May 31, 2019; Answered August 16, 2019)

Q: Please see attached letter and exhibit showing our future growth at Highland Springs. As promised on or before June 1st. We hope the board will consider our request. Thank you for your time Tuesday evening.

Excerpt from letter:

“As we discussed during the meeting, there is an additional 700 - 800 linear feet of rail right-of-way (as shown in the attached exhibit) fronting on the Highland Springs community that was not included under the budget described previously. The area along this frontage will be developed as part of the continuing expansion of the Highland Springs retirement community with six additional buildings, adding approximately 800 new residents within the next three to six years.

In consideration of the impacts the Cotton Belt rail project will have on our residents, we would respectively request consideration that additional funds be budgeted for DART Residential and Cotton Belt Betterments for the entire frontage of the Highland Springs property adjacent to the rail right-of-way.”

A: As stated in the Group 5, Workshop #1, Part 2 meeting held on 6/25/19, future development is not considered during the Final Environmental Impact Statement. During this meeting the following question and response was provided:

- Question: Is DART willing to add sound walls next to vacant property in anticipation for future residential and commercial development?

- Response: DART will not add any sound walls at these locations. We are only addressing the properties that are there at the time the FEIS was completed. It will be the responsibility of the developer to add sound walls if you feel like they are warranted. However, we are open to working with the developer to address any issues.

(ID# 60; Received June 4, 2019; Answered June 10, 2019)

Q: Can you confirm the pricing per unit on the betterments options table. Everything is priced in “LF”. Is this linear feet? Example: Trees are priced several hundred dollars, but still in LF. Or was that meant to be per tree?



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A: The prices are per linear foot, and plantings are provided on the intervals in the description column. For example, the evergreen hedge is priced at \$677.03 per linear foot, and this provides 30 Gallon shrubs 3' on-center (one shrub every three feet) for the length of the project for which this option is desired.

(ID# 61; Received June 4, 2019; Answered June 10, 2019)

Q: There is a question on drainage. The south side of a couple of segments are dependent upon drain pipes that cross under the railroad tracks to take runoff water over to the creek. Some of these current drain pipe do not cross the full 40' corridor that seems to be the width of the wall to wall double-rail profile from your latest diagrams. Matt said at the last meeting that "all the water in the right of way would stay in the right of way". What about the water that is supposed to pass from one side of the right of way to the other? Did a hydrologist review the connected run of pattern to ensure houses on one side don't get water backed up into their alleyways and yards by the DART wall acting like a dam and holding water in?

A: The drainage design is being developed and details are not available at this time. However existing drainage patterns must be maintained.

(ID# 62; Received June 4, 2019; Answered June 10, 2019)

Q: Can we assume that selective tree trimming, tree removal and brush removal is outside of the betterments budget? They are not listed in the betterments table, but want to make sure this is handled correctly.

A: This is correct.

(ID# 63; Received June 6, 2019; Answered June 7, 2019)

Q: Can you please answer our 3 questions?

1) Can you please tell me why a resident would not want walls between them and a up to 79 MPH train?

2) Do you think this would create a safety hazard?

3) Do you think no walls are safe for kids that walk to and from school or play in the neighborhood?

A: Thank you for reaching out with your questions and concerns. Please know that I am always available for inquiries, and that if I do not have the answer, I will work to find it. You can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.



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A1: First, please let me take this opportunity to let you know that while the 79 miles per hour cited is the maximum speed the train can operate in the Cotton Belt Corridor, the design speeds through North Dallas are significantly slower. It is anticipated that the trains through the North Dallas area will average 35 miles per hour, which is similar to traffic on thoroughfares. As we continue our planning and refinement of the alignment, we will have more exact speeds available. As for safety barriers between residential adjacent properties and schools and the Cotton Belt Regional Rail Corridor, please know that we take the safety and security of all our neighbors very seriously. DART will install corridor safety fencing along residential adjacent property lines and near schools, as well as other high pedestrian traffic areas. You can find more information about this in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control informal pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Addison Circle where large special events are held. (Final Environmental Impact Statement; page 4-32). Betterments Policy for Residential Areas with the knowledge that there will be at a minimum corridor safety fencing in place along residential adjacent properties and schools, the next step in the process is betterments. DART Board Policy IV.11 Betterments Policy for Residential Areas outlines a process for the identification and implementation of betterments in residential areas that are adjacent to a project corridor. The DART Board of Directors has established two programs for residential adjacent properties: Residential Adjacent Betterments that are available to all residential adjacent properties, and the Corridor Betterments Program for residential adjacent properties that will not have sound mitigation walls. DART has planned for 15-foot sound mitigation walls in the areas identified in the FEIS. This accounts for 17,700 Linear Feet (LF) of residential adjacent property out of the total 29,700 LF for the North Dallas area. Although the remaining 12,000 LF of residential adjacent property will not have a sound wall, these residential adjacent property owners are invited to work with the DART Betterments Team to reach consensus on how to spend the betterments budget allocated by the DART Board of Directors. The maximum betterment under this program is a 15-foot wall in addition to the corridor safety fencing, but the budget may be spent on other betterments instead, including additional landscaping, wall structures, wall finishes, or enhanced fencing. Now, does this mean that residential adjacent property owners who do not provide input on betterments will only have a corridor safety fence? Absolutely not. We have identified, and will continue to contact through registered U.S. mail, email, HOA contacts and door hangers, all residential adjacent property owners in the North Dallas area. They will be given no less than three opportunities to provide input on the betterments design process either in-person, online or through pre-paid U.S. mail. The DART Betterments Team will schedule as many meetings as are necessary to reach consensus among residential adjacent property owners on the final betterments program.



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A2-3: Safety Education - I know that safety, especially for children, is as paramount to you as it is to us. Let me reiterate the importance DART places on safety education and awareness throughout our network. First, schools and school safety are discussed in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. Potential impacts to these schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. DART will provide mitigation and is considering such strategies as flashing signals, pedestrian gates, enhanced signage or striping, and/or tactile strips which will be evaluated for feasibility and reasonableness as the project advances. Use of these additional features will be determined during final design in consultation with school districts. In addition, DART has a comprehensive transit education program used at schools and other community organizations. DART will coordinate with schools and neighborhoods in the corridor to provide these education sessions prior to operations. (Final Environmental Impact Statement; page 4-11). DART has developed and implemented an extensive Transit Education Program that includes curriculums designed for both children and adults. Working with residents and the community, our Transit Education team presents these programs to schools, non-profit organizations, scout groups, recreation centers, libraries, faith-based organizations, civic groups, senior organizations and community organizations. We have already started our education outreach to establish and reinforce safety messaging for students, parents, teachers and administrators at schools throughout the Cotton Belt Corridor. Initial messaging was forwarded prior to the end of school and will resume this fall. You can find more information about our Transit Education Program on the DART website at <https://www.dart.org/transiteducation/transiteducation.asp>. I hope I've been able to answer all your questions. If there's any other information I can provide, please feel free to contact me at any time.

(ID# 64; Received June 7, 2019; Answered June 7, 2019)

**Q: Thanks for the information you provided. Can you please answer the following question:
1) How many track-adjacent property owners have requested to NOT have a wall between their residence and the train tracks?**

A: We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.

(ID# 65; Received June 7, 2019; Answered June 7, 2019)

Q: I want to clarify the prior question. Can you please answer our question? How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Pkwy, have requested to NOT have a wall between their residence and the train tracks?

A: We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.



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(ID# 66; Received June 10, 2019; Answered August 2, 2019)

Q: I would appreciate it if you could please answer our questions with a direct answer. People are really concerned about the Safety and making sure we get the correct information to them. Also, we want to make sure that the public understands the Safety Issue since your comment “Maybe they don’t want walls but want large trees” creates a misperception of Safety. 1) Can you please tell me why a resident in Far North Dallas would not want walls between them and a train that will exceed 60 MPH+ going Westbound? Per Figure 3-3

A: The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour. In locations where no walls are required, the DART ROW will be secured with a minimum 6’ chain link fence.

(ID# 67; Received June 10, 2019; Answered August 2, 2019)

**Q: 2-A) How do you calculate trains will average 35 MPH through North Dallas Area?
2-B) After looking at Figure 3-2 and 3-3, do you still think the trains will average 35 MPH through North Dallas Area?**

2-C) Is the 35 MPH in the Appendix B Technical Memoranda and Reports? We understand the 2 pictures did not show up for question #2. We want to provide the figures. The 2 figures for question #2 are below:

Source: B.18 Operations Stimulation Methodology and Results

Figure 3-2 Eastbound Speed Profile, DFW Terminal B to Shiloh Road

Figure 3-3 Westbound Maximum Authorized Speed Profile (Red) and Simulated Speed Profile (Green), Shiloh Road to DFW Terminal B

A: 2-A - The DART Cotton Belt Operations Simulation Methodology & Results report indicates an approximate travel time of 6 minutes between Knoll Trail Station and Coit Road Station at a distance of approximately 3-1/2 miles. The resultant average speed is 35 mph.

2-B - Figure 3-2 and 3-3 identify maximum authorized speeds and include consideration of Preston Road Station and Coit Road Station. Table 5-3 of the FEIS excludes consideration of the deleted stations. Table 5-3 indicates an approximate travel time of 7 minutes between Knoll Trail Station and UT Dallas Station. Using a distance of approximately 5 miles, the resultant average speed is 43 mph.

2-C - The average speed of 35 mph was calculated based on information contained in Appendix B.18 included with the FEIS.

(ID# 68; Received June 10, 2019; Answered August 2, 2019)

Q: 3) Do you think no walls, along any part of the proposed cotton belt railroad track between Preston Rd and Waterview Pkwy, would create a safety hazard?



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A: In locations where no walls are required, the DART ROW will be secured with a minimum 6' chain link fence.

(ID# 69; Received June 10, 2019; Answered August 2, 2019)

Q: 4) Do you think no walls, along any part of the proposed cotton belt railroad track between Preston Rd and Waterview Pkwy, are safe for kids that walk to and from school or play in the neighborhood?

A: In locations where no walls are required, the DART ROW will be secured with a minimum 6' chain link fence.

(ID# 70; Received June 10, 2019; Answered August 2, 2019)

Q: 5) What is corridor safety fencing?

A: Corridor safety fencing is a minimum 6' chain link fence.

(ID# 71; Received June 10, 2019; Answered August 2, 2019)

Q: 6) How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Dr, have requested to NOT have a wall between their residence and the train tracks?

A: Not all residents have communicated their preference for a betterments wall. Based on feedback from recent Betterment Area Focus Group meetings in the Far North Dallas area, the options for a betterment wall is being presented for all locations that qualify for a betterment wall.

(ID# 72; Received June 10, 2019; Answered August 2, 2019)

Q: 7) How many HOA contacts are in Far North Dallas? How many HOAs are voluntary and involuntary? How many residents belong to each HOA?

A: There are six HOA contacts in Far North Dallas. We have no knowledge which HOA's are voluntary or involuntary and that had no impact on our communication with them. We have no knowledge of the number of residents belonging to each HOA.

(ID# 73; Received June 10, 2019; Answered August 2, 2019)

Q: 8) How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Dr, have provided DART with their email address? How many of these specific residents has DART emailed in the 1st betterment round of meetings?



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A: DART has email addresses for those who have attended the Betterment meetings and as of the date of this question, 6-10-19, that number is 29. In the first round we did not email anyone other than the HOA president or someone who represented the HOA because we did not have email addresses before the first round of betterment meetings.

(ID# 74; Received June 10, 2019; Answered August 2, 2019)

Q: 9) We reviewed the cotton belt concerned coalition distribution email list that was sent out the other day. How many of those residents that abut the tracks our on the distribution email list? How many residents on that distribution list are greater than 4 houses from the track are on the email list?

A: DART had no knowledge of the concerned coalition distribution list. This is not a DART list. Following the first round of meetings in May, DART started mailing and door hanging every residential adjacent home owner for follow-up meetings in June.

(ID# 75; Received June 14, 2019; Answered August 2, 2019)

Q: Gordon and Sue, I am follow up from your response on Tuesday morning. Per your last email, it appeared you would send a response within 24 hours and now it has been over 72 hours. Are you going to send a response?

A: Responses to your email will be provided by August 2, 2019.

(ID# 76; Received June 17, 2019; Answered June 18, 2019)

Q: How do we get our Ballot ID? Do we just submit our comments to the Cotton Belt Email Address with our property info?

A: Ballots will be made available at some point near the end of the workshops. If you are an adjacent property owner, we will provide your ID number at the meeting on July 18th which you are encouraged to attend.

(ID# 77; Received June 17, 2019; Answered June 18, 2019)

Q: If I see the presentation correctly, it appears that the proposed trail is on the Riverview Side of the tracks, not the Keller Springs Side. Is that correct?

A: Ballots will be made available at some point near the end of the workshops. If you are an adjacent property owner, we will provide your ID number at the meeting on July 18th which you are encouraged to attend.



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(ID# 78; Received June 17, 2019; Answered June 18, 2019)

Q: Is the focus of this to comment on things we like more/less? For instance, if we like 15' walls then we should comment on that? Or trees versus bushes versus decorative fencing?

A: Yes, your preference for a 15' wall is needed input but it should be in conjunction with the sentiment of other adjacent residents in Group 2. Other treatments may be requested as well if within budget.

(ID# 79; Received June 18, 2019; Answered July 31, 2019)

Q: There is some confusion as to where the Betterment Program begins. It was my understanding that there is to be a 15' wall (height beginning at track level) from Davenport to Campbell on the east side of the track. (Please see attachment from the meeting.)

A: A 15' sound wall is provided per the FEIS between Davenport to Campbell on the east side of the track.

(ID# 80; Received June 18, 2019; Answered July 31, 2019)

Q: ...all we have to start with is the 15' wall and then the optional betterment items up to \$150,000. Or do we also get a 6' chain link fence (BEFORE betterments kick in)? Is this correct?

A: Yes, in your location there is a 15' sound wall with Residential Adjacency Betterments Program funds up to \$150,100 (\$158/LF x 950LF) and a 6' chain link fence as part of the base design and not part of the Betterments Program.

(ID# 81; Received June 18, 2019; Answered July 31, 2019)

Q: Request for cross section at 3104

A: Please see the attached cross section at 3104+00.

(ID# 82; Received June 20, 2019; Answered July 3, 2019)

Q: Why are DART representatives presenting material like exhibit 1 ... which shows that betterments and mitigation go all the way (or almost all the way) to the intersection when they've known about this limitation?

-Don't you think a resident would have been upset if they voted on a betterment wall and at installation time see a chain link fence was put up?



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A: The exhibits are identifying the limits of the betterment walls defined by residential adjacent property lines at the 10% level. The details related to the specific configuration at each at-grade crossing is a final design issue. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance.

(ID# 83; Received June 20, 2019; Answered July 3, 2019)

Q: There have been numerous betterment meetings that have been restarted because of lack of communication, the entire 1st round or 5 meetings. When, if ever, was DART going to notify those Residents that live within the estimate distance from an intersection (TBD based on DART calculations), that they will get a chain link fence instead of a wall?

A: As noted in the response to question ID# 1, the details related to the specific configuration at each at-grade crossing is a final design issue and has not been defined. It is premature to reach the conclusions cited above regarding a chain link fence. DART will not suggest a chain link fence instead of a wall.

(ID# 84; Received June 20, 2019; Answered July 3, 2019)

Q: At what distance from each of the intersections from Preston Road to Coit, will the betterment or mitigation walls start? (similar question #2 of 6/21/19 email).

A: As noted in the response to question ID# 1, DART is working with the design build team to optimize the limits of the betterments wall or sound wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. For the next round of betterment meetings in July, DART will show the in-progress design for at-grade crossings.

(ID# 85; Received June 20, 2019; Answered July 3, 2019)

Q: There are now some residents who will not receive a mitigation or betterment wall based on the resident's findings. This impacts the number of people per group and per segment that have to vote. Does this mean we have to restart the Group 1 meetings, 5 meetings for 5 groups, again (2nd time) since the number of people in each group has changed?

A: No. The number of residential adjacent property owners have been identified and this will not change.

(ID# 86; Received June 20, 2019; Answered August 2, 2019)

Q: Can you please see if you get can our questions answered? I sent email to Gordon and Sue. I was supposed to receive a response by June 12th at 7:00am or 24 hours. It has now been 8 plus days.



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A: Responses to your email will be provided by August 2, 2019.

(ID# 87; Received June 20, 2019; Answered July 31, 2019)

Q: We are very concerned that DART didn't consider the different elevations throughout the 1,200ln ft wall. As you can see in the pictures below, our backyards are significantly higher than the tracks ... A good number of us will be able to clearly see the top portion of the train from our backyard, and if our house is two-stories we can wave to the passengers. Needless to say the wall won't cancel the noise as good as we are thinking, especially if the master bedroom is the last room in the house like many of us.

A: Existing conditions, including differing elevations, were considered in the noise analysis. Your question and all other noise-related questions received by August 23, 2019, will be responded to and available on the DART website on September 23, 2019. Information related to noise analysis, noise impact, and noise mitigation can be found in the FEIS, Sections 3.12 and 4.14 and Appendix B.

(ID# 88; Received June 20, 2019; Answered July 31, 2019)

Q: If there is no trail then it also becomes a maintenance issue. Who will be responsible for maintaining that area? We all know the city will not maintain that area properly. With all the trees and shrubs we have back there, I can see it turning into a swamp within a year if the drainage isn't done correctly.

A: DART will maintain the DART right-of-way. DART anticipates that the maintenance of the trail will be performed by the respective cities.

(ID# 89; Received June 20, 2019; Answered July 31, 2019)

Q: How far is the proposed sound-wall from our property lines?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the adjacent tracks and approximately 40 ft from your property line (DART ROW line) at XXXXX Chalfont Circle.

(ID# 90; Received June 20, 2019; Answered July 31, 2019)

Q: Will it be on the outside or inside of the utility poles?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the tracks and that the utility poles will be between the sound wall and the property line.



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(ID# 91; Received June 20, 2019; Answered July 31, 2019)

Q: What would the drainage and final elevation be if there is no walk trail there? The construction plan shows at least 16ft between the sound wall and “existing ground”. If both the rail road and our properties are at a higher elevation, that space will become a drainage swell?

A: The final design for the regional rail guideway is advancing from the 10% level of design to the 30% level of design. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way.

(ID# 92; Received June 21, 2019; Answered August 2, 2019)

Q: Can DART post the Betterment Meeting Videos to the website page?

A: No, DART will not post the Betterment meeting videos on the [dart.org/cottonbelt](https://www.dart.org/cottonbelt) website page. They are available through an open records request at <https://www.dart.org/about/publicinformationact.asp>.

(ID# 93; Received June 21, 2019; Answered August 2, 2019)

Q: Will DART provide the following at the next round of betterment meetings?

An accurate display of where betterment or mitigation walls will start at each intersection between Preston Road and Coit Road? There are 8 intersections and 4 quadrants or NE, NW, SE, SW. This is necessary so people understand if they are getting a betterment or mitigation wall or chain link fence.

If this information is available before the next betterment meeting start dates, can you post this on the website page?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossings and comply with safety requirements. The details related to the specific configuration at each at-grade crossing will be addressed during final design. Although the design process is ongoing, DART will provide updates on designs for at-grade crossings at future meetings. Yes, DART will post the information as soon as it is available.

(ID# 94; Received June 21, 2019; Answered August 2, 2019)

Q: Can DART post the betterment meeting times and location on the website page, at a minimum 2 weeks in advance?

A: Yes, the Betterment meeting date, time, and location for the next meeting is currently posted on the [dart.org/cottonbelt](https://www.dart.org/cottonbelt) website.



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(ID# 95; Received June 21, 2019; Answered August 2, 2019)

Q: Can you provide your email address again so if people have questions that are outstanding than you can allocate more people to answer questions before the next meeting?

-Michele, When should they send questions to you, I think it was 2 weeks in advance of next meeting?

-Could you post it above the betterment section?

-The reason was 30-day turnaround time for answers and potential answers not completed. Ex: my question list from May 23, 2019 is outstanding and this is greater than 30 days

A: Please use the following email address: cottonbelt@dart.org when submitting questions about the Cotton Belt Project. DART Board member information can be found on the website at: <https://www.dart.org/about/board/boardbios/boardbios.asp>

(ID# 96; Received June 21, 2019; Answered June 22, 2019)

Q: How do you calculate trains will average 35 MPH through North Dallas Area?

A: The DART Cotton Belt Operations Simulation Methodology & Results report indicates an approximate travel time of 6 minutes between Knoll Trail Station and Coit Road Station at a distance of approximately 3-1/2 miles. The resultant average speed is 35 mph.

(ID# 97; Received June 21, 2019; Answered June 22, 2019)

Q: After looking at Figure 3-2 and 3-3, do you still think the trains will average 35 MPH through North Dallas Area?

A: Figure 3-2 and 3-3 identify maximum authorized speeds and include consideration of Preston Road Station and Coit Road Station. Table 5-3 of the FEIS excludes consideration of the deleted stations. Table 5-3 indicates an approximate travel time of 7 minutes between Knoll Trail Station and UT Dallas Station. Using a distance of approximately 5-miles, the resultant average speed is 43 mph.

(ID# 98; Received June 21, 2019; Answered June 22, 2019)

Q: Is the 35 MPH in the Appendix B Technical Memoranda and Reports?

A: The average speed of 35 mph was calculated based on information contained in Appendix B.18 included with the FEIS.

(ID# 99; Received June 21, 2019; Answered July 2, 2019)

Q: What will be the impact of line of sight requirements on the length of the 15' mandated betterment sound wall behind Rocky Top Circle?



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A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing are a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 100; Received June 21, 2019; Answered July 2, 2019)

Q: When did DART staff know that the sight line requirement would decrease the length of the sound barrier wall? It was not mentioned in the previous meeting on May 23. Why not?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing are a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 101; Received June 21, 2019; Answered July 2, 2019)

Q: What is the train speed behind Rocky Top Circle that earned the pink designation (highest noise) for sound remediation?

A: Train speeds in the area of Rocky Top Circle will not exceed 45 mph.

(ID# 102; Received June 21, 2019; Answered July 2, 2019)

Q: What is the decibel level of the pink area behind Rocky Top Circle?

A: The FEIS outlines an existing decibel level of 52 with a projected level of 54-58 (including bells).

(ID# 103; Received June 21, 2019; Answered July 2, 2019)

Q: How will you address federal sound mandates if you have to also meet line of sight requirements?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design for at-grade crossings during the next round of betterments meetings.



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(ID# 104; Received June 21, 2019; Answered July 2, 2019)

Q: What was in the Dallas City Council Resolution passed in March 2018 that is not in the DART resolution that you are working with?

A: The City of Dallas resolution was the primary factor leading to the development of a more robust Betterments Program for the entire Cotton Belt Corridor. Betterments are items defined as items above and beyond standard environmental mitigation measures. For the Cotton Belt Project, mitigation measures are documented in the FEIS/ROD and associated Mitigation Monitoring Program (MMP). DART Board Policy IV.11 Betterments Policy for Residential Areas, is still being applied to allow for a baseline level of betterments consistent with policy. DART Board Resolution No. 180084 outlined additional potential betterments to address community concerns and City resolutions at locations where mitigation measures do not fully address their concerns.

The policy betterments budget is based on typical betterment costs that have been applied in other project corridors and is equivalent to \$158/linear foot based on 2020\$. This is typically used for enhanced landscaping or fence coating. The additional budget established by the DART Board is equivalent of the civil cost of a 12-foot masonry wall, or \$866/linear foot based on 2020\$. This additional budget was established for locations that do not already have a noise barrier wall identified as mitigation. As with the policy process, DART would work with residential adjacent property owners to identify the mix of betterments within the budget. The wall budget equivalent was identified as the basis for these additional betterments based on specific community comments regarding a desire for walls where no noise impact was identified.

(ID# 105; Received June 21, 2019; Answered August 9, 2019)

Q: What difference will a 15-foot wall vs. a 12-foot wall make in the level of sound for Group 2 Riverview property owners?

A: The 12-foot betterment wall will provide the maximum train noise reduction achievable at those properties and thus a 15-foot betterment would not provide any significant noise reduction improvement.

(ID# 106; Received June 21, 2019; Answered August 9, 2019)

Q: If the sound wall on the west side of the tracks is 15 feet high, and the betterment wall on the east side is 12 feet high, will Riverview residents get rebound noise because the betterment wall is shorter than the sound wall?

A: No – the train body itself would effectively block any noise from reflecting off the 15-foot wall on the west side of the tracks.



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(ID# 107; Received June 21, 2019; Answered August 9, 2019)

Q: Can Riverview residents use their betterment money to improve the betterment wall (either make it higher or have construction that will provide better sound proofing?)

A: Yes, residents can use their betterment money to improve the betterment wall.

(ID# 108; Received June 21, 2019; Answered August 9, 2019)

Q: What is the difference (other than height) in the materials and construction of the betterment wall and the sound wall? If we aren't given this information, how can we be expected to decide where our betterment dollars should go? One of my neighbors told me a DART official at the meeting told him that there will be no difference in construction or materials (other than height) between the sound wall and the betterment wall and that DART just could not call the betterment wall a "sound wall." Is this true?

A: There is not a difference (other than height) in the materials and construction of the betterment and sound wall. It is true, DART cannot reference the betterment wall as a sound wall.

(ID# 109; Received June 24, 2019; Answered June 26, 2019)

Q: I understand that the cost per tree is \$16,800 based on \$480 per linear foot, and one tree for 35 feet. Can you please explain why the cost per tree is so high?

A: The Betterments Program tree pricing you're referencing from the meeting presentation was incorrect. We are currently developing landscaping packages that fit into the betterments budget allotment of \$158.00/LF that will complement the existing Base Landscaping program. These will be available for our next round of Betterments Meetings.

(ID# 110; Received June 25, 2019; Answered August 1, 2019)

Q: Has this been identified by Stadler and DART as a viable product to implement on the underbody? I.e.. Durability, maintenance, etc.

A: The vehicle manufacturer, Stadler Inc., proposes to equip the vehicles with closed-cell, noise absorbing polyethylene foam in the bogie areas of the vehicle. DART will work with Stadler to complete review of this material as a viable option to implement on the underbody. The material would be limited to the bogie (truck) areas, since there are no other noise sources below the vehicle. This material has been in use on Stadler vehicles for the "S-Bahn Stuttgart" (Stuttgart's commuter rail system) for 5 years with no reported issues.



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(ID# 111; Received June 25, 2019; Answered August 1, 2019)

Q: Have Stadler indicated the % area of the underbody that can be covered? A marked-up RCP would be helpful.

A: Please see Attachment 1, Figure 1 for the proposed effective coverage area.

(ID# 112; Received June 25, 2019; Answered August 1, 2019)

Q: Has this been priced?

A: The current estimate is \$15,000 per vehicle (based on 8 vehicles) plus the cost for floor fire retest (unknown at this time).

(ID# 113; Received June 25, 2019; Answered August 1, 2019)

Q: Can the 50mm could be used? It has (as would be expected) better mid/low frequency performance.

A: The proposed material thickness is 50 mm.

(ID# 114; Received June 25, 2019; Answered August 1, 2019)

Q: The spec sheet indicates performance with a substantial air gap behind the product (which improves acoustic performance). Can you ask Stadler to confirm what air gap (if any) there will be behind the product?

A: The proposed material will be installed without an air gap.

(ID# 115; Received June 25, 2019; Answered August 1, 2019)

Q: Do you have a dimensioned profile of the selected train that you could send to me? My goal is to be able to let people know the height of the train overall, and the height of lights on the train.

A: Please see Attachment 1, Figures 2 and 3 for the layout of the Silver Line Vehicle and overall vehicle dimensions. See Attachment 2 for the dimensions of the lights.

(ID# 116; Received June 25, 2019; Answered August 1, 2019)

Q: The online images of the equivalent TexRail unit suggests that only one LED light is mounted up high enough to practically be an issue. Are you able to tell me the photometrics of this light? I.e.. Its brightness and its beam focus performance.



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A: The exterior lighting of the vehicle consists of three combinations of lights that form a triangular pattern. The bottom two lights consist of the auxiliary lights (ditch lights) compliant with 49 CFR Section 229.125, and end marker lights compliant with 49 CFR Part 221. The apex light on the front top of the train consists of a headlight compliant with 49 CFR Section 229.125. Please refer to attachment 2 for a layout of the headlights and intensity specification.

(ID# 117; Received June 25, 2019; Answered August 1, 2019)

Q: Does DART have a path to influence the lighting design of the train? My question relates primarily to ensuring that the center mounted LED fixture at the top of the train exhibits the tightest beam pattern available that falls within any regulatory requirements.

A: The exterior lighting of the train will be designed to meet CFR 49 221 and 229. The interior vehicle LED lighting will be designed to meet APTA standard for vehicle lighting - APTA RP-E012-99. DART will review the vehicle design to ensure compliance with the above standards and regulations.

(ID# 118; Received June 27, 2019; Answered August 2, 2019)

Q: 1- Did Dart incorporate the entire city of Dallas resolution for the Cotton Belt?

A: The City of Dallas resolution was considered in the project approved by the DART Board in August 2018. DART Board Resolution No. 180084 outlined a program for additional potential betterments to address the City of Dallas resolution in addition to mitigation measures. The following provisions were incorporated in the project:

- Cypress Waters Station and Knoll Trail Station in City of Dallas
- Grade-separated street crossings at Hillcrest Road and Coit Road
- 15-foot sound wall (12-foot sound wall plus additional 3 feet for screening)
- 12-foot or 15-foot betterment wall based on input from residential adjacent property owners
- Vibration mitigation in residential areas to address the 65vdB standard
- Landscaping to reduce visual impacts
- Quiet zones based on FRA approval of application from City
- Vehicle noise level restriction at maximum headways
- Crossing bell mitigation
- Cooperation in the implementation of the hike and bike trail as funds become available
- Freight abandonment between Waterview Parkway and Knoll Trail Drive in Dallas



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(ID# 119; Received June 27, 2019; Answered August 2, 2019)

Q: 2a) Has DART entered into the Interlocal Agreement which was from Section 1 of the Resolution?

Section 1 states: “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 rail line between Waterview Parkway and the Dallas North Tollway, and”

A: DART does not believe an Interlocal Agreement (ILA) with the City of Dallas is necessary since freight abandonment occurred through a federal action by the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area. The process for re-initiating freight activity in this area would include 1) DART Board resolution; 2) City of Dallas resolution, and 3) action by Surface Transportation Board. The process includes an Environmental Impact Statement, public hearing and a finding relative to the economic benefit of re-establishing service.

(ID# 120; Received June 27, 2019; Answered August 2, 2019)

Q: 2b) If DART has not, when will DART enter into the interlocal agreement?

A: DART does not believe an Interlocal Agreement (ILA) with the City of Dallas is necessary since freight abandonment occurred through a federal action by the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area.

(ID# 121; Received June 27, 2019; Answered August 2, 2019)

Q: 2c) How long does the interlocal agreement last once implemented?

A: DART does not believe an Interlocal Agreement (ILA) with the City of Dallas is necessary since freight abandonment occurred through a federal action by the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area.



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(ID# 122; Received June 27, 2019; Answered August 2, 2019)

Q: 2d/2e) Can this interlocal agreement be removed or cancelled in the future? What is the process in the future to remove or cancel the agreement?

A: DART does not believe an Interlocal agreement (ILA) with the City of Dallas is necessary since freight abandonment occurred through a legal process that included federal action by the Surface Transportation Board on or about January 2010. There are no plans for freight activity in this area. The process for re-initiating freight activity in this area would include 1) DART Board resolution; 2) City of Dallas resolution, and 3) action by Surface Transportation Board. The process includes an Environmental Impact Statement, public hearing and a finding relative to the economic benefit of re-establishing service.

(ID# 123; Received June 27, 2019; Answered August 2, 2019)

Q: 3a) Freight Rail Questions – Per Union Pacific website, their average freight train is 1.4 miles long and growing in length. It appears a 1.4-mile-long train or longer would be 3 minutes or more at a crossing arm. Assuming trains run every 20 minutes and both ways, this will be 10 minutes each way. It appears a 1.4 mile long train or longer would be 3 minutes or more at a crossing arm. Assuming trains run every 20 minutes and both ways, this will be 10 minutes each way. Every 3 of 10 minutes, roads will not be moving. Do you think this create a safety hazard for fire, etc.?

A: Freight has been abandoned through the Dallas portion of the Cotton Belt Corridor between Waterview Parkway and Knoll Trail Drive.

(ID# 124; Received June 27, 2019; Answered August 2, 2019)

Q: 3b) The fire station is west of the train of davenport and will be blocked off by a freight train. Do you think waiting 3 minutes or more for a fire engine to cross the road East creates a safety issue?

A: Freight has been abandoned through the Dallas portion of the Cotton Belt Corridor between Waterview Parkway and Knoll Trail Drive.

(ID# 125; Received June 27, 2019; Answered August 2, 2019)

Q: 3c/3d) Davenport to Coit is a little over 2 miles. Assuming a train is 1.4-2.0 miles. Do you think this will shutdown all the traffic between this area except Hillcrest? Has this been discussed?

A: Freight has been abandoned through the Dallas portion of the Cotton Belt Corridor between Waterview Parkway and Knoll Trail Drive.



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(ID# 126; Received June 27, 2019; Answered August 2, 2019)

Q: 3e) Does the EIS consider a 3 minute or longer train for the sound, vibration impact for betterments? If not, why? Would you want 6 crossing arms going down every 3 minutes out of 10 minutes in your neighborhood?

A: It is anticipated that approximately 56 Silver Line trains will transvers the Cotton Belt daily. All crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour.

(ID# 127; Received June 27, 2019; Answered August 2, 2019)

Q: 4a) Per Mr. Meshack, the average speed between Knoll Trail Station and UTD Dallas Station is 43 mph. I reviewed Table 5-3 and the table says times are estimated and include dwell times. Do you know the estimate dwell time at each station?

A: Per the FEIS Section 2.4.4 "Travel Time", the dwell time is anticipated to be 30 seconds at all stations except for Downtown Carrollton, Addison Transit Center, CityLine/Bush, and 12th Street Station, where dwell times may be one minute. The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour.

(ID# 128; Received June 27, 2019; Answered August 2, 2019)

Q: 4b) Is it 32 seconds per B_18OperationsSimulation, page 21?

A: Per the FEIS Section 2.4.4 "Travel Time", the dwell time is anticipated to be 30 seconds at all stations except for Downtown Carrollton, Addison Transit Center, CityLine/Bush, and 12th Street Station, where dwell times may be one minute. The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour.

(ID# 129; Received June 27, 2019; Answered August 2, 2019)

Q: 4c/4d Do you know how many dwell times are estimated in the 7 minutes travel time? Is it 1 or 2 dwell times?

A: It is 2 dwell times. Since these are not terminal stations, one-half of the dwell time is included at each station.

(ID# 130; Received June 27, 2019; Answered August 2, 2019)

Q: 4e) If it is 1 dwell time than the 43 MPH goes to 47 MPH. If it is 2 dwell times than the 43 MPH goes to 50 MPH. Do you agree with this math?



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A: The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour.

(ID# 131; Received June 27, 2019; Answered August 2, 2019)

Q: 4f/4g) Can you please explain why you keep discussing 35 MPH when train speeds will be significantly higher, range of 47 MPH to 50 MPH per e, above? Does this impact all of the items in the EIS? Ex: sound mitigation, line of sight, etc.

A: The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour and will not impact items in the EIS.

(ID# 132; Received June 27, 2019; Answered August 2, 2019)

Q: 5a) Questions about Hillcrest and McCallum. Per EIS, hillcrest will depress 22 feet but per this drawing it will depress minimum 16.5 feet. Page 10 & 11. Everything says preliminary. Do you know if the line labeled McCallum 3 is on the Northside entrance to McCallum?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019. "McCallum 3" is not noted in the drawings referenced.

(ID# 133; Received June 27, 2019; Answered August 2, 2019)

Q: 5b) Will hillcrest depress 22 feet per the EIS?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019.

(ID# 134; Received June 27, 2019; Answered August 2, 2019)

**Q: 5c-5g) Do you know why the drawing shows minimum 16.5 feet?
Will hillcrest depress 22 feet per the EIS?**

Do you know why the drawing shows minimum 16.5 feet?

If it goes 22 feet, do you know the grade of the road?

Do you know when they will they come up with final plans for hillcrest?

Do you know if there is a limit to the grade of the depression in the road?

How many feet will McCallum be depressed? It is 8-10 feet? Do you know if McCallum will be level when you enter it from the train track side to where you exit at the police station side?



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A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019.

(ID# 135; Received June 27, 2019; Answered August 2, 2019)

Q: 5h) Questions about Hillcrest and McCallum...

Streetlights – are there limits to street lights if drivers can't see the light since effectively in a tunnel?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019. Hillcrest will not be constructed in a tunnel.

(ID# 136; Received June 27, 2019; Answered August 2, 2019)

Q: 5i-5k) How will you be able to remove all the water from this depressed area in the road, seems prone to flooding?

This is all preliminary. If this does not comply with the city, will DART build a bridge?

If the current plan did not comply, would the Train be on a bridge or would the road be on a bridge?

All the drawings are preliminary, why?

How often does DART materially change the drawings?

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019.

(ID# 137; Received June 27, 2019; Answered August 2, 2019)

Q: 6) Coit – This drawing shows Coit will go up 20 feet in the air from existing ground line. Does this adhere to the Dallas Resolution? Grade-separated street crossings are constructed at Hillcrest Road and Coit Road Infrastructure changes are at-grade or below grade.

A: The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019.



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(ID# 138; Received June 27, 2019; Answered August 2, 2019)

Q: 7) What happens if you cannot mitigate the noise impact since some residents could now get a chain wall? This is just one of a couple maps with a lot of red dots. Exhibit referenced: "Exhibit – B.12 Noise and Vibration Technical Report Page 144, Labeled Page 138".

A: The referenced exhibit "Exhibit – B.12 Noise and Vibration Technical Report Page 144, Labeled Page 138" represents noise impacts without mitigation. The implementation of quiet zones will mitigate 95% of the noise impacts from the Cotton Belt Project. Remaining moderate noise impacts may be mitigated by reducing the noise from the stationary warning bells and installing noise barriers.

(ID# 139; Received June 27, 2019; Answered August 2, 2019)

Q: 8a) Do you know the capital cost to build each station under the current plan? Do you know the prior forecasted capital cost to build the following stations which have been removed, Preston Road/Keller Springs station and Coit Road station?

A: The value of removal of the Coit Station and the Preston Station is \$30,314,000 per the August 2018 service plan amendment approved by the DART Board.

(ID# 140; Received June 27, 2019; Answered August 2, 2019)

Q: 8b) Do you know the betterment budget for residential areas of the Cotton Belt?

A: Per DART Board Resolution 180084, August 28, 2018, the DART residential Betterments policy provides funds of \$158.00/LF, and the Cotton Belt Corridor Betterments policy provides funds of \$866.00/LF for residential adjacent property owners. The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for DART Residential Betterments is \$8,792,700 (55,650LF X \$158.00/LF). The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for Cotton Belt Corridor Betterments is \$28,924,400 (33,400LF X \$866.00/LF). The total for both residential and corridor betterment is \$37,717,100.

(ID# 141; Received June 27, 2019; Answered August 2, 2019)

Q: 8c) Do you know the allocation of this betterment budget for the Far North Dallas Area?

A: Per DART Board Resolution 180084, August 28, 2018, the DART residential Betterments policy provides funds of \$158.00/LF, and the Cotton Belt Corridor Betterments policy provides funds of \$866.00/LF for residential adjacent property owners. The total funds available to the Far North Dallas Area for residential adjacent property owners across the for DART Residential Betterments is \$4,692,600 (29,700LF X \$158.00/LF). The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for Cotton Belt Corridor Betterments is \$10,392,000 (12,000 LF X \$866.00/LF). The total for both residential and corridor betterments is \$15,084,600.



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(ID# 142; Received June 27, 2019; Answered August 2, 2019)

Q: 8d) Do trees costs \$16,819.60? Is it 35 feet x \$480.56?

A: No. DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.

(ID# 143; Received June 27, 2019; Answered August 2, 2019)

Q: 8e) Does a 5 gallon shrub cost \$2,031.09? Is it 3 feet * \$677.03

A: No. DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.

(ID# 144; Received June 27, 2019; Answered August 2, 2019)

Q: 8f) Does concrete paving cost \$161 per sq. foot? \$108,845.12 / 675 SQ FT = \$161/sq. ft

A: No. DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.

(ID# 145; Received June 27, 2019; Answered July 31, 2019)

Q: Was wondering if you guys had a tentative construction timeline of when things will be completed, milestones etc.? Would aid greatly In evaluating potential commercial developments.

A: The timeline for construction for the overall project is: Start construction Fall 2019, substantial completion July 2022, Revenue Service December 2022.

(ID# 146; Received July 1, 2019; Answered August 1, 2019)

Q: Is the pipeline above or below the ground? How far is it from where the tracks will be finalized? (about a 12" pipeline carrying fuel along the former Cotton Belt)

A: The Explorer pipeline was constructed in 1971 prior to DART property acquisition in 1990-1993. The previously installed pipeline is below ground, generally on the north side of the tracks, approximately 4'-6' in depth. Distance from the final track placement will vary. We anticipate relocating sections of the pipeline to meet Federal Railroad Administration (FRA) requirements. This will be determined during final track design which is expected to be complete by Fall 2020.



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(ID# 147; Received July 1, 2019; Answered August 1, 2019)

Q: Options presented to adjacent citizens must include a wall?

A: The Town of Addison will present the residents' betterment options to DART. DART will keep the DART Board of Directors informed on the betterment options presented to the residential adjacent property owners by the Town of Addison.

(ID# 148; Received July 1, 2019; Answered August 1, 2019)

Q: Can the town spread out the money beyond the residentially adjacent property?

A: Yes, although the DART Board of Directors established the betterment program to provide the opportunity for residential adjacent property owners to select a betterments affecting their property, it is anticipated that improvements near these areas would align with the intent of the program.

(ID# 149; Received July 1, 2019; Answered August 1, 2019)

Q: Is there a procedure in place to count additional residential adjacency?

A: The limits of the residential adjacent property is established during the project planning phase. Residential development that occurs after the FEIS will not be included in the betterments program.

(ID# 150; Received July 2, 2019; Answered July 6, 2019)

Q: How were these names proposed by DART? Did these individuals express interest, participate in other ways, etc.?

A: A DART Community Affairs Representative is assigned to the City of Carrollton and maintains relationships through previous and ongoing community engagement activities. The names on the DRAFT list proposed by DART include individuals known to DART to be representative of the neighborhoods, businesses, and institutions near the station. Since DART is seeking individuals willing to commit to a series of five meetings over several weeks, DART also considers attendance at previous public meetings.

(ID# 151; Received July 2, 2019; Answered July 6, 2019)

Q: What is the max/minimum number of participants that would work for this group?

A: Although there is no maximum number, DART is seeking a committee size of 8 to 12 participants to facilitate discussion and consensus.



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(ID# 152; Received July 2, 2019; Answered July 6, 2019)

Q: What are the roles and responsibilities of this group?

A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 153; Received July 2, 2019; Answered July 6, 2019)

Q: Are the listed artists the proposed artists? Or recommendations? May we propose a local artist?

A: Yes. The City of Carrollton may propose a local artist. DART has provided a recommended artist and two alternatives as a draft list for your consideration and edit.

(ID# 154; Received July 3, 2019; Answered July 31, 2019)

Q: What happens to the preferences selected by July 11 from the track adjacent voting homeowners on Rocky Top Circle if the line of sight requirement changes the wall length? Will the homeowners have the option of making another preference?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available. DART will meet with affected residential adjacent property owners near the intersection to show final configuration and options.

(ID# 155; Received July 3, 2019; Answered July 31, 2019)

Q: You reference in your email below the sound including bells. We were told this would be a quiet zone without bells. With regard to the bells, what bells will make a sound and where will the bells be located?



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A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 156; Received July 3, 2019; Answered July 31, 2019)

Q: Who handles the upkeep/maintenance of the trees/landscaping offered as part of the betterments?

A: DART will be responsible for the maintenance of all betterments landscaping within the DART ROW, unless an agreement exists whereby someone else takes on that responsibility. Example, if a residential adjacent property owner wants to plant additional trees or shrubs on DART ROW through a license agreement, the resident will maintain.

(ID# 157; Received July 3, 2019; Answered July 31, 2019)

Q: Has a line of sight waiver been requested from DART in the past? Was it approved?

A: DART will not seek a waiver. DART will explore equivalent measures with the intent of optimizing the length of the wall.

(ID# 158; Received July 3, 2019; Answered July 31, 2019)

Q: The space for 2 train lines appears very limited behind Rocky Top Circle. Do you plan on using eminent domain to take the Highlands of McKamy IV & V wall property?

A: The DART owned right-of-way at this location is approximately 100 feet wide, which is more than sufficient to accommodate two tracks, sound walls, landscaping, betterments, and the hike and bike trail. Acquisitions and Displacements anticipated during the planning phase of the project are discussed in Section 4.4 and Table 4.3 of the FEIS/ROD. Final design may modify this slightly, but DART does not anticipate using eminent domain to acquire property in this area or requiring the use of any Highlands of McKamy IV & V property.

(ID# 159; Received July 3, 2019; Answered July 31, 2019)

Q: What would be the additional sound mitigation from a 15 ft sound wall with vibration mitigation on the track?



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A: Vibration mitigation will have little or no affect on noise exposure. See Section 4.14 and Section 4.15 of the FEIS/ROS for discussions on noise and vibration, respectively.

(ID# 160; Received July 3, 2019; Answered July 31, 2019)

Q: Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?

A: Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.

(ID# 161; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

At the 10% level, it appears per your answer that the betterment walls go to the intersection and that is ok with DART. To me that does not take into the line of sight issue which I believe is an FRA (Federal Railroad Administration) item. I am a little confused why an exhibit would not take into consideration all items especially an item that is mandated by the FRA.

- 1. Do you know what the 10% level is?**
- 2. Do you know when the Final design will be completed?**
- 3. Can you please re-answer this question.**

A: The 10% level represents the level of in-progress design at the conclusion of the planning phase. The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 162; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

DART does not have to suggest a chain link fence if it is mandated by the FRA for safety.

- 1. Similar question above, do you know when the Final design will be completed?**
- 2. If the Final design completion is after the betterment meetings, when will DART notify the residents that they will receive a chain link fence instead of a betterment or mitigation wall?**
- 3. Can you please re-answer this question.**



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A: The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available. DART will meet with affected residential adjacent property owners to show final configuration and options.

(ID# 163; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

I attended the DART betterment meeting on June 20th. Michele Krause was also in attendance. DART has the video and can review but I asked the question is it fair to show distance at each crossing and I believe David Ehrlicher said that was fair.

- 1. Can you please re-answer this question? At what distance will the betterment or mitigation walls start, specifically the line of sight distances for the 8 crossings and 4 corners or 32 and distances? This is an item David said was fair.**
- 2. What is an in-progress design?**
- 3. Are there three different designs now – preliminary, in-progress and final? Do you know when each will be completed.**

A: An in-progress design submittal is a design submittal that is incomplete and not ready for construction. The stages of design for this project are: 30% (preliminary), 60% (in-progress), and 100% (final). The anticipated dates for each stage of design for this project are listed below:

30% Design – Jan 2019 to July 2020

60% Design – May 2019 to Sept 2020

Final Design – Oct 2019 to Apr 2021

Final design is expected to be complete by Spring 2021. However, the DART Betterments Policy for Residential Areas states “potential betterments will be identified in preliminary engineering after application of DART mitigation policies and design criteria. Betterments, if any, should be identified and approved by the Board before design reaches the 65% level for any rail segment”, which for this project is 60% design level. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.



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(ID# 164; Received July 8, 2019; Answered July 8, 2019)

Q: I understand that we can return one Request Form (rather than having each neighbor send separate forms).

Two questions: Where/how do we submit the form? And do I need to list the names of the homeowners who have agreed to the general request?

A: Just send it to the Cotton Belt Mailbox. One form with the residents who agree should suffice for now. By the third workshop and once consensus is reached a majority vote (or ballot) of the adjacent property owners will serve as documentation for the Group. If I have told you anything that is inaccurate, it will be corrected during next weeks meeting.

(ID# 165; Received July 8, 2019; Answered August 12, 2019)

Q: I would like to know if I could obtain Silver Line's proposed track chart(s) in PDF file?

A: Please clarify if there is a specific city on the alignment that you are wanting so we can confirm when track charts are available.

(ID# 166; Received July 9, 2019; Answered August 2, 2019)

Q: As residents adjacent to the Cotton Belt Line, we are concerned about a number of issues. Chief among those concerns is sound/sound abatement. Sound is the number one – but not only – issue. We are open to various solutions that mitigate sound intrusion, but we are leaning toward a 15' Betterments Wall that includes sound-absorptive treatments to mitigate sound encroachment into our houses and neighborhood. We are reasonable and will listen to all options once cost and impacts are considered. BUT, DART must address outstanding questions – some neighbors' questions have gone unanswered in the past couple of weeks – regarding cost/benefit analysis of the various options (related to the full Betterments budget available through the Residential Betterments budget and the Cotton Belt Betterments budget)

A: DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.

(ID# 167; Received July 9, 2019; Answered August 2, 2019)

Q: Also, as of this date, we still do not know the final list of Adjacent Property Owners on Riverview Lane; this information has been promised but not delivered by DART.

A: The final list of Adjacent Property Owners on Riverview Lane is attached. The attached document is a revision to the document previously released via email on 6/7/19. DART revisions to list include addition of one address, deletion of one address, and resultant revision to the Map ID assignments. Residents names have been added for all except 2.22 at XXXX Riverview



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(ID# 168; Received July 9, 2019; Answered August 2, 2019)

Q: So, we are in need of several pieces of critical information: analysis of the specific train equipment to be utilized (inclusive of questions re: train skirts, AC baffling, train lights/lighting, and such)

A: We are working through wheel skirts option with vehicle manufacturer. Rooftop HVAC units already have a noise dampening baffled designed. We are working on train light and wall heights graphics.

(ID# 169; Received July 9, 2019; Answered August 2, 2019)

Q: Inclusion of directional bells at Davenport intersection

A: Although the FEIS Section 4.14, page 4-62, requires bell mitigation at only seven locations in the corridor, DART anticipates that the same directional bells will be used at all at-grade crossings, including Davenport between Keller Springs and Amberwood Road.

(ID# 170; Received July 9, 2019; Answered August 2, 2019)

Q: Specifics as to basic landscaping package to be included as a project-budgeted item (non-betterments funding)

A: Per the FEIS, landscaping will be installed at intervals of approximately 120-150' along residential areas as is included within the current project budget and will not be funded through the Betterments Program. DART is working with design-builder to define the list of trees under consideration. The preliminary list of selected tree species includes: Cedar Elm, Chinquapin Oak, Eastern Red Cedar, Live Oak, Texas Ash.

(ID# 171; Received July 11, 2019; Answered July 11, 2019)

Q: I am having trouble locating the "Cotton Belt Regional Rail Project Betterments Workshop" presentation for the Carrollton/Addison area of the project. Have these workshops happened already? If so, where can I find the presentation? If not, when will these workshops be held?

A: No Betterments meetings have been conducted for either city. However, there is a quarterly update meeting planned in the city of Carrollton (residents of Addison are welcome) as follows:

Wednesday, July 31, 2019
Crosby Rec. Ctr. Elm Fork Rm.
1610 E. Crosby
6:30 p.m.



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(ID# 172; Received July 11, 2019; Answered July 31, 2019)

Q: Will these betterment meetings be conducted for the Addison/Carrollton portion? If so, When will that happen?

A: The respective cities are managing their betterments program. DART is working with the Town of Addison and City of Carrollton to support their betterment meetings process. When dates are established they will be provided to all residential adjacent property owners.

(ID# 173; Received July 18, 2019; Answered August 8, 2019)

Q: 1. Why did the cotton belt capital budget increase \$108 million from \$1.135 billion to \$1.243 billion?

A: The project cost increased by \$108 million to accommodate double-tracking along the entire alignment.

(ID# 174; Received July 18, 2019; Answered August 8, 2019)

Q: 2. How do you calculate the ridership forecast of 2.054 million annually?

A: Ridership is forecasted at 5,630 daily boarding's at the beginning of revenue service. The calculation is 5,630 daily boarding's x 365 days/ year. This annualizes to 2.054 million.

(ID# 175; Received July 18, 2019; Answered August 8, 2019)

Q: 2-1. Is the 5,630 per day rides the first day of ridership?

A: Yes, ridership is forecasted at 5,630 daily boarding's at the beginning of revenue service, including the first day of ridership.

(ID# 176; Received July 18, 2019; Answered August 8, 2019)

Q: 2-2. Do you take the 5,630 per day at beginning of revenue service and annualize this number?

A: Yes, ridership is forecasted at 5,630 daily boarding's at the beginning of revenue service. The calculation is 5,630 daily boarding's x 365 days/ year. This annualizes to 2.054 million.

(ID# 177; Received July 18, 2019; Answered August 8, 2019)

Q: 2-3. Do you have an annual estimate of ridership using forecast for the entire year and not one data point?



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A: Ridership is forecasted at 5,630 daily boarding's at the beginning of revenue service. This annualizes to 2.054 million.

(ID# 178; Received July 18, 2019; Answered August 8, 2019)

Q: 2-4. Can you please tell me why this 2.054 million annual rides is different compared to the O&M section that shows 1.35 million annual rides?

A: The O&M plan and O&M cost estimate in the FEIS was based on 10% level of design. As design progresses, the O&M plan and O&M cost estimate will be updated. The 2.054 million annual rides represent the current forecast.

(ID# 179; Received July 18, 2019; Answered August 8, 2019)

Q: 2-5. Your comment says many riders will take one-way trips to DFW Airport. Can you park overnight at DART stations?

A: Yes, overnight parking at DART stations is permitted.

(ID# 180; Received July 18, 2019; Answered August 8, 2019)

Q: 3. Can you please answer this question for the executive committee? This question was not answered. The executive committee is the executive staff per the website. This is similar to DEF14A for a public company.

A: The executive committee for DART, established by its enabling statute, is the board of directors. The board of directors are paid \$50 per board meeting. Executive compensation is not explicitly highlighted in DART financials

(ID# 181; Received July 18, 2019; Answered August 8, 2019)

Q: 4. Can you please explain how this project makes any economic sense? There was no answer provided.

A: As stated previously on 5/21/19, public transportation does not operate at a profit. Public transportation generates externalities such as the beneficial impact of congestion mitigation, improved air quality, and economic development. The project's primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern portion of the DART service area and support sustainable growth, local and regional land use visions, economic development and tourism. Goals for the project include:

- Enhance corridor mobility and accessibility
 - Provide connectivity to existing and planned passenger rail facilities.
 - Provide transportation investments serving future population and employment growth.



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- Improve access to existing and emerging major activity centers, including connectivity to DFW Airport.
- Increase transit usage for existing and new riders.
- Improve access to transit.
- Provide cost-effective options.
- Reduce Vehicle Miles of Travel
 - Increase transit capacity and improve travel times through more reliable transit.
 - Reduce air quality impacts.
- Promote economic development and sustainable land use patterns
 - Enhance employment opportunities.
 - Encourage economic development opportunities.
 - Promote sustainable and livable development opportunities.
 - Promote consistency with regional and local transportation and comprehensive plans.
 - Coordinate initiatives for land use development and redevelopment.
- Provide an environmentally-sensitive transit investment
 - Minimize negative impacts to the community.
 - Minimize negative impacts to the environment.
 - Minimize negative impacts to natural, social and economic environments.

(ID# 182; Received July 18, 2019; Answered July 31, 2019)

Q: I just moved into my townhome in University Place. Our townhome backs to old train tracks (I live off of Oxalis). Are these the tracks that the Dart Rail will use for the Cotton Belt Regional Corridor? I've looked at the documents online, but I couldn't tell.

A: This is the rail corridor in which new and upgraded tracks will be placed for the project. There will be a quarterly update meeting you can attend for additional information. It is scheduled as follows:

Thursday, August 15, 2019
Shelton School & Evaluation Center
15270 Hillcrest Rd.
6:30 p.m.

(ID# 183; Received July 19, 2019; Answered August 16, 2019)

Q: It was a pleasure meeting you last night in a much improved DART communication session pertaining to betterments.

To confirm our conversation following the session, the Southpoint group would like for DART & COG to consider moving the proposed bike trail to the west side of the tracks behind the homes that back up to the track on Southpoint. For several reasons:

1. There is not enough space in the easement to allow the Bike Trail on the East side of the tracks (our side).

If the measurements are correct, the Bike Trail will butt up to our property line (wooden fences in most cases), allowing Trail users to easily access our property by climbing the



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proposed cyclone

fence. Not good!

2. The property on the West side has more space in the northern portion near Campbell; and in the southern

portion abutting Davenport there a creek that abuts the back of the last 6 to 8 homes, not allowing

any room for the Bike Trail.

3. To transition to the other side of the tracks takes only a diagonal crossing at Campbell road, rather than

the existing direct path as shown on DART's drawings-a very simple change that will be done

previously on the Trail.

John, we ask that you review this suggested change with Mike Morris and others at your upcoming sessions with COG.

A: During our 8/9/19 meeting, we reviewed the proposed location of the hike and bike trail relative to the adjacent properties along Southpoint. The Hike and Bike trail defined by the North Central Texas Council of Governments (NCTCOG) and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. During final design, DART will explore opportunities to locate the trail on the west (opposite) side of the tracks.

(ID# 184; Received July 19, 2019; Answered August 16, 2019)

Q: Speed from 20 to 35-45 will not be acceptable or tolerated through residential and school neighborhoods. "In that case build a tunnel". We requested and were told will get additional betterment wall or decorative wall with plants and flowers not just trees.

A: Train speeds in the area of Energy Lane will not exceed 45 mph. Your request for a decorative sound wall with plants and flowers has been noted.

(ID# 185; Received July 21, 2019; Answered August 9, 2019)

Q: Since the July 18 meeting, I have learned that DART has not committed to keep freight off the Cottonbelt. I hope this is erroneous information. As you are well aware, keeping freight off the Cottonbelt is vital to our neighborhood and has been a part of our dealings with DART for over a decade, as well as the subject of two resolutions by the Dallas City Council. DART keeps stressing to us that its new regional trains will be the latest generation trains - nothing like the heavy diesel trains of the past. However, if DART allows freight trains access to the new rail lines, what have we gained? To be told that DART is using the latest technology for its trains while not committing to keep freight off the rails is a slap in the face, and I hope I have received false information.



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A: Freight abandonment occurred through a federal action by the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area. The process for re-initiating freight activity in this area would include 1) DART Board resolution; 2) City of Dallas resolution, and 3) action by Surface Transportation Board. The process includes an Environmental Impact Statement, public hearing and a finding relative to the economic benefit of re-establishing service.

(ID# 186; Received July 23, 2019; Answered July 31, 2019)

Q: The property I am referring to is XXXX Erie St. It is a vacant lot where we have been waiting to put a home there after the switching yard moves. We attended a few of the feedback meetings and we thought for sure that we would get some kind of mediation wall on the back lot since we indicated that a home would be going there...Is there anyone I can talk to with regards to betterments or noise mitigation for this property? I've been waiting for 20 years to build my dream house and I am saddened that we don't get any type of noise barrier along this half acre.

A: The limits of the residential adjacent property is established during the project planning phase. There was no noise impact identified at XXXX Erie Street, therefore, no mitigation is required. Residential development that occurs after the FEIS will not be included in the betterments program.

(ID# 187; Received July 23, 2019; Answered July 24, 2019)

Q: Regarding the Cotton Belt project: when is the right-of-way acquisition process anticipated to begin?

A: DART owns the 100 ft. right-of-way for the alignment. If there are other properties required for the project, property owners will be contacted by DART Real Estate.

(ID# 188; Received July 23, 2019; Answered September 19, 2019)

Q: Mr. and Mrs. XXXXXXXX want to discuss their business property at Hillcrest and McCallum. XXXXX Hillcrest Rd. They are concerned about accessibility and visibility to their parking lot and business located at the building which they have a business and two tenant businesses operating out of. It is directly adjacent to the tracks and they have an entrance on Hillcrest and McCallum. They were very nice and have also spoken to Council Member Kleinman's office at City of Dallas regarding their concerns. Their phone number is XXX-XXX-XXXX and property address is: XXXXX Hillcrest Road, Suite XXX, Dallas, Tx. 75252.



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A: On August 28, 2019, Mr. Meshack of Dallas Area Rapid Transit (DART) and Mr. Jackson of Archer Western Herzog 4.0 Joint Venture (AWH) met with Mr. and Mrs. XXXXXXXX. The XXXXXXXX'X shared with them the history of the business and building, as well as, concerns centered around the proposed alignment elevation impacting the business/building; the proposed alignment affecting sight and access to the business; and noise since you have employees that work within proximity to the existing track. Under current design, the entrance from Hillcrest Road would be eliminated but, access on McCallum Boulevard would not be affected. A site visit with a technical team from DART and AWH is being scheduled from the week of September 16, 2019.

(ID# 189; Received July 23, 2019; Answered August 29, 2019)

Q: What if any fence will be on our side of trail? Bent Creek North Condos

A: Bent Creek North Condos will receive a standard 6' chain link fence at the property line.

(ID# 190; Received July 23, 2019; Answered September 4, 2019)

Q: Ms. XXXXXXX XXXXX speaks Spanish. She needs a DART employee to contact her to discuss her questions about her property and where she lives. Her phone number is XXX-XXX-XXXX. She prefers to be contacted on Monday's.

A: On 8/5/19 a DART representative from Community Affairs contacted you regarding your questions and comments such as the location of the tracks, where walls are proposed to be placed and the voting procedure for Betterments. Please keep in contact with DART Community Affairs so we can make appropriate accommodations, including a translator, at future meetings for your convenience.

(ID# 191; Received July 24, 2019; Answered September 30, 2019)

Q: Rough surface walls on the track side will break up the sound. Smooth surface will reflect the sound and be louder

A: The sound wall will be designed to optimize sound mitigation and, after implementing quiet zones, mitigate the potential noise impacts below the threshold of noise impact.

(ID# 192; Received July 24, 2019; Answered September 30, 2019)

Q: How many decibels is generated at operating speed of 45mph, which was said to be operating speed.

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A: The FEIS Section 4.14 identifies the assumption that noise levels were projected based on the DART DMU vehicle noise specification, the Project's Operating Plan and the prediction model specified in the FTA guidance manual. The vehicle manufacture is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45mph. However, based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Additionally, the vehicle manufacturer has committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract.

(ID# 193; Received July 24, 2019; Answered September 30, 2019)

Q: Can the hike and bike trail be located closer to the sound wall and the trees closer to residences in those areas?

A: Yes, the hike and bike trail can possibly be located closer to the sound wall and the trees closer to residences. The Hike and Bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 194; Received July 24, 2019; Answered September 13, 2019)

Q: I found something interesting that you should be aware of: The presentation from Group 2 (Preston to Campbell) indicates that the hike/bike trail will be on the East/South Side of the tracks. See the left image below. The presentation from last night for Group 3 (Campbell to Hillcrest) indicates that the hike/bike trail will be on the North side of the tracks. (see right side image below). This means that the hike/bike trail will cross BOTH automobile traffic AND train tracks at Campbell. Residents still have not seen images of how the quad gates will work at a "standard" crossing, and now we have an even more precarious crossing of two types of traffic. Please advise if you can get DART staff to confirm this crossover and exactly how it is supposed to work.

A: The hike and bike trail is currently in the 10% level of design and crosses both Campbell Road and the Silver Line alignment. This is different than the FEIS because keeping the trail on the north side would require relocating several utility poles. The hike and bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.



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(ID# 195; Received July 24, 2019; Answered September 13, 2019)

Q: Per the conversation we had last night with Ms. Krause (copied), I am reiterating the 3 main exception points of the mitigation/betterments I am requesting at XXXXX Davenport Road.

1. Wall placed at or near my property line (teal line in the image below). This is consistent with what David Ehrlicher said was an option during the May attempt at the Betterments meetings - the video is on Cara Mendelsohn's Facebook page and Mr. Ehrlicher indicated that the Betterments wall could be placed at the property line. I reiterate my offer to provide free access easement to maintain the residential side of the wall.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line.

(ID# 196; Received July 24, 2019; Answered September 13, 2019)

Q: 2. 15' tall measured from top of rail (even though it is more than 12' off center). I reiterate my offer to bring in all the fill dirt needed to change the grade if needed.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line. Thank you for the offer of providing additional fill dirt as needed, however this will not be necessary.

(ID# 197; Received July 24, 2019; Answered September 13, 2019)

Q: 3. Integration points (red circle at ends of teal line in image below) where I can construct an extension around my house (blue line along Davenport in image below. These 3 exceptions integrate to provide the extended protection this unique residence needs because of the angle of the rail intersection and the topography I pointed out to John Hoppie during the sound studies. From the topographical image above, note the concave limestone creek wall on the opposite side of my residence which will focus reflected sound into my house. This integrated approach is also based on the assumption that the betterment wall is constructed with the same posts and panels as the mitigation walls. Last night was the first time we had indications that the same panels would be used for both walls.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line and along Davenport Road. Utilities will be investigated and betterment wall placed as close as feasible to the property line. A license agreement will be required and DART will provide a draft for your review.



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(ID# 198; Received July 26, 2019; Answered September 9, 2019)

Q: Also brought up at the meeting by XXXXX XXXX, was a concern about the substantial sink hole located at the eastern end of our property on the DART ROW (Right of Way). I'm glad that the engineer from AWH made note of this anomaly for further investigation and remedial action. The sink hole is again threatening the integrity of our wrought iron/brick column screen wall. This specific wall section failed about three years ago due to the sink holes' continued erosive impact. The wall is again in trouble and an engineering design solution is imperative.

A: DART representatives made a site visit to the corner of Dickerson Street and the DART ROW to assess the situation. The area identified as a "sinkhole" is an open drainageway connecting a culvert and storm drain. The design team will consider the information you have provided and evaluate alternatives to incorporate into the proposed design without adversely affecting your property.

(ID# 199; Received July 26, 2019; Answered September 5, 2019)

Q: I am disappointed DART s not planning to install a wall along the Cottonbelt tracks near the Fairhill School. A wall would be much better to mitigate noise and light pollution. Thank you

A: As part of the Final Environmental Impact Statement (FEIS) process, there was not a noise impact identified at Fairhill School. The train runs parallel to the school and will not produce light pollution to this primarily daytime land use. As part of the design, DART is investigating opportunities to provide enhanced fencing or a wall along the property line.

(ID# 200; Received July 29, 2019; Answered September 3, 2019)

Q: I have two concerns:

1. We have considerable runoff water from DART ROW which passes onto our long driveway and then runs down to our house. During storms this results in a sheet water runoff of several inches deep and it periodically overwhelms our French drains and enters our garage. It also washes waste onto our driveway, and we need to clean up after each rain.

2. As you can see the high point of the rail line is 618ft and the low point on our property is 607ft. In essence this means that our property serves (in part) as a swale for runoff water from DART ROW.

A: DART is currently reviewing the preliminary drainage design alongside your property. DART will work with the design-builder to have a properly sized ditch on the DART ROW to carry the water west towards the creek that would alleviate the considerable runoff you're currently experiencing on your property from the DART ROW. The design team will consider the information you have provided and evaluate alternatives to incorporate into the proposed design without adversely affecting another property



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(ID# 201; Received July 31, 2019; Answered October 24, 2019)

Q: Please find attached our cover letter and a petition signed by 222 residents of Country Place requesting that a sound wall be included between Country Place and the Silver Line.

A: We received your petition requesting that a sound wall be included between Country Place and Silver Line. As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at Country Place. However, it does qualify for both Residential Adjacency and Cotton Belt Betterments. The total for both residential and corridor betterments is \$2,048,000. DART is working with the City of Carrollton to coordinate the kick-off meeting in October 2019 for the betterments program for your neighborhood. Based on the information you have provided a betterment wall will be shown as an option between County Place and the Silver Line.

(ID# 202; Received August 1, 2019; Answered September 13, 2019)

Q: I am a resident at XXXX Sunflower Lane, my back yard is up against the proposed cotton belt line at Coit. I'm trying to get some clarification below in the slides. Some section at our back is labeled "retaining wall" and another is sound wall Is the proposal to overlay both down the entire back of the section off sunflower lane, or stagger it like the slide appears to show? I'm basically trying to figure out with there be 2 walls behind me or either a sound or retaining wall.

A: In the area of Sunflower Lane, there will be two walls. A sound wall and a retaining wall. The sound wall will be built on top of the retaining wall.

(ID# 203; Received August 1, 2019; Answered October 24, 2019)

Q: With the Dallas City Council resolutions stating significant concern for health and safety (See below), why wasn't DART Cotton Belt routed along George Bush as previously recommended? "Dallas City Council Resolution: 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"

A: The City of Dallas Resolution approved the current alignment. The Federal Transit Administration (FTA) has determined that with the execution of the mitigation measures identified in the Final Environmental Impact Study/Record of Decision (FEIS/ROD), all reasonable steps are being taken to minimize the adverse effects of the project.



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(ID# 204; Received August 1, 2019; Answered October 24, 2019)

Q: Identify all the safety measures you are putting at Meandering Way/Rocky Top crossing including the tracks crossing the walking trail.

Note City Council requirements:

3. Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:

a. Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences

on both sides of the rail line,

b. Tire-derived aggregate for track ballast to reduce vibration,

c. Enhanced landscaping to reduce visual impacts,

d. Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety

and to reduce noise,

e. Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum

headways,

f. 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,

g. 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, and ...”

A: The safety measures included in the project at Meandering Way/Rocky Top are:

a.) 15’ mitigative sound walls are provided on both sides of the rail in this area required by the Final Environmental Impact Statement (FEIS);

b.) Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks.

c.) The residential adjacency betterment dollars may be used for enhanced landscaping. Residential Adjacent Property Owners of Rocky Top Circle (Highlands of McKamy) have \$126,400 of Residential Adjacency Betterments budget that can be used for enhanced landscaping to reduce visual impacts;

d.) All crossings in North Dallas are proposed to be quiet zones. Establishing quiet zones will require cooperative action among the municipalities along the Project, FRA, the freight railroads and DART. The City of Dallas is a key participant in the process as they must initiate the request to establish the zones through application to the FRA. Types of gates will be determined during design of the intersection;



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e.) Consistent with DART Policy the impacts over 3dB will be required to be mitigated. The mitigation at this location include a 15' mitigation wall, crossing bell mitigation, and quiet zone;

f.) FEIS Section 4.15 "Vibration" says FTA one-third octave band impact threshold is 72 VdB for residential buildings. DART Board of Directors determined that a more conservative approach should be employed end added locations where TDA will be installed;

g.) Directional electronic crossing warning bells will be used.

(ID# 205; Received August 1, 2019; Answered October 24, 2019)

Q: In the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, page 3, you state, "It is the goal of the PIP to build consensus by involving the public in every step of the planning process. This initial PIP may be changed by the lead agencies as additional participating agencies are identified or the complexity of issues becomes clearer. Therefore, this PIP is a living document and can be modified throughout the progression of the EIS process." What are your metrics to determine that you have built consensus?

A: As indicated in Section 1.5 of the FEIS/ROD, the Public Involvement Plan (PIP) was developed and has been implemented as part of the EIS process. A Record of Decision (ROD) issued by Federal Transit Administration (FTA) signifies the end of this phase of the project. In the ROD issued on November 11, 2018, the FTA found that adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest in the Preferred Alternative. FTA has reviewed the public and agency comments on the FEIS and found that the preservation and enhancement of the environment and the interest of the community in which the Preferred Alternative is located were considered.

(ID# 206; Received August 1, 2019; Answered October 24, 2019)

Q: "In the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, page 3, you state, "It is the goal of the PIP to build consensus by involving the public in every step of the planning process. This initial PIP may be changed by the lead agencies as additional participating agencies are identified or the complexity of issues becomes clearer. Therefore, this PIP is a living document and can be modified throughout the progression of the EIS process." What are your plans to modify the location of the Cotton Belt line to achieve your goal since there isn't consensus to support it as presented?



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A: Although there is localized opposition to the project, there is general support including resolutions from all seven cities through which the Cotton Belt will operate. As documented throughout the FEIS and its appendices, rail service on the Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor. With the issuance of the ROD, the FTA has determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Cotton Belt Corridor Regional Rail Project.

(ID# 207; Received August 1, 2019; Answered October 24, 2019)

Q: Please provide a complete copy of the Design Hazard Analysis. Please provide both as DART requires two versions of the Hazard Analysis.

A: A Preliminary Hazard Analysis (PHA) and Threat Vulnerability Analysis (TVA) will be developed for the overall project at the 60% design level. It contains secure and sensitive information and is not for public distribution.

(ID# 208; Received August 1, 2019; Answered October 24, 2019)

Q: At most public meetings, input was approximately 75% against the DART Cotton Belt route and 25% for it. What actionable items has DART taken because of neighbors' input to reroute the line away from the most dense residential area Dart has ever considered running a train?

A: There is support for the Cotton Belt Project including resolutions from all seven cities through which the Cotton Belt will operate. DART will continue public involvement through implementation of the project. To address community concerns, DART is implementing measures above and beyond standard mitigation measures. These measures include:

- Raising mitigation walls from 12-foot to 15-foot
- Lowering vibration mitigation threshold (see Section 4.15.2 of the FEIS)
- Approved a corridor residential betterments program that allows for additional walls
- DART set a maximum speed of 45mph through the most densely residential areas of the corridor.

(ID# 209; Received August 1, 2019; Answered October 24, 2019)

Q: You stated train speed was maximum 45 mph being Rocky Top yet average speed was stated at public meeting as 35 mph. What are your calculations to arrive at the 35 mph average speed?

A: Train speeds in the area of Rocky Top Circle will not exceed 45 mph. The DART Cotton Belt Operations Simulation Methodology & Results report indicates an approximate travel time of six minutes between Knoll Trail Station and Coit Road Station at a distance of approximately 3-1/2 miles. The resultant average speed is 35 mph.



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(ID# 210; Received August 1, 2019; Answered October 24, 2019)

Q: On page 5 of Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017 you state: Developing and maintaining relationships with community leaders, stakeholders and technical group members to provide an environmentally aware and multi-modal approach to transportation needs. Develop a comprehensive list of stakeholders to obtain input on local issues, impacts and potential improvement strategies

Note: Page 8 you do list:

PUBLIC STAKEHOLDERS

- Residents and businesses within the project area
- Homeowners Associations (HOA)
- Business Associations
- Community Groups
- Public Officials
- Neighborhood Associations
- Schools/Universities
- Developers
- Property Owners

Why weren't Highlands of McKamy IV & V Homeowners Association leaders (who are elected by homeowners) contacted for input as stakeholders? Highlands of McKamy IV & V Homeowners Association had to rely on secondhand information to learn of local meetings in 2019. The 2015, 2016, 2017, and 2018 HOA presidents of the Highlands of McKamy IV & V HOA were never contacted by DART.

A: During the Planning phase in 2017, DART worked with the following representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group;

- Cookie Peadon (President)
- Allison Box (Member-At-Large)

During this phase, DART also worked with Highlands of McKamy 1-3 HOA officers and residents as well.

(ID# 211; Received August 1, 2019; Answered October 24, 2019)

Q: Why did you restrict the number of voters on betterments in the Highlands of McKamy IV & V HOA to 11 out of 247 homeowners who are impacted by the Cotton Belt line? You state you want input from key stakeholders and a community which is directly impacted at its southern entrance is a key stakeholder.



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A: Per the DART Betterments Policy for Residential Areas, the residential betterment funds are considered for residential adjacent property owners, as defined by existing land use (at the time of the FEIS), whose properties border the DART ROW.

(ID# 212; Received August 1, 2019; Answered October 24, 2019)

Q: On page 9 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017 you say: 2.5 Potential Project Concerns

DART is committed to working with key stakeholders, agencies and the public to identify potential areas of concern. Many issues can be identified in advance, based on community and stakeholder input.

You mention safety.

In Chapter 2 Alternatives Considered Page 2-31 of COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) you state: Shallow Trench Profile - The shallow trench profile option was developed as an alternative to the deep trench profile option because the shallow trench would not require the use of pumping stations. This option combined a maximum trench depth with walls and berms to maintain a top of wall height of 15 feet over the rail with the use of culverts instead of bridges at the creek crossings of McKamy Branch, Osage Branch Crossing #1 and Osage Branch Crossing #2. The roadways of Davenport Road (two locations), Campbell Road, Hillcrest Road, McCallum Boulevard and Meandering Way would be elevated over the rail alignment. This alternative profile met the spirit of the City of Dallas resolution without the creek impacts of the deep trench option; however, the construction of roadway grade separations over the trench would require the purchase of additional right-of-way including publicly owned parcels.

You also state: DART policy requires that the potential impacts of any proposed project be assessed, and if adverse effects are found, that these impacts be avoided or minimized and mitigated.

The residents of The Highlands of McKamy IV & V and Willow Greene Condominiums have expressed alarm at the July 25, 2019 presentation over the latest proposal to have Cotton Belt tracks both crossing a walking trail (unsafe) and so close to homes (very dense residential area.) Why haven't you rerouted the line or mitigated with the proposed train elevation?

A: As documented throughout the FEIS/ROD, potential impacts of the project have been assessed. All adverse effects are being minimized and/or mitigated. Safety and Security is addressed in Section 4.8 "Public Safety and Security."

All public at-grade crossings along the project will be protected by standard safety features that may include flashing lights, bells, and gate arms alerting vehicles, bicyclists, and pedestrians of approaching trains.



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(ID# 213; Received August 1, 2019; Answered October 24, 2019)

Q: On page 11 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, you state: 2.8.4 Area Focus Groups

As a part of the development and implementation of the PIP, Area Focus Groups (AFG) will be established to provide input and assist with resolving issues and developing support for the project. These area focus groups, which consist of residents and community leaders, would review the recommendations relative to the environmental analysis and preliminary design of the project. The role of the AFG is to provide input, exchange ideas, identify and assist with resolving issues and concerns and disseminate information to their respective neighborhoods or groups.

Who are the members of the Area Focus Group for Group 4? How were these Area Focus Groups created and selected? Are there any members of the Highlands of McKamy IV & V HOA as members since our neighborhood borders a pink area (most noise) of the Cotton Belt?

A: The members of Area Focus Group for Group 4 are residential adjacent property owners, as defined by existing land use (at the time of the FEIS), whose properties border the DART ROW from Hillcrest Road to Coit Road. The Area Focus Groups were created by using major roads as “boundary lines”.

(ID# 214; Received August 1, 2019; Answered October 24, 2019)

Q: On page 14 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, you state: 2.10 Public Involvement Strategies

Different strategies would be developed and employed in an effort to achieve a high level of public and stakeholder involvement along the corridor. These techniques would not only communicate information about the project but would also focus on garnering public support.

How have you identified and quantified public support? How have you addressed public disapproval of the Cotton Belt as presented on the maps of your public hearings?

A: Chapter 8 of the FEIS/ROD summarizes public participation and agency consultation and coordination during development of the environmental studies and documentation. All comments received during the official comment period of the project along with responses are provide in Appendix J of FEIS/ROD. With the issuance of the ROD, the FTA has determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Cotton Belt Corridor Regional Rail Project.



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(ID# 215; Received August 1, 2019; Answered October 24, 2019)

Q: On page 16 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, you state: 2.10.11 Public Comment Database

Public comments received during the scoping period and the initial public meetings have been compiled by the project team for DART. New comments can be received via web submission, e-mail, mail, comment card or orally during public meetings/hearings. A stakeholder comment database would also be regularly updated and managed by the project team. The project team would communicate updates with stakeholders as the project progresses. The public comments database would be included with the weekly public comment report.

How does a citizen have access to this public comment database?

A: The public comments received during the comment period and the initial public meetings are in Appendix J of the FEIS. Comments and questions received during the design and construction phase are being posted to the project website: www.dart.org/cottonbelt and updated as responses are issued. Please be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 216; Received August 1, 2019; Answered October 24, 2019)

Q: On page 17 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017, you state: 2.11 Evaluation and Monitoring

Evaluation and monitoring activities would be conducted at key points during the Cotton Belt Corridor Regional Rail Project. This evaluation and monitoring process will assist in maintaining project support as the planning process nears completion. These activities will serve the following purposes:

- **To measure the awareness of and satisfaction with the Cotton Belt Project activities**
- **To ensure that comments received during the Cotton Belt Project are being addressed and incorporated into the decision-making process**
- **To be sure that eventual recommendations have a realistic expectation of being adopted by the DART Board**

What are your current measures of satisfaction with Dart Cotton Belt and how is it measured? How are you incorporating comments received into your measurement?

A: As indicated in Section 1.5 of the FEIS/ROD, the Public Involvement Plan (PIP) was used to guide the project through the EIS phase of the project. Agency and public input helped define the project that is being advanced through final design. On August 28, 2018, following a public hearing, the DART Board of Directors approved a Service Plan Amendment for the Cotton Belt Corridor. This action allowed DART to finalize the FEIS and FTA to issue a Record of Decision (ROD). Section 2.2 of the FEIS/ROD identifies changes to the project resulting from Draft Environmental



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Impact Statement (DEIS) comments. Comments provided during the 45-day comment period did result in several changes to the project. The primary changes included the selection of an Equipment Maintenance Facility (EMF) location, the addition of three new grade separations, the modification of a grade separation design, and the elimination of two stations.

(ID# 217; Received August 1, 2019; Answered October 24, 2019)

Q: In your email response on July 31, 2019 you replied that Tire Derived Aggregate may be a requested betterment. Why wasn't it initially offered as a betterment before the July betterment selection deadline?

This is the question that was submitted with your answer:

Q: *Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?*

A: *Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.*

A: The description of betterments shared was based on typical elements used to initiate discussion and not all inclusive. Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks which is along Rocky Top Circle.

(ID# 218; Received August 1, 2019; Answered October 24, 2019)

Q: In COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) Chapter 3 Affected Environment, page 3-1 You state: The Cotton Belt corridor predates much of the surrounding development and freight operations that have been in existence for decades, such that the introduction of transit service as envisioned for the Preferred Alternative will be a similar and compatible transportation use. Previous train line use was approximately twice a week back in the early 90s. Your proposed service hours as stated in In COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) Chapter 2 Alternatives Considered Page 2-23 are:



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2.4.1 Service Levels

Service will be offered seven days per week, with more frequent service during weekday morning and evening peak periods.

- During initial operations, weekday span of service will generally be from 6:00 am to 9:00 pm. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of revenue service from the EMF.
- Trains will operate in both directions every 30 minutes during the peak travel periods of 6:00 am - 9:00 am and 3:00 pm - 7:00 pm.
- Trains will operate in both directions every 60 minutes during the non-peak travel periods of 9:00 am - 3:00 pm and after 7:00 pm.
- Initial operations will include approximately 60 trains per day.
- Service on Saturday, Sunday, and major holidays will be from 8:00 am to 8:00 pm operating in both directions every 60 minutes throughout the day.

What logic and metrics did you use to define these service hours as “similar and compatible” to previous train use?

A: The cited passage on page 3-1 in Section 3.2 discusses Land Use. Regardless of frequency of service, implementing passenger service in a railroad corridor is a similar and compatible transportation use. Service levels on the Cotton Belt Corridor have varied over the last century, but it is a traditional railroad corridor. Freight traffic on the Cotton Belt varies significantly throughout the corridor. Section 5.3.1 describes the existing freight operations in various segments of the corridor. The limited service through north Dallas since 1991 provided DART the opportunity to abandon this segment to freight on or about 2010. Although freight has been abandoned in North Dallas, DART has retained passenger operating rights. The current operating plan was developed to meet the projected travel demand for passenger service.



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(ID# 219; Received August 1, 2019; Answered October 24, 2019)

Q: In COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) Chapter 2 Alternatives Considered Page 2-24 you state:

All passenger and freight trains operating along the corridor will be dispatched by a DART operations contractor on DART's behalf.

Yet the Dallas City Council resolution requires:

• 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 rail line between Waterview Parkway and the Dallas North Tollway, and

Why have you permitted freight to operate on the Cotton Belt line and when will you sign the documents prohibiting freight?

A: The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. Additionally, DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010.

(ID# 220; Received August 2, 2019; Answered November 2, 2019)

Q: It was also my understanding that a Sound Wall and Betterments Wall were exactly the same composition - very confusing, please confirm.

A: There is not a difference in the materials or construction of the 15-ft tall betterment and the 15-ft tall sound wall.

(ID# 221; Received August 2, 2019; Answered November 2, 2019)

Q: I am more interested in a 15 Foot Sound Wall on both sides of the tracks. PLEASE confirm both sides will have a 15-foot Sound Wall.

A: Along your residential adjacent property line, the section of 15-foot sound wall is 1800 linear feet (LF). Directly across the tracks 1600 LF will be 15-foot sound wall. The remaining LF will be 15-foot betterment wall as the majority of residential adjacent property owners requested. There is not a difference in the materials or construction of the 15-foot tall betterment and the 15-foot tall sound wall.



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(ID# 222; Received August 2, 2019; Answered November 2, 2019)

Q: Hike and Bike Trail: Not interested in having more strangers walking, riding, and littering behind our houses. It's already a tight squeeze from the alley to the tracks - all we need is to worry about running over someone while backing out of the garage. Would DART Police be responsible for unwanted behavior in the Hike and Bike Trail on DART's property.

A: DART Police may patrol the hike and bike trail area along the Silver Line corridor. Although the agreements have not been defined, it is anticipated that the cities will be responsible for safety and security of the trail sections located in their city.

(ID# 223; Received August 2, 2019; Answered November 2, 2019)

Q: Freight Traffic: Reconfirm absolutely no freight traffic.

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

(ID# 224; Received August 2, 2019; Answered November 2, 2019)

Q: Flags: ATT flags, High Pressure Pipeline flags, Sprint flags, etc... are constantly being mowed down, I am assuming DART knows exactly where everything is underground.

A: The contractor is aware of all known existing utilities, even if the flag marker has been removed or destroyed.

(ID# 225; Received August 2, 2019; Answered September 24, 2019)

Q: This is to request DART be required to build walls, not fences, in front of our schools. My main concern is in front of Fairhill School. I've recently learned that DART is not currently required to erect walls when trains pass a school. Having a chain link fence, which children can climb, is a tragedy waiting to happen. If there is anything the City Council is able to do, please vote to make our schools safer. Thank you.

A: As part of the design, DART is investigating opportunities to consider enhanced fencing or a wall along the property line. DART will also coordinate with Fairhill School to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.



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(ID# 226; Received August 6, 2019; Answered September 13, 2019)

Q: Since when did you move the train starts time to 4:00 AM.

- No students are up at 3:00 so they can catch the train at 4:00 AM!
- Business persons will drive their own cars leaving at 5:00 for a 7:00 am flight.
- What is your rational for setting the time at 4:00 AM!!!

A: According to Section 2.4 "Operation Plan" in the Final Environmental Impact Statement (FEIS), during initial operations, weekday service will generally be from 6:00 am to 9:00 pm. The Operation Plan is a draft and will be refined during the final design and construction phase. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of the Equipment Maintenance Facility (EMF).

(ID# 227; Received August 8, 2019; Answered October 4, 2019)

Q: Council Member Mendelsohn, representing District 12, requested information related to the design and construction of the Cotton Belt Trail. She would like to know: The nature of the design contract (is it design-build, etc.), and scope

A: The final design and construction of the trail project is anticipated to be completed using DART's current Design-Build contractor for the Silver Line following a successful negotiation and execution of a change to the contract. The scope of work for the trail is the 10% design received from NCTCOG on 6/17/19.

(ID# 228; Received August 8, 2019; Answered October 4, 2019)

Q: To whom was the contract awarded?

A: The Cotton Belt trail project has not been awarded.

(ID# 229; Received August 8, 2019; Answered October 4, 2019)

Q: When was the contract awarded?

A: The contract for the Cotton Belt hike and bike trail has not been awarded.

(ID# 230; Received August 8, 2019; Answered October 4, 2019)

Q: Who approved the contract?

A: The Cotton Belt trail contract has not been approved.



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(ID# 231; Received August 8, 2019; Answered October 4, 2019)

Q: Are there contracts/agreements with the City of Dallas? If so, is any funding being exchanged?

A: There are no contracts/agreements currently between the City of Dallas and DART for the Cotton Belt trail.

(ID# 232; Received August 8, 2019; Answered October 4, 2019)

Q: Can she receive copies of these agreements?

A: Yes, the draft agreement will be provided to City of Dallas for review and comments prior to finalizing.

(ID# 233; Received August 8, 2019; Answered October 4, 2019)

Q: Timeline for design and construction

A: The goal is to have the design and construction of the hike and bike trail completed before the revenue service date of the Silver Line scheduled for December 2022.

(ID# 234; Received August 11, 2019; Answered September 13, 2019)

Q: Line of sight - what will this impact in the FEIS?

A: Line of sight will not impact what is in the Final Environmental Impact Statement (FEIS).

(ID# 235; Received August 11, 2019; Answered September 13, 2019)

Q: Betterment videos – Why will you not post them?

A: DART will be posting the betterment and quarterly meeting videos on the dart.org/cottonbelt website.



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(ID# 236; Received August 12, 2019; Answered November 20, 2019)

Q: I live at XXXX Rocky Top Circle in Dallas, which sits East of the North Dallas police station. In reviewing the DART maps and train plans, the angle of the intersection of the DART rail line and McCallum road leaves a gap where my home is not protected by the 15-foot mitigation wall that is set to be adjacent to the Rocky Top neighborhood. Not having a sound wall is problematic enough, but I'm especially concerned if there is grade separation where the train will be partially elevated to run over Hillcrest. With added track elevation, particularly for trains heading from West to East, I'm afraid the train noise could come uninhibited straight into my house. As my home is exposed to the train under the current plans, I'm asking for your assistance with reviewing our situation and providing any input on possible mitigation or betterment solutions that could give added noise buffering. I am emailing you directly as I don't feel the DART neighborhood meetings are the best avenue to discuss this issue. Those meetings seem to evolve into arguing and bickering among the attendees, which I don't believe is productive. I am happy to discuss over the phone or in person if you prefer. I can be reached at XXXXXXXXXXXX@XXX.com or XXX-XXX-XXXX. Any help here would be much appreciated!

A: As discussed in the Betterments Meeting on August 28, 2019, the sound wall will be placed as close to McCallum Boulevard as possible. Although it is anticipated that design at a typical crossing will set the limits of the wall approximately 20-ft from back of sidewalk, the final design of McCallum Boulevard is not complete. DART will show design progress at future design and construction update meetings. A DART representative will contact you to schedule a phone call or a site visit.

As discussed in section 4.14 of the Final Environmental Impact Statement (FEIS) and detailed Noise and Vibration Technical Report in Appendix B, the noise analysis for the project adheres to the Federal Transit Administration (FTA) guidance and DART policy for identifying and mitigating noise impacts. All residential neighborhoods that are within the FTA screening distance of 1,200 feet from the Cotton Belt Corridor have been assessed for noise impact in accordance with FTA methodology. Noise impacts are being mitigated through the implementation of quiet zones, crossing bell mitigation, and noise walls. Noise impacts requiring mitigation at XXXX Rocky Top Circle are being mitigated with quiet zones and crossing bell mitigation.

(ID# 237; Received August 12, 2019; Answered September 24, 2019)

Q: Page 1 - Requesting your estimated measurements for placement of tracks, walls and pedestrian trail. 'See attachment'

A: See "Attachment Page 1" for the estimated measurements on the sketches you provided. Please note: There will be space for the trail to move away from the fence line. The new track moves slightly to the east. The new centerline of track is at the edge of the existing tie.



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(ID# 238; Received August 12, 2019; Answered September 24, 2019)

Q: Page 2 - Requesting current “West/East” placement of pedestrian trail both, north of Campbell and south of Davenport, of our townhome location. ‘See attachment’

A: See “Attachment Page 2” for the current placement of the hike and bike trail, north of Campbell Road and south of Davenport Road on the sketched you provided.

(ID# 239; Received August 12, 2019; Answered September 19, 2019)

Q: (Obtain track charts of) whole length of the Silver Line from one end to another, if possible, yard too.

A: DART can provide final as-built drawings which show the track alignment for the Silver Line as a PDF file. Track charts will be available after the rail is installed.

(ID# 240; Received August 12, 2019; Answered November 8, 2019)

Q: Dear Mr. Slagel:

Why is Dart intent on destroying our neighborhoods when there are other options? Dart should be held to Dart City Council Resolution. There are at least two options that would have satisfied Addison, Richardson and Plano had they been addressed in a timely fashion which Dart did not do. Unfortunately, now both would involve either a delay or additional cost. Our neighborhoods should not be destroyed just because Dart cannot get its act together and is now trying to force through a BAD plan to placate the long-suffering Addison, Richardson and Plano.

I am a homeowner in Highlands of McKamy IV who will be directly impacted by the Dart plan to put the Silver Line on the Cotton Belt. I have lived in this house since 1981. Putting the Silver Line through my neighborhood when there is a viable option, so far unexplored, that would not affect ANY neighborhood by running it up the Tollway and connecting with the George Bush is the vision of either a madman or someone who will directly or indirectly benefit from it. If this plan delays the opening of the Silver Line, surely that is preferable to destroying so many neighborhoods. I might point out that if Dart adhered to the resolution of the City Council, there might have been less opposition, but Dart has been consistently less than forthcoming about its plans. The message this is sending to companies thinking of relocating to Dallas is clearly one of beware of what can happen to your employees.

At the very least, if the Cotton Belt must be used, the line should run so that the neighborhood is not severely impacted: either above or below grade. Using the current plan is so bad on so many levels: It will cross Meandering Way, McCallum Blvd. and Hillcrest (that’s THREE crossings) within a half mile and will cut our neighborhoods off from police and fire protection and schools. It will affect all pedestrians, bikers, and motorists with four crossings per hour. Many of these are children going to school. It will drastically lower our property values and affect the tax revenues derived from these neighborhoods.



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A: Please visit www.dart.org/cottonbelt to review the Final Environmental Impact Statement/Record of Decision (FEIS /ROD). Many of the issues you raise are discussed in this document. Alternatives considered but eliminated from further consideration are discussed in Section 2.5.

Hillcrest Road will be grade-separated from the rail. Public safety and security are addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues.

Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian areas and Section 4.3 discusses Schools. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other pedestrian activity centers. Pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing.

(ID# 241; Received August 13, 2019; Answered October 25, 2019)

Q: I am writing today to express my deep concern with the current plans for the DART Cotton Belt diesel commuter train planned to run through my Far North Dallas neighborhood. I am a resident of the Highlands of McKamy on Rocky Top Circle which is the closest adjacent street north of the Cotton Belt line west of Meandering Way. I am very concerned about the safety associated with the DART Cotton Belt plan for the following reasons.

- In case of medical emergency, the closest way out of our neighborhood is to travel south on Meandering Way. We are now faced with the risk of being stopped by a train and delayed at least 4 times per hour. At ages 70 and 65 respectively for my husband and myself, this is a very real concern.

- Just east of Meandering Way is a walking trail used by many residents of Highlands of McKamy and other adjacent developments and many UT-Dallas residents of adjacent apartments. The DART Cotton Belt line, running at a speed of up to 45 MPH, is planned to cross the walking path at grade. I am very concerned about possibility of injury/death for walkers on the trail.

- Directly west of our house at the corner of McCallum and Hillcrest is the North Central Dallas Police Station. Their ability to quickly respond to police calls will be impeded by both of the at grade crossings planned on both McCallum and Meandering Way, I urge and request that the DART Board and executive management reject the current DART Cotton Belt plan and consider safer and more reasonable alternatives.

My alternative recommendations are as follows:



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- Construct the DART path through the crossings at Meandering Way, McCallum and Hillcrest as a shallow trench so that it will not run at grade through the residential neighborhoods, including the areas referenced above, or
- Revise the DART path from DFW Airport to Plano to reroute at Addison Circle up the Dallas North Tollway and connect along George Bush Turnpike east to rejoin the Cotton Belt line.

It is not too late to stop this unsafe intrusion into City of Dallas neighborhoods. DART has yet to respond to many questions and you are still in the design phase. The time to act on changes impacting the safety of our citizens is now. I greatly appreciate your attention to this matter that will significantly impact the safety of your citizens.

A: Thank you for your comments. Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. During final design, DART will evaluate the design approach to incorporate the trail with safe crossing at Meandering Way. During the early phases of planning the Cotton Belt Corridor, DART developed and evaluated both a shallow trench alternative and an alignment generally consistent with the Dallas North Tollway and the George Bush Turnpike alternative. Both options were eliminated from further development in consultation with the DART Board and key stakeholders. In the first case, the shallow trench was shown to have significant environmental impacts to adjacent water resources/floodplains and an increased number of public and private property acquisitions to accommodate three large pump stations in the corridor. In the second case, DART evaluated an alignment that followed a combination of the Kansas City Southern and Burlington Northern Santa Fe Railroad (KCS/BNSF) tracks. This option explored the use of the existing railroad corridors rather than using the combination of the Tollway and Turnpike rights-of-way. The railroad corridors were eliminated for several reasons including the anticipated increase in freight movement that was expected in those corridors. The alignment did not serve the travel market that was being addressed by the Cotton Belt, it added significant travel time for each cross-corridor trip, DART did not own or dispatch the corridors thereby making scheduled service more difficult, and the significant additional cost for acquiring right-of-way if track access was not permitted by the railroads. DART has revisited a combination of the Tollway and KCS tracks and an alignment that follows the Tollway and the Turnpike. Although these options were not explored in depth, both alternatives were found to have longer travel times, be higher in cost, and require acquisition of significant rights-of-way in each corridor for DART use. As documented throughout the FEIS and its appendices, rail service on the existing Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor.



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(ID# 242; Received August 13, 2019; Answered September 19, 2019)

Q: Councilwoman Mendelsohn, Thanks for your presentation to the Highlands of McKamy HOA yesterday. Our members indicated their formidable opposition to DART’s current plan for the Cotton Belt (Silver line) to run 60 plus trains daily through our dense residential neighborhood on surface streets. Our 247 HOA members’ concerns are:

- Police and fire response delays caused by the multiple surface trains in our neighborhood**
- Safety of numerous walkers both on the trail and on the sidewalk**
- Noise from 45 mph train**
- Dart disregard of neighbors input**

We support rerouting the Cotton Belt along the tollway north to a George Bush connection or a shallow trench option from Coit to Preston Road. We are exploring all of our legal options as well.

Please note that Dart misrepresents its actions and we no longer find it a trustworthy organization. We are ccing the Mayor, Dallas City Council and the Dart Board so you can address our concerns now.

**Highlands of McKamy 2019 Board
Maura Schreier-Fleming, President, Judi St
Jeff Jones, Treasurer, Halprin
Dan Faltermeier, Secretary, Rocky Top Circle
Jeff Rance, Board Member, Blue Mesa
Catherine Paulson, Board Member, Rocky Top**

A: DART’s response to the HOA concern, “Police and fire response delays caused by the multiple surface trains in our neighborhood”: Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 35 to 50 seconds which is the typical crossing gate down-time. DART has established a Fire/Life Safety Committee to provides a forum for regular communication and action plans with police, fire, and other emergency response teams. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues, and agency or public responsibilities. Discussion topics include alternate routes, response times and potential mitigations. DART’s response to the HOA concern, “Safety of numerous walkers both on the trail and on the sidewalk”: All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the Project. To address pedestrian activity, all public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. DART will coordinate with local jurisdictions to determine needs for enhanced pedestrian crossing features such as additional signage, tactile strips, safety lights or pedestrian crossing gates to address localized concerns for school children activity. Final design will include special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control informal pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. DART will secure the right-of-way with a 6-ft chain link fence. Improvements



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to the fence may be considered under the betterments program. In some cases, the sound wall or the betterment wall may fulfill this requirement. The final location will be determined during the final design process. Information regarding noise analysis, noise impact, and noise mitigation may be found in Section 4.14 of the FEIS. It is anticipated that the 45 mph speed limit in North Dallas will further reduce Noise. DART will be conducting additional noise analysis based on updated vehicle information. DART's response to the HOA concern, "Dart disregard of neighbors input": DART has not disregarded neighbors input. DART's public involvement activities included numerous public meetings, comment periods, and website-based information sharing beginning with the public scoping meeting conducted on July 29, 2010. On August 28, 2018, the DART Board of Directors approved the Project with several changes in response to public and agency comments on the DRAFT EIS, including elimination of two stations and addition of three grade separations. In response to concerns raised at the community meetings conducted in June and July 2019, DART has communicated that the maximum speed of the vehicle will be 45 MPH in the most heavily residential portions of the corridor which includes North Dallas between the Dallas North Tollway and Waterview.

(ID# 243; Received August 13, 2019; Answered September 24, 2019)

Q: Mr. Mayor and Members of the Dallas City Council:

I write to bring to your attention problems and concerns with the proposed Cotton Belt DART project in North Dallas. Under the original Natinsky Plan, much of the Cotton Belt that my community has problems with would have been built in a trench below road level. This was envisioned in a Dallas City Council resolution that the DART Board is ignoring. However the problems and issues remain:(1) safety - the train intersections at Hillcrest, McCallum and Meandering way are about a mile apart and will definitely reduce response time for police (at the corner of Hillcrest and McCallum) and firefights (t the corner of Hillcrest and Frankford); (2) safety - creating a risk for numerous members of the community who walk in the area; (3) safety - posing a risk for users of the bike, walking, jogging trail that runs along Meandering Way; (4) traffic delays - from the estimated 60+ trains a day that will traverse the three intersections; (5) noise and vibrations - again from the 60+ trains a day that will replace a sleepy freight line; and (6) reduction in property values in adjacent areas and in the adjoining neighborhoods in general. My home backs up to the Cotton Belt and I have lived here for more than 30 years, the cavalier approach being taken by DART to these concerns is appalling. Frankly it borders on taxation without representation - since the Dallas appointed members of the Board have repeatedly disregarded the wishes of the Dallas City Council, our elected representatives. DART will not evaluate any proposal except for its predetermined solution. For example, DART has disregarded the City Council requirement to trench through the heavily populated because of the cost and the waterways involved. While I cannot speak for the entire route through North Dallas, certainly there are no creeks or streams between Hillcrest and Meandering Way that would prevent trenching in this heavily used section. Has DART evaluated this option. NO. They rejected the required trenching in totality instead of investigating what areas could be trenched to solve the above identified problems. I certainly hope that DART is not prioritizing costs over safety. That would be criminal. If the Cotton Belt is worth building then it should be



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built right --- especially since it is costing all of us more than \$1 billion. The time to get it right is now, not after it is built or after there is a safety incident. It should be pointed out that DART has no experience in building or operating a line through a densely populated residential area. The citizens of North Dallas should not be guinea pigs for DART's learning exercise. There are alternatives that have fallen on DART's deaf ears; such as partial selected trenching or the alternative to route along the DNT to the existing freight railroad line south of Plano Parkway (which would avoid residential interference but accomplish the same end result. While I am for progress and public transport, DART is not listening (their meetings are monologues of what they are going to do, usually without answers to neighborhood questions) and are bulldozing forward with their selected plans. This is not how the citizens of Dallas should be treated and not something the Dallas City Council should tolerate through inaction. I would sincerely appreciate if you would look further into this disgraceful action on the part of DART.

A: Please visit www.dart.org/cottonbelt to review the Final Environmental Impact Statement/Record of Decision (FEIS /ROD). Many of the issues you raise are discussed in this document. As demonstrated in the FEIS/ROD, there are very few environmental impacts associated with the Cotton Belt Project. In the ROD, the Federal Transit Administration (FTA) found that, with the execution of the mitigation measures summarized in the FEIS/ROD, all reasonable steps will be taken to minimize the adverse environmental effects of the Project, and where adverse environmental effects remain, no feasible and prudent alternative to such effect exists. Specific areas of the FEIS/ROD that address your concerns are:

- Consideration of trench options are discussed in Section 2.5.4.
- Safety mitigation is discussed in Section 4.8.2
- Traffic is discussed in Section 5.2 (Please note that the intersection of Hillcrest Road and the Cotton Belt will be grade separated.)
- School safety mitigation is discussed in Section 4.3.2

The following addresses some of the other points raised in your letter:

- A trench that would be below Hillcrest Road would need to begin well before Hillcrest Road and would directly impact Osage Branch.
- Hillcrest Road is not an at-grade crossing; this change was made prior to release of the FEIS/ROD at the request of City of Dallas.
- For trail at Meandering Way, DART will evaluate design approach that incorporates the trail into a safe crossing.
- DART has constructed rail lines through many densely populated residential areas. This includes large portions of the Red and Green Lines.
- There is no credible evidence to suggest that property values are lowered by the implementation of transit in an existing rail corridor.



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(ID# 244; Received August 13, 2019; Answered October 29, 2019)

Q: Dear DART Board- My family has lived in the Highlands of McKamy neighborhood for 27 years. This is a neighborhood of 247 homes. We live at XXXX Halprin Ct. My husband and I have deep concerns regarding the Dart Cotton Belt rail coming through our neighborhood, and ask that you take these into consideration:

1. Heightened Safety concerns with so many children, families, parents with baby carriages, walkers, bikers, elderly going across the trail in our neighborhood that goes directly across at Meandering Way and McCallum. This is an active residential neighborhood, and should not have to endure 60-90 trains coming through the neighborhood every 15 mins at a speed of 45 miles per hour. Children also walk to school in the area, to the 2 schools at Hillcrest and Frankford.

2. Emergency Response Times: We have concerns with response time of our Police and Fire stations that are at the corners of Hillcrest/McCallum and Hillcrest/Frankford respectively. With the amount of trains you propose coming through our neighborhoods and the resultant impact on these roads, it is very concerning.

3. Traffic- The rail line crosses over 4 major roads within a 1 mile radius of our neighborhood. The proposed solutions of a graded decline in the roads and the train to run above are terrifying to think of the traffic, getting in and out of our neighborhood. The proposed line through our neighborhood puts more pressure and traffic on Coit and Frankford, two roads that have increasing traffic due to growth of new housing and retail in this area. DARTs disregard for homeowner inputs.

4. Home values in our area will decline due to the safety, noise and traffic increase. This decline in home valuation will, in turn, erode the tax base for this area.

Proposed Solution:

Reroute the Cotton belt Line: We support Cara Mendelsohn's proposal to reroute the Cotton Belt Line. Have the line stop at Addison and go up the Tollway to Frankford. Build a station at that corner that would be a more appropriate location for people that would use the line and not impact residential neighborhoods.

A: DART responses:

1) It is anticipated that approximately 56 Silver Line trains will transvers the Cotton Belt daily. All street and trail crossings will meet ADA accessibility standards. All public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. During final design, DART will coordinate with local jurisdictions to determine needs for enhanced pedestrian crossing features such as additional signage, tactile strips, safety lights or pedestrian crossing gates to address localized concerns for school children activity and special events. DART will also coordinate with local schools



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and interested parties to provide outreach events through the Transit Education Program to educate children, residents, businesses, and others about the project and best safety practices.

2) Hillcrest Road is grade separated, will run under the tracks, and train operation will not cause traffic delays. All at-grade crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase. Final design of the project will be in accordance with National Fire Protection Association NFPA-130 (Standard for Fixed Guideway Transit and Passenger Railway Systems), as well as the applicable fire and building codes of local jurisdictions.

3) As detailed in Section 5.2 of the Final Environmental Impact Statement (FEIS) and DART's Street At-Grade Crossing Traffic Analysis Report in Appendix B, a study of the roadway crossings was conducted. This study analyzed future traffic conditions at major roadway crossings, determined traffic impacts due to the Project and established whether any of these at-grade rail crossings might warrant traffic mitigation. Hillcrest Road and Coit Road will be grade separated. This traffic study was approved by City of Dallas.

(ID# 245; Received August 15, 2019; Answered October 24, 2019)

Q: I don't want a 40 ft wall in the entrance of my neighborhood University Place. I spent 400K on my home and don't want my value lowered by a train! The sound wall also should be carried through the neighborhood behind where the future school will be!

A: Past history with other DART rail lines does not indicate property values are lowered by the implementation of rail transit on existing rail corridors. As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at this location. DART is in discussions with Plano ISD to consider enhanced fencing or a wall along the property line.

(ID# 246; Received August 15, 2019; Answered October 24, 2019)

Q: What is the max wind speed of the 40-ish ft wall at Coit and University Place?

A: Wall designs have been using the The American Railway Engineering and Maintenance-of-Way Association (AREMA) stipulated 45 pounds per square feet (psf) wind loading that is associated with a 100 miles per hour (mph) wind speed.

(ID# 247; Received August 15, 2019; Answered October 24, 2019)

Q: We would like DART's help for two traffic lights existing University Place (Alocasia & Sugar Cane Way)



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A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com.

(ID# 248; Received August 15, 2019; Answered October 24, 2019)

Q: Please build the missing sound wall in University Place that would run in the center of the neighborhood.

A: No noise impact was identified in the area of the future school. DART is in discussions with Plano ISD to consider enhanced fencing or a wall along the property line.

(ID# 249; Received August 15, 2019; Answered November 8, 2019)

Q: - "Training" the principals & kids about trains is absolutely insufficient. Move the speed to school speed throughout the area. 20 MPH max.

- ABSOLUTELY comply with the Dallas City Council Resolution!

Questions for you to answer to me:

- At how many feet West of Coit does the rail start above grade?

- At how many feet West of Coit does the rail line have a sound wall alongside it? As it goes across Coit,

does it have a sound wall alongside it?

A: The speed in North Dallas between N. Dallas Tollway and Waterview Parkway may be up to 45 mph. DART is working with area principals to consider safety provisions along the track Right of Way (ROW) and at crossings. Your comment will be addressed in a separate response. At this time the design configuration shows the rail starts to rise above grade approximately 1,400 feet west of Coit Road. However, the final configuration of the design is not yet complete. The Final Environmental Impact Statement (FEIS) does not warrant a sound wall between Dickerson Street and Coit Road. A betterment wall starts at approximately 1,350 feet to the west and continues to the west on the south side of the tracks. On the north side of the tracks, the betterment wall starts at Coit Road and extends approximately 700 feet. There is no betterment wall over the bridge at Coit. However, DART is working with the project team to consider a barrier or screen on the bridge that will align with the top of the wall on each side of Coit Road.

(ID# 250; Received August 15, 2019; Answered November 15, 2019)

Q: What does "betterment" wall mean?



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A: As defined in DART Board Resolution 970217 “Betterments Policy for Residential Areas”, betterments are project elements in residential areas that are above and beyond the standard mitigation measures or design criteria identified through the planning, preliminary engineering, and environmental process in keeping with community standards.

(ID# 251; Received August 15, 2019; Answered November 15, 2019)

Q: Are sound barrier walls on top of the retaining walls (40 ft total)?

A: The sound wall may be built on top of the retaining wall. The overall height will vary depending on location.

(ID# 252; Received August 15, 2019; Answered November 15, 2019)

Q: Fare officials are not on current trains - why on all of these?

A: Fare enforcement officers are currently deployed on the DART light rail vehicles. DART Police/Fare Enforcement Officers may be on the Silver Line trains.

(ID# 253; Received August 15, 2019; Answered November 15, 2019)

Q: All questions submitted/answered should be accessible online. Transparency!

A: The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communications on when the website is updated.

(ID# 254; Received August 15, 2019; Answered November 15, 2019)

Q: Is there any synching w/ train (at grade) crossings & traffic lights?

A: This will be determined on a case-by-case basis through the design process.

(ID# 255; Received August 15, 2019; Answered November 15, 2019)

Q: What is the difference between “passenger” and “passenger trip”?

A: This depends on the context. DART would need more specific information to respond.



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(ID# 256; Received August 15, 2019; Answered November 15, 2019)

Q: Per DART 28.9 M trips 2018. Is that 79,000+ people /day. This line will increase by 11,000

A: The 28.9 million in 2018 refers specifically to light rail ridership. This equates to 93,400 weekday ridership on light rail. The 11,160 will be regional rail riders. As discussed in Section 5.1.2 of the FEIS, the total regional transit system, including DART, Trinity Metro, and DCTA will see an additional 7,400 riders.

(ID# 257; Received August 15, 2019; Answered November 15, 2019)

Q: TRE will operate on this line also? When start?

A: TRE will not operate on the Cotton Belt Corridor.

(ID# 258; Received August 15, 2019; Answered November 20, 2019)

Q: The gentleman's answering questions were a disgrace. Answer- I don't know is not an answer. This is a sham for people that live in this area. Safety for the children that walk ride in his area are going to be very hazardous to them.

A: Thank you for your comments and concerns. Safety for all pedestrians and cyclists, including children, is important to DART. All public at-grade crossings along the project will be protected by standard safety features that will include flashing lights, bells, and gate arms, which alert vehicles, bicyclists, and pedestrians of approaching trains. DART is committed to making sure school age children are educated on safety and awareness throughout our network and along the corridor.

(ID# 259; Received August 15, 2019; Answered November 20, 2019)

Q: We are homeowners. Our home is our largest investment. Our homes will be unsaleable and lose value. You are destroying our neighborhood. The safety of kids walking to & from school and any time the train runs is my main concern. How are you protecting these kids? Do you have to have an accident before you figure it out?

A: Section 4.8 of the Final Environmental Impact Statement (FEIS) discusses pedestrian safety and Section 4.3 discusses schools. As discussed in Section 4.8.2 of the FEIS, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed. Corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity. As part of the design, DART is considering enhanced fencing or a wall along the property line in proximity to schools and is communicating with all schools listed on Figure 3-11 of the FEIS. DART will also coordinate with individual schools to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.



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(ID# 260; Received August 15, 2019; Answered October 24, 2019)

Q: We need a traffic light at Sugar Cane and Coit exit urgently. It will only get worse with...

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 261; Received August 15, 2019; Answered October 21, 2019)

Q: I will like trees to be planted

A: Your request for Residential Adjacency Betterments at XXXX Snapdragon Way along the sound wall has been documented. Trees will be placed at the standard spacing of 120' apart, if consensus is reached for closer spacing, trees will be planted 20-35 feet apart on center.

(ID# 262; Received August 15, 2019; Answered October 21, 2019)

Q: Has the proposed positioning of the rail, walls, & trail shifted in the last several months for the rail section between Hillcrest & Davenport? If so, how & when? How are these elements shifted in relation to the alleyway & park in our neighborhood?

A: In the past recent months, there have been no changes in alignment between Hillcrest & Davenport. At this time there are no proposed changes to rail alignment between Hillcrest and Davenport. However, the design of grading, drainage and track alignment is advancing from the 10% design level to final design which may result in changes. In-progress information and changes, if any, will be shared at future Quarterly Design and Construction Update meetings.

(ID# 263; Received August 15, 2019; Answered November 20, 2019)

Q: It is apparent Dart will do what it wants

A: Thank you for your comment and attending the North Dallas Community Meeting.

(ID# 264; Received August 15, 2019; Answered September 19, 2019)

Q: Please post all the answers to the 207 questions so they are available to the public.

A: The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communication on when the website is updated.



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(ID# 265; Received August 15, 2019; Answered November 21, 2019)

**Q: - There is no need for this POSTCARD project- the demand for use of airport is going down - either by new green deal (plans to eliminate air travel) or shaming (as it reduced air travel by 30% in Scandinavia)
- If the city cant maintain exist street... this project is too much ...**

A: Thank you for your comment and attending the North Dallas Community Meeting.

(ID# 266; Received August 15, 2019; Answered September 26, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 267; Received August 15, 2019; Answered September 26, 2019)

Q: We need a traffic light on Coit at University Place, either entrance is ok.

A: DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration.

(ID# 268; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or g Hassan.khankarli@dallascityhall.com.

(ID# 269; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or g Hassan.khankarli@dallascityhall.com.



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(ID# 270; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 271; Received August 15, 2019; Answered October 22, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 272; Received August 15, 2019; Answered October 23, 2019)

Q: We need a traffic light on Coit at University Place (either entrance)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 273; Received August 15, 2019; Answered October 23, 2019)

Q: We need a traffic light on Coit at University Place (either entrance is fine)

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).



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(ID# 274; Received August 15, 2019; Answered November 18, 2019)

Q: Please put a traffic light on Coit/Sugar Cane Ln (University Place)! Needed for when you start bridge construction.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or ghasan.khankarli@dallascityhall.com.

(ID# 275; Received August 15, 2019; Answered November 18, 2019)

Q: Please put ?/answers (Q&A) from tonight on website,

A: The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 276; Received August 15, 2019; Answered November 18, 2019)

Q: Is it too late to do an underground design?

A: Yes, an underground alignment was considered as part of the environmental clearance. The construction of a tunnel was considered on an approximately 3-mile area in the North Dallas portion of the Silver Line. This alternative was too expensive and would likely double the price of the project. Based on information reviewed by DART, this alternative would be environmentally impactful to the community and expensive as compared to the fact that existing corridor is present and has been in the original service plan.

(ID# 277; Received August 15, 2019; Answered November 18, 2019)

Q: In University Place please put up the wall in the middle by the potential school.

A: As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at this location. DART is in discussions with Plano ISD to consider enhanced fencing or a wall along the property line.

(ID# 278; Received August 15, 2019; Answered October 22, 2019)

Q: With all the construction that will take place on Coit over a long period of time, a traffic light should be put up at Coit and Sugar Cane to allow residents to use/enter/exit the main road.



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A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(ID# 279; Received August 15, 2019; Answered October 22, 2019)

Q: We urgently need a light at Coit Rd and Sugar Cane. This is one of the two entrances of University Place.

Wall enhancement: Green Hedge Barrier.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com). Your request for Residential Adjacency betterments at XXXX Snapdragon Way has been documented.

(ID# 280; Received August 15, 2019; Answered October 24, 2019)

Q: Please put traffic light at Sugar Cane Way & Coit to help traffic. Also would like another traffic light at Alocasia and Coit or backed-up traffic.

Put a sound wall to protect open field in University Place neighborhood as there are houses next to open field and will hear the train.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

The noise analysis, noise impacts and noise mitigations are documented in section 4.14 of the Final Environmental Impact Statement (FEIS). This area at open field does not require a sound wall. As part of the design, DART is exploring opportunities to consider enhanced fencing along the property line.

(ID# 281; Received August 15, 2019; Answered October 22, 2019)

Q: I live in the University Place subdivision, which opens to Coit Road. Due to the amount of traffic on Coit Road, I think a stop light needs to be installed at Coit Road and Sugar Cane Way.



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A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 282; Received August 15, 2019; Answered October 22, 2019)

Q: I feel that a traffic light is needed to improve safety when making a left turn to go south on Coit from Sugar Cane Way from the University Place Subdivision. I am very concerned about the increased traffic tie up that will be caused when construction on the rail narrows traffic to one lane in each direction at the Coit Rd. crossing it is already extremely difficult and dangerous to turn left at this intersection. To go left at present it is sometimes necessary to turn right, then make a U-turn in order to go south on Coit. This will become increasingly difficult as construction progresses. There is a great need for a traffic light to help drivers safely turn left.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 283; Received August 15, 2019; Answered October 22, 2019)

Q: This might be irrelevant, but I want to have your help with adding a signal light at the intersection of Coit Rd. and Sugar Cane Way. It's only couple of hundreds feet away from the rail.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:ghasan.khankarli@dallascityhall.com).

(ID# 284; Received August 15, 2019; Answered November 15, 2019)

Q: Why isn't the 15 foot wall continuous?



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A: The Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. The height of the sound wall will be approximately 15 feet from top of rail. All other residential adjacent properties not identified for a sound wall may be eligible for a 15-foot wall under the betterments programs defined by the DART Board. For the bridge crossings in North Dallas, DART is working with the project team to consider a barrier or screen on the bridge to align with the top of the walls.

(ID# 285; Received August 15, 2019; Answered November 15, 2019)

Q: Why isn't it at grade or below grade at Coit & Hillcrest?

A: Section 5.2.3 of the Final Environmental Impact Statement (FEIS) describes the Cotton Belt configuration at intersections with Coit and with Hillcrest. During final design, the project team is considering alternatives that would minimize street reconstruction and residual impact to property access. This final design activity is in-progress and additional information will be shared at the Community Design and Construction Update meetings as design progresses.

(ID# 286; Received August 15, 2019; Answered November 15, 2019)

Q: As a former principal talking to the principal is not a sufficient plan to keep children safe. Why can't you build secure barriers?

A: As discussed in Section 4.8.2 of the FEIS, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed. Corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity. As part of the design, DART is considering enhanced fencing or a wall along the property line in proximity to schools and is communicating with all schools listed on Figure 3-11 of the FEIS. DART will also coordinate with individual schools to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.

(ID# 287; Received August 15, 2019; Answered October 24, 2019)

Q: Very important to make sure that our sidewalks along Hillcrest are protected!! This is an area that gets much pedestrian traffic every day, especially Fri-Sun. Also, I have a great concern about the tracks turning into a freight run. I do not see many people from our area using this system. This does not seem to be sustainable.



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A: The proposed sidewalks along Hillcrest are being evaluated to consider a physical barrier between pedestrian traffic and vehicular traffic. The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. Additionally, DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010.

(ID# 288; Received August 16, 2019; Answered October 29, 2019)

Q: I live in North Dallas near the Silver line tracks, and I plan to ride it. You really need to not allow non-DART diesel trains on the line between Waterview & Addison. This should be irrevocable & permanent.

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

(ID# 289; Received August 16, 2019; Answered November 15, 2019)

Q: We were not able to attend the meeting this week as we were out of town. However, we would like to register our concerns regarding the Dart crossing over Hillcrest. Hillcrest is heavily travelled with cars; walkers; runners; and children in strollers. It would be very dangerous for Hillcrest to be tunneled under the Dart tracks. Ask yourself, would YOU be comfortable on the sidewalks in the tunnel? For that matter, would you like Dart in your backyard ?!?! This whole project has been opposed by the entire community but Dart never listened to us. Nevertheless, please reconsider tunneling Hillcrest under the Dart tracks.

A: At this time design configurations indicate the Hillcrest grade-separation may be constructed in an excavated "open-cut" manner that may cover Hillcrest Road and the sidewalks only at the bridge section. Please see the August 15, 2019 presentation slides on the www.dart.org/cottonbelt website for exhibits and renderings at Hillcrest Road. However, the final configuration of the intersection is not yet complete and the design is in progress. Additionally, the proposed sidewalks along Hillcrest are being evaluated to consider a physical barrier between pedestrian traffic and vehicular traffic.



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(ID# 290; Received August 16, 2019; Answered November 15, 2019)

Q: Hi. I've searched through the online material, but can't find an answer to this question. Will there be a staggered start of service based on the completion of stations (west to east or east to west) or will we have to wait for all the work to be complete before any service starts? For example it would be great if the service from Shiloh to UTD began as soon as possible. If there are plans for a staggered start of service, it would be great if you could publish those estimated dates.

A: The current plan is to open the entire Silver Line for service at once.

(ID# 291; Received August 16, 2019; Answered December 19, 2019)

Q: The DART plans for the Cotton Belt originally had the design for the rail below grade (within a tunnel or a trench). That design has changes please specify the reasoning. Did DART look at an option to only place the train below grade within the residential neighborhoods only after these "issues" were discovered?

A: DART has previously studied below grade options through north Dallas but there has never been an approved below grade option plan. On August 28, 2018, DART, with input from the City of Dallas passed a Service Plan Amendment (SPA) for the Cotton Belt alignment, stations and track profile. This SPA identified an at-grade alignment with grade separation at Hillcrest Road and Coit Road. Section 2.5 of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) discusses the profile options that were eliminated from consideration. DART has concluded that the additional environmental concerns associated with the trench profile option include potential impacts to adjacent water resources/floodplains and increased property acquisitions including residential property and publicly owned recreational property. The added Project cost and impacts, with only minimal benefits, did not justify the shallow trench. Additional information on the profile options can be found in the Alternatives and Environmental Considerations Report (2014) which is linked at the bottom of the www.dart.org/cottonbelt page. A technical Memorandum (Pump Station Study for Deep Trench) found in Appendix B of this report further identifies impacts to the community.



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(ID# 292; Received August 17, 2019; Answered November 20, 2019)

Q: All,

I attended the DART Community meeting last night for North Dallas which was supposed to be a platform that allowed the community to get real answers for the questions that we have been asking over the last year. However, the meeting turning out to be the same deflection, “I cannot comment” or “we do not have the answers at this time” that we have been hearing for since this project started. This process has been nothing but frustrating and all DART seems to want to do is backtrack on their promises to the community and reduce their costs at the expense of the citizens.

I want to state that I am not against this project in its original proposed design. This rail line was proposed to the community that it would be below grade which would have limited impact on the residential community. Since the approval of this rail line that plan has changed. When asked at the meeting why this plan changed, we were given no clear answer, all that was given was a fumbling statement regarding “some flood issues”. When a citizen asked for clarification of the location of these “flood issue” we were given another fumbling response with no answer. Following that question the community asked “once these “flood issues” were discovered did DART look at only placing the line below grade in the residential zones that seem to have no flood concerns”, the answer was a simple “No”. Then it was asked if the abandonment was due to cost and the response was “no comment”. I do not feel that DART should be allowed to save money through value engineering at the expense of the citizens of Dallas. An above grade rail WILL decrease property values, a below grade will have minimal impact. The citizens of Dallas are not only footing the bill for the subsidies to ride the rail (which by the way are ridiculous since this will cost more that \$30 per ride for the tax payer. When a government wants to spend over 1 billion in tax dollars there should be a vote by the public) but they are staring down dramatic property devaluation as well. Additionally, the new design has rail going up in the air by over 40’ in some areas which is a dramatic change from below grade.

The citizens of Dallas should not have to bear the burden of the financial miscalculations of this new rail line. DART needs to find the additional fund to deliver what they promised, NOT the citizens.

If this rail was place below grade in the residential zone of Dallas this project would be met with dramatically less resistance.

A: DART has previously studied below grade options through north Dallas but there has never been an approved below grade option plan. On August 18, 2018, the DART Board of Directors, with input from the City of Dallas passed a Service Plan Amendment (SPA) for the Cotton Belt alignment, stations and track profile. This SPA identified an at-grade alignment with grade separation at Hillcrest Road and Coit Road. Section 2.5 of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) discusses the profile options that were eliminated from consideration. DART has concluded that the additional environmental concerns associated with the trench profile option include potential impacts to adjacent water resources/floodplains and increased property acquisitions including residential property and publicly owned recreational property. The added Project cost and impacts, with only minimal



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benefits, did not justify the shallow trench. Additional information on the profile options can be found in the Alternatives and Environmental Considerations Report (2014) which is linked at the bottom of the www.dart.org/cottonbelt page. A technical Memorandum (Pump Station Study for Deep Trench) found in Appendix B of this report further identifies impacts to the community. Past history with other DART rail lines does not indicate property values are lowered by the implementation of rail transit on existing rail corridors. Ridership forecast is 2.054 million annually. The subsidy per boarding is \$6.67 (\$17.2 million operating costs less \$3.5 million passenger revenue divided by 2.054 million trips). There are no areas in North Dallas between Dallas North Tollway and Waterview Dr. where the new design has top of rail elevation at 40 feet above the existing ground line.

(ID# 293; Received August 17, 2019; Answered November 21, 2019)

Q: Mayor, Council Members and Dart Board Members,
DART rejected the deep trench design as originally promised because of their statement in the FEIS that they didn't want to assume liability for pump station failures. I asked about pumping at other DART locations. DART presenters answered that they didn't know if the Mockingbird Station line had pumps. Let me provide the answer.

Per:

<https://www.dallasnews.com/business/real-estate/2018/07/25/see-darts-forgotten-subway-station-north-central-expressway-looks-like>

Some 80 feet below busy North Central Expressway, it's dark, and hot and dirty in the hole that was dug to be Dallas Area Rapid Transit's commuter rail station for the Knox-Henderson neighborhood. Every day thousands of commuters rocket through these tunnels in trains going 60-plus miles per hour. But, except for the DART workers who spend their days maintaining the underground system, few folks have the opportunity to see what lies below the busy freeway. Water drips into the passage, creating pencil-thin stalactites that dangle from the ceiling and patches of moss on the walkway. "There are a lot of underground streams that seep through the walls," Molina said. "There are sump pumps to get it out." If DART is able to provide sump pumps on the Mockingbird line why can't DART do the same for the Cotton Belt line? Dart Cotton Belt is a boondoggle paid for by Dallas taxpayers. It is DART's responsibility to find additional funds to deliver what they promised and not compromise the safety of so many neighbors who walk and ride bicycles in our neighborhood. You would find far less opposition to this project if the Cotton Belt were placed below grade in the densely residential area between Coit and Preston Road. You are making design changes as the project is only in the early stages. You can choose to make the change. I want the Dallas City Council to pass a NEW resolution showing DART is non-compliant with the City of Dallas Cotton Belt Resolution. I want the Dallas City Council to pass a NEW resolution to enforce DART to become compliant with each & all of the items in the City of Dallas Cotton Belt Resolution.



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A: On August 18, 2018, the DART Board of Directors, with input from the City of Dallas passed a Service Plan Amendment (SPA) for the Cotton Belt alignment, stations and profile. This SPA identified an at-grade alignment with grade separation at Hillcrest Road and Coit Road. Section 2.5 of the Final Environmental Impact Statement with Record of Decision (FEIS/ROD) discusses the profile options that were eliminated from consideration. DART has concluded that the additional environmental concerns associated with the trench profile option include potential impacts to adjacent water resources/ floodplains and increased property acquisitions including residential property and publicly owned recreational property. The added Project cost and impacts, with only minimal benefits, did not justify the shallow trench. Additional discussion of the environmental impacts of deep trench profile can be found in the Alternatives and Environmental Considerations Report (2014) which is linked at the bottom of the www.dart.org/cottonbelt page. A technical Memorandum (Pump Station Study for Deep Trench) found in Appendix B of this report further identifies impacts to the community.

There is significant difference in the size and function of the sump pumps located beneath the North Central Light Rail Transit (LRT) tunnel (Mockingbird Line) and the instream pump stations that would be required to pump water past a trench at each of the three streams along the Cotton Belt.

- Description of the sump pumps located beneath the North Central LRT tunnel (Mockingbird Line): There are two sump pumps used to remove water that has accumulated in a water-collecting basin below the tunnel. The footprint of the sump is approximately 6-foot by 3-foot for the for two pumps. A 6-inch diameter pipe is required to discharge the accumulated water. Pump failure would result in minor amount of flooding in the basin.

- Description of instream pump stations that would be required to pump water past a trench at each of the three streams along the Cotton Belt: Preliminary analysis showed that 38 pumps, occupying several acres of land including residential land, could be required to channel the three streams under the trench. 38 pipes up to 144 inches in diameter could also be required. Pump failure could cause flooding, property damage, impact to the community and possible loss of life.

(ID# 294; Received August 17, 2019; Answered November 20, 2019)

Q: I have attended your community meetings, including the most recent on August 15.

I, along with everyone in our neighborhood, am concerned about the safety of all our many children, elderly residents, wheel chair pushers, parents with baby carriages, and families that walk along Meandering Way and the bike path. I am also concerned about reduced response time to reach homes in Highlands of McKamy 4 & 5 from the police station and fire station. So I am pleased to see the plans to run the trains above street level at Preston, Hillcrest, and Coit. But, please also elevate the crossing at Meandering Way and McCallum. Additionally, I request the Dart strengthen its promise not to implement freight service on the Cotton Belt line by executing a legally binding document to that effect.



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A: Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian activity areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent the Meandering Way street crossing. Traffic analysis of Meandering Way and McCallum Boulevard did not warrant additional traffic mitigation at these locations. Regarding reduced response time, all crossing events are anticipated to be 30 to 50 seconds. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase of the Preferred Alternative through the Fire/Life Safety Committee. This committee was established in 1992 and provides a forum for regular communication and action plans with emergency service providers. Furthermore, final design of the project will be done in accordance with National Fire Protection Association NFPA-130 (Standard for Fixed Guideway Transit and Passenger Railway Systems), as well as the applicable fire and building codes of local jurisdictions. DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

(ID# 295; Received August 17, 2019; Answered November 20, 2019)

Q: I have attended so many of your community meetings that I have lost count. I am pleased to see the plans to run the trains above street level at Preston, Hillcrest and Coit. Thank you. BUT I am, as is everyone in our neighborhood, deeply concerned about the safety of all our many children, parents with baby carriages, elderly residents, wheel chair pushers and families that walk along Meandering and the bike path. I am equally concerned about diminished response time to reach homes in Highlands of McKamy 4 & 5 from our police station and fire station. PLEASE alter your plans to run trains above street level at Meandering Way and McCallum. Also, I ask that DART sign a legally binding agreement not to implement freight train service along the Cotton Belt line.



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A: Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian activity areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent the Meandering Way street crossing. Traffic analysis of Meandering Way and McCallum Boulevard did not warrant additional traffic mitigation at these locations. Regarding reduced response time, all crossing events are anticipated to be 30 to 50 seconds. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase of the Preferred Alternative through the Fire/Life Safety Committee. This committee was established in 1992 and provides a forum for regular communication and action plans with emergency service providers. Furthermore, final design of the project will be done in accordance with National Fire Protection Association NFPA-130 (Standard for Fixed Guideway Transit and Passenger Railway Systems), as well as the applicable fire and building codes of local jurisdictions. DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

(ID# 296; Received August 17, 2019; Answered November 15, 2019)

- Q: 1. Comply with City of Dallas Cotton Belt Resolution**
2. Post questions, comments, etc and answers on website
3. Legally binding agreement that freight service will never be on CB line
4. Review grade separation plans & options for Coit & Hillcrest
5. Provide operating hours, ridership figures & fares

A: 1. DART is currently working with the City of Dallas to address the Cotton Belt Resolution.

2. The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communications on when the website is updated.

3. The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

4. The designs and reviews are in progress. Please see the August 15, 2019 presentation slides on the www.dart.org/cottonbelt website for current exhibits and renderings at Hillcrest Road and Coit Road.



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5. Please refer to the Final Environmental Impact Statement (FEIS), Section 5.1 “Transit Facilities and Services” for ridership figures. According to FEIS Section 2.4 “Operation Plan” during initial operations, weekday service will generally be from 6:00 am to 9:00 pm. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of the Equipment Maintenance Facility (EMF). The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.

(ID# 297; Received August 18, 2019; Answered November 20, 2019)

Q: I want the Dallas City Council to Enforce DART to become compliant with each & all of the items in the City of Dallas Cotton Belt Resolution.

A: Thank you for your comments and concerns. DART is currently working with the City of Dallas to address the Cotton Belt Resolution.

(ID# 298; Received August 18, 2019; Answered November 27, 2019)

Q: I want to start by saying that Dallas taxpayer dollars are funding this rail project in conjunction with other, smaller surrounding cities. Given the number of Dallas residents that are in opposition to this rail line that runs through a densely populated residential community setting, I would ask the Dallas City Council at minimum to enforce their resolution. Dallas City Council controls how much funding Dart receives from the city of Dallas, yet will receive little to no benefit from this rail that cuts through residential areas of Dallas. There will be no economic development in Dallas as a result of the Silver Line. This rail exists for the benefit of cities such as Addison, Plano, and Richardson, as stated by Dart board members at the Thursday meeting. Dallas; however, provides significant funds here. Does this make financial sense for Dallas? I was incredibly disappointed by Dart’s inability to answer most of the questions posed at last Thursday’s meeting at the Shelton School. For example, when asked about ridership projections for the Silver Line, the Dart board members in attendance had to look them up in 1000+ page binder. This is something I would expect them to know offhand, especially given the “importance” of this project. Yet another example of lack of knowledge: when asked where people could stow their luggage on the proposed train, the response was simply “we’ll find space for it.” Every train in Europe has luggage racks. It sounds like Dart hasn’t even thought that part through. . . is it because no one is going to ride the train? Yet another great question: what is the earliest projected start tie of the train? The board members were unsure. Further, not a single Dart board member in attendance at the Thursday meeting lives in North Dallas. Dart, next time you want to hold a community meeting to provide us with answers, please send a board member that is involved in this project, can answer the questions, and perhaps lives in this part of the city. That being said, I did appreciate the Dart contractor’s willingness to discuss the scope of the project and dig into the details when asked. He was the only individual who was able to provide any clarity. While Dart’s efforts to involve the community may be sincere, not answering questions, not responding to emails, and not showing up to



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community meetings communicates a message that Dart is elusive. The neighborhoods' inputs have not been considered as part of this project at all. Betterments do not matter. We do not care about what type of trees are going to line the track, nor do we care about sculptures at the stations that are nowhere near our homes. We want safety for our residents and our children, which includes a better plan than an at-grade railway with 60-90 trains per day. If you think that providing a chain link fence by the three schools along this rail plus some education is going to keep young children away from the railroad tracks, you are sorely mistaken. No matter how good the education or training, have you spent much time around young children or toddlers? They absolutely love trains, so adding one going 45 MPH through a residential area that has a heavily trafficked walking trail is asking for trouble. Lastly, I'll state the obvious. Projected ridership numbers appear extremely low, and projections are typically higher than reality. We have already seen the lack of success of the TRE between Fort Worth and Dallas. This Silver Line has stations that do not have overnight parking, and even if they did, train stations are notorious for crime. So, what I'm understanding is that to even use the train safely, I'll need to take an Uber or Lyft to the station, then sit on the train for 45-90 minutes, and then take another train when I arrive at Terminal B. At the risk of sounding arrogant, most people that live along the Silver Line can afford the \$35 Uber or Lyft ride to the airport that takes about 30 minutes and arrives at the appropriate terminal. Further, with rideshare becoming more and more popular, usage of public transportation will continue to decline, as Dart has seen in recent years. Again, this project does not appear to make financial sense. All that being said, if Dart and Dallas feel strongly about constructing the Silver Line, I completely agree with Jerod's statement: If this rail was placed below grade in the residential zone of Dallas this project would be met with dramatically less resistance.

A: The federal financing for the project is in the form of a \$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below. *graphic*

Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS). The table above is the revised funding table for the project.

For responses to questions regarding ridership figures, refer to the FEIS Section 5.1 "Transit Facilities and Services". DART uses the NCTCOG regional travel demand model for ridership forecasting. It is used by all regional agencies for projects. The travel demand model is a system of complex computer programs.

For responses to questions about operation times, refer to Section 2.4 of the FEIS. According to Section 2.4 "Operation Plan" during initial operations, weekday service may generally be from 6:00 am to 9:00 pm. The service hours for some stations may be as early as 5:15 am. The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.

The trains will have overhead luggage racks and there will be additional luggage racks in the train cabs.



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Additionally, the wider area of the train may accommodate larger bags.

Section 4.8 of the FEIS discusses pedestrian safety and mitigation for high pedestrian activity areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity. As part of the design, DART is considering enhanced fencing or a wall along the property line in proximity to schools and is communicating with all schools listed on Figure 3-11 of the FEIS. DART will also coordinate with individual schools to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.

Overnight parking at DART stations with parking is allowed.

(ID# 299; Received August 18, 2019; Answered November 20, 2019)

Q: Dear Dart Board Members,

I am opposed to the any Dart Cotton Belt Rail plan that operates at surface level between Preston and Coit Roads in Dallas Texas. Street level rail traffic poses a threat to safety and property values and will cause a steep decline in quality of life in the neighborhoods adjacent to any street level rail line in this area. This dense residential area has an exceptionally high level of foot traffic, far exceeding most Dallas neighborhoods. Meandering Way is a major thoroughfare with a high traffic load of through traffic at the rail crossing location.

I support rerouting the Cotton Belt along the tollway north to a George Bush connection or a shallow trench option from Coit to Preston Road.

A: Thank you for your comments. As detailed in Section 5.2 of the Final Environmental Impact Study (FEIS) and DART's Street At-Grade Crossing Traffic Analysis Report in Appendix B, an extensive study of the roadway crossings was conducted. This study analyzed future traffic conditions at major roadway crossings, determined traffic impacts due to the Project and established whether any of these at-grade rail crossings might warrant traffic mitigation. In North Dallas, the only roadways requiring mitigation are Hillcrest Road and Coit Road, they will be grade separated.

DART is working to consider safety provisions along track Right of Way (ROW) and at crossings. Section 4.8 of the FEIS discusses pedestrian safety and mitigation for high pedestrian areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent the Meandering Way street crossing. Traffic analysis of Meandering



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Way did not warrant additional traffic mitigation at this location.

During the early phases of planning the Cotton Belt Corridor, DART developed and evaluated both a shallow trench alternative and an alignment generally consistent with the Dallas North Tollway and the George Bush Turnpike alternative. Both options were eliminated from further development in consultation with the DART Board and key stakeholders.

In the first case, the shallow trench was shown to have significant environmental impacts to adjacent water resources/floodplains and an increased number of public and private property acquisitions to accommodate three large pump stations in the corridor.

In the second case, DART evaluated an alignment that followed a combination of the Kansas City Southern and Burlington Northern Santa Fe Railroad (KCS/BNSF) tracks. This option explored the use of the existing railroad corridors rather than using the combination of the Tollway and Turnpike rights-of-way. The railroad corridors were eliminated for several reasons including the anticipated increase in freight movement that was expected in those corridors. The alignment did not serve the travel market that was being addressed by the Cotton Belt, it added significant travel time for each cross-corridor trip, DART did not own or dispatch the corridors thereby making scheduled service more difficult, and the significant additional cost for acquiring right-of-way if track access was not permitted by the railroads.

DART has revisited a combination of the Tollway and KCS tracks and an alignment that follows the Tollway and the Turnpike. Although these options were not explored in depth, both alternatives were found to have longer travel times, be higher in cost, and require acquisition of significant rights-of-way in each corridor for DART use. As documented throughout the FEIS and its appendices, rail service on the existing Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor.

(ID# 300; Received August 19, 2019; Answered September 24, 2019)

Q: At the Carrollton community meeting, a Ms. XXX XXXXXXX at XXXX Cecil Drive, Carrollton, Tx (XXXXXXXXXX@gmail.com) approached John Rhone about DART acquiring her property, in whole or part. Please research her address and determine if this is still the case.

A: The property at XXXX Cecil Drive is not required for the Silver Line.

(ID# 301; Received August 19, 2019; Answered November 27, 2019)

Q: Letter of Action for Dallas City Council –

Enforce Dart to Become Compliant with City of Dallas Cotton Belt Resolution

Date: August 16, 2019

To: Dallas Mayor Eric Johnson & Dallas City Council: Chad West, Adam Medrano, Casey Thomas II, Carolyn

King Arnold, Jaime Resendez, Omar Narvaez, Adam Bazaldua, Tennell Atkins, Paula Blackmon, Adam



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McGough, Lee Kleinman, Cara Mendelsohn, Jennifer S. Gates, David Blewett

The proposed Cotton Belt “Silver Line” diesel hybrid rail project will materially impact Far North Dallas. These are just a few concerns needing action: Safety – For all residents including children that walk to & from school & play in the neighborhood. 2 schools will receive chain link fences at their properties per DART. Safety – How many children will DART have to kill to stop the Cotton Belt? Since June 6, 2019 – 3 people have been struck and killed by a DART train, 1 officer struck by a DART train this week. 1 person struck & killed by DCTA train. Dense Residential Neighborhoods: The proposed route runs through a neighborhood full of children which is a major safety issue. Preston Road to Waterview Parkway - 9 railroad crossings in 3 miles. Train Speeds present material safety issue – DART keeps changing speeds while FEIS shows up to 70 MPH, DART has moving targets – average 35 MPH then average 43 MPH (should be 56 MPH+) then max 45 MPH. Decreased tax revenue: Home Values will be negatively impacted. Quality of Life will decrease from safety concerns and noise. DART (Dallas Area Rapid Transit) is Non-Compliant with multiple items of the City of Dallas Cotton Belt Resolution: Full non-compliance list on back of this page, Page 2, including but not limited to: Non-compliance with “at grade or below grade” at Coit Road & (now Hillcrest) Non-compliance with “Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line” I want Dallas City Council to pass a NEW resolution to Enforce DART to become compliant with each & all of the items in City of Dallas Cotton Belt Resolution. Action item from Mayor and Each Council Member – Please respond. Please provide to me a response by Friday August, 23rd, of how the Dallas City Council will Enforce DART to become compliant with each & all items in the City of Dallas Cotton Belt Resolution. Name : XXXXXXXXXXXXXXXX Address: XXXX Blue Mesa Drive, Dallas, Texas 75252

Non-compliance Items We Put Together (Myself and other residents): -The DCC resolution requires infrastructure changes “at grade or below grade”, but the Cottonbelt plans include infrastructure changes that are above grade on COIT road (and now Hillcrest) -The DCC requires a “Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line”, but the DART plans for the Cottonbelt do not provide for a continuous/consistent wall meeting these standards. -The DCC requires “Enhanced landscaping to reduce visual impacts”, but the plans for the Cottonbelt project require that many residents choose between getting the wall required above and getting the enhanced landscaping(i.e. These residents cannot get both of the requirements, but that they can only have one or the other) -The DCC resolution requires that “Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,” and “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,”, but DART’s plans do not guarantee that these thresholds will be maintained. -The DCC resolution requires that “DART will employ all practical measures to obscure sound intrusions from the bells into the residences”, but the DART plans for the Cottonbelt do not apply all practical measures to minimize sound intrusions into the adjacent residents. The plans specifically exclude any implementation outside the boundaries of the current Right-of-Way. -The DCC resolution requires that “DART will enter into an Interlocal



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Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt rail line between Waterview Parkway and the Dallas North Tollway”, but no such interlocal agreement has been entered into. -The DCC resolution Section 3 requires “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.” -Per Dart email, DART is providing \$38 million for Cotton Belt Corridor Betterments which is significantly below the \$50 million even without the adjustment for inflation.

-The DCC resolution Section 4 requires “That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line”, but the plans for the Cottonbelt area in Far North Dallas does not provide a budget commensurate with the requirement to use the funds from the eliminated stations in Far North Dallas. -Per DART email, DART is providing \$15 million for Betterments in Far North Dallas which is significantly below the removal of the Coit and Preston Stations of \$30.1 million. I think the stations are more than \$15 million each.

A: Thank you for reaching out with your comments and concerns. Please know that DART is available for inquiries, you can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.

(ID# 302; Received August 19, 2019; Answered September 30, 2019)

Q: Please make sure that we get 15 Foot Wall as promised and some plants, trees... So not 12 but 15 foot sound wall and as much greenery as possible, please Thanx.

A: The area at XXXXX Energy Lane was determined to meet the requirements for sound mitigation and is scheduled for a 15’ sound wall. Your request for Residential Adjacency Betterments has been documented.

(ID# 303; Received August 20, 2019; Answered September 30, 2019)

Q: WHEN exactly is this project going to break ground, and when is the expected finish?

A: The project was awarded in January 2019. Pre-construction activities began in February 2019. Utility relocation is anticipated to start at end of 2019, followed by bridge and street crossing work beginning in January 2020. Construction will continue through 2022.

(ID# 304; Received August 20, 2019; Answered September 30, 2019)

Q: How long will it take to get from the east terminus to DFW airport?



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A: Table 5.3 in Section 5.1.2 of the Final Environmental Impact Statement (FEIS) indicates that the estimated travel time from the east terminus at Shiloh Road Station in Plano, Tx to DFW Airport is 58 minutes. As final design progresses, the operating plan will be refined and the anticipated travel time will be updated.

(ID# 305; Received August 20, 2019; Answered September 30, 2019)

Q: where will the east terminus be? My biggest concern, and also a lot of other DART riders are, there could possibly be TOO many stops! Every north Texas transit option is full of unnecessary stops, making the travel time ridiculously long. The new TEXRail has 3 or 4 absolutely pointless stops, which lead only to a parking lot in the middle of nowhere. All part of the reason why it is 4x slower than driving and that ridership is so low... please do not follow the TEXRail example.

A: The east terminus is at Shiloh Road Station in Plano, Texas. There will be 10 total stations along the Silver Line. The location of the stations was determined as part of the planning phase with input from the cities in which the project is located.

(ID# 306; Received August 20, 2019; Answered October 31, 2019)

Q: Good Morning Carlos!

I took the information from the meeting over to Oaks Riverchase and the manager is sending it into their corporate office to provide input. The current railroad track along our property line is elevated several feet off the ground. Would it be possible to set up a meeting here at The Club to discuss the new rail line and whether or not it will be raised or ground level? Before we know if we want a 12' or 15' wall I need a better idea of where the wall would start in relation to the new track line. Oaks would like to attend the meeting as well as we hope to do the same wall on both sides of Fairway Dr.

Clubs at Riverchase

A: An on-site meeting was held on August 28, 2019 to discuss the new rail line and it's proposed alignment. At the meeting property lines were clarified and the Betterments Program was explained. Options and renderings were presented at the Betterments Workshop 2. A second meeting was held on September 26, 2019 where DART presented wall types, possible wall location and answered questions. The apartments shared their preference on wall heights and the City of Coppell also provided feedback. Please let us know if you have additional questions.

(ID# 307; Received August 20, 2019; Answered October 22, 2019)

Q: With the Cotton Belt Dart Line coming soon, there will be a substantial increase in traffic & more traffic lights are necessary. Specifically a light a Coit Rd / Sugar Cane Way is necessary. With all of the new DART traffic getting in and out of our subdivision will be very cumbersome.



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A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(ID# 308; Received August 20, 2019; Answered October 22, 2019)

Q: With the potential increased traffic, I feel a light needs to be installed at the Sugar Cane Way and Coit intersection.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or [ghassan.khankarli@dallascityhall.com](mailto:g Hassan.khankarli@dallascityhall.com).

(ID# 309; Received August 20, 2019; Answered November 20, 2019)

Q: There were so many questions asked at the presentation in Carrollton. Mostly by people that have never used public transport. Maybe give attendees a free one day pass. It would reassure them that DART works. Side note, do more to offset pollution.

A: Thank you for your comment and attending our meeting.

(ID# 310; Received August 20, 2019; Answered October 29, 2019)

Q: In response to the DART Community Meeting last night (August 15), I submit that the following items be given priority and addressed before the next Community Meeting:

1. DART needs to provide a legally binding agreement with the City of Dallas, ensuring that DART can never reinstitute freight service on the Dallas Cotton Belt Corridor. It also needs to address the other items identified in the City of Dallas Resolution.

2. DART needs to post all submitted questions and answers in a FAQ section on its website.

3. DART should provide the proposed operating hours for the trains as well as provide ridership statistics and fares that will be charged.

A: 1. DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on steps required for an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.



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2. The questions and responses will be posted to the project website: www.dart.org/cottonbelt and updated as new responses are issued. Please be sure to sign up for alerts to receive communication on when the website is updated.

3. Please refer to the Final Environmental Impact Statement (FEIS), Section 5.1 “Transit Facilities and Services” for ridership figures. According to FEIS Section 2.4 “Operation Plan” during initial operations, weekday service will generally be from 6:00 am to 9:00 pm. The service hours for some stations could be as early as 5:15 am or as late as 10:15 pm as trains come in and out of the Equipment Maintenance Facility (EMF). The Operation Plan, including operating hours and fares, is a draft and will be refined during the final design and construction phase.

(ID# 311; Received August 20, 2019; Answered November 27, 2019)

Q: Since you state in the FEIS /ROD that you seek public input before final design, when does final design review start for public input?

A: The project is currently in the design phase. The environmental impact statement (EIS) process provided the mechanism for which DART received public input before final design. As detailed in the Section 8 of the FEIS/ROD, the project has included an extensive public involvement process which included a public hearing for a Service Plan Amendment held on March 27, 2018 and a series of public hearings for the Draft Environmental Impact Statement (DEIS) held in May 2018. The Final Environmental Impact Statement (FEIS) was published in November 2018 with the Federal Transit Administration (FTA) issuing a Record of Decision (ROD) ending the EIS process. Ongoing public involvement included the betterments meetings, the Station Art & Design meetings and the quarterly update meetings. As an approved project, there is no formal public review of the final design.

(ID# 312; Received August 20, 2019; Answered November 27, 2019)

Q: In the FEIS page 1 you state: The project sponsor, Dallas Area Rapid Transit (DART), intends to seek financial assistance from the US Department of Transportation (USDOT) Build America Bureau Railroad Rehabilitation and Improvement Financing (RRIF) program for the Project. If USDOT provides financial assistance for the final design and construction of the Project, FTA will require DART to design and build it as presented in the FEIS and ROD. Any proposed change to the Project must be evaluated in accordance with 23 CFR §771.130 and must be approved by FTA before DART can proceed. You continue to submit changed plans. When do you propose to resubmit the final plan for approval?

A: All project changes will be tracked through the Cotton Belt Mitigation Monitoring Program (MMP). The FTA will determine if project changes are significant enough to warrant additional evaluation. The FTA, FAA (Federal Aviation Administration) and BBA will participate in the ongoing review of the project.



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(ID# 313; Received August 20, 2019; Answered November 27, 2019)

Q: Since you seek public input before final design, how do key stakeholders, like HOA leaders, railroad adjacent homeowners, and other neighbors concerned about safety provide input on design recommendations to DART?

A: As detail in Section 8 of the FEIS, DART has received significant public input throughout the project. Safety and security mitigations are identified in Section 4.8.2 of the FEIS. Final design will coordinate with cities and schools. The final design will be presented at quarterly meetings.

(ID# 314; Received August 20, 2019; Answered November 27, 2019)

Q: During the development of the DART 2030 TSP, the Dallas City Council passed a resolution with their plan recommendations. In the resolution, the City recommended the Cotton Belt Project be below grade from at least 1,500 feet east of Meandering Way to 2,000 feet west of Preston Road in North Dallas. This recommendation would have eliminated the surface street safety issues. That choice was rejected by DART claiming pump liability issues. The Mockingbird station has sump pumps. How is it possible for the Mockingbird line to have sump pumps and not for the Cotton Belt line?

A: The pumps required for the trench option are significantly different than the Mockingbird station Pump. The trench pumps would require several acres of property including residential and parkland. A sump pump is intended to pump a small amount of water, and failure of the pump does not typically cause immediate injury or death. The pumps alluded to in this question, which would be required for the project to be below grade, could cause catastrophic destruction and possible loss of life in the event of failure. For that reason, this alternative was deemed unacceptable.

(ID# 315; Received August 20, 2019; Answered November 27, 2019)

Q: Why weren't pink zone rail adjacent neighbors contacted directly for their input and concerns since you state they are key stakeholders? One group specifically is the Rocky Top Circle neighbors. How can they provide design input now?

A: The pink zone refers to the graphic representation of where sound walls would approximately be located on Exhibits presented at Betterments Workshops. DART has received a great deal of public input throughout the project. DART's extensive public involvement process is in Section 8 of the FEIS. Adjacent property owners can participate in the residential betterments meetings. All interested parties may attend quarterly design and construction update meetings.

(ID# 316; Received August 20, 2019; Answered November 27, 2019)

Q: Why weren't the Homeowners Association leaders in the pink zone contacted since you state key stakeholders are homeowners associations?



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A: The pink zone refers to the graphic representation of where sound walls would approximately be located on Exhibits presented at Betterments Workshops. During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus. During the current design phase, including the betterments phase, DART also contacted Highlands of McKamy 1-3 HOA officers and residential adjacent property owners.

(ID# 317; Received August 20, 2019; Answered November 27, 2019)

Q: In 2016, DART moved the project schedule forward by more than 10 years as part of its FY2017 Twenty-Year Financial Plan by proposing a phased approach to implementation that would initially include a mostly single-track project and by taking advantage of a new federal loan program called RRIF. Under this program, DART plans to obtain a low-interest federal loan that is specific for regional rail and freight projects. When did the project change to a double track design and why?

A: The Cotton Belt Silver Line double-tracking has always been considered. The low interest on the project financing produced sufficient savings to pay for double-tracking.

(ID# 318; Received August 20, 2019; Answered November 27, 2019)

Q: On page 10 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017 you say:

2.7 Project Oversight

The DART Board of Directors will provide Local project oversight for the Cotton Belt project. Federal oversight will be through the agencies of the (DOT). Local governments will also be responsible for project approval that fall under their jurisdictions.

The city of Dallas passed a resolution in March 2018 which Dart has not complied with. What has the City of Dallas done to address this lack of compliance? What is the DART Board doing to address this lack of compliance?

A: DART is currently working with the City of Dallas to address the resolution.

(ID# 319; Received August 20, 2019; Answered November 27, 2019)

Q: The Dallas City council resolution passed March 28, 2018 requires you to sign an interlocal agreement prohibiting freight on the DART line in the city of Dallas. It's been well over a year. At your public meetings you continue to state that your attorneys are looking into this. Why haven't you signed the interlocal agreement prohibiting freight? Do your funding requirements prohibit freight?

A: DART and the City of Dallas are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018.



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(ID# 320; Received August 20, 2019; Answered November 27, 2019)

Q: Please provide the hourly sound measurements (decibels or dBA) you conducted for your sound survey for the FEIS preparation behind Rocky Top Circle, 75252. Please provide hourly measurements from 10pm until 10am. Please provide the 24-hour average decibel or dBA reading.

A: The following graphic is provided in response to your question. *graphic*

(ID# 321; Received August 20, 2019; Answered November 27, 2019)

Q: Rocky Top Circle, 75252 is a pink (noisiest) measured zone as presented by DART. Please provide the manner, date and names of residents of Rocky Top Circle who DART contacted for their input in the design of the Cotton Belt/Silver line.

A: The pink zone refers to the graphic representation of where sound walls would approximately be located on Exhibits presented at Betterments Workshops. All noise impacts are being mitigated through quiet zones, bell mitigation and/or sound walls. During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group. During this phase DART also worked with Highlands of McKamy 1-3 HOA officers and residents.

(ID# 322; Received August 20, 2019; Answered November 27, 2019)

Q: Dallas is at the bottom of all cities for average number of rides taken per year. Per: <https://www.dallasobserver.com/news/dallas-has-the-worst-regional-transit-agency-in-america-bar-none-9588268>

2017 article, New York is 195 average rides. Dallas is 11. DART's bus service is unreliable. There's no overnight parking for the airport per your website to warrant train travel. What data did you use to justify ridership in your FEIS/ROD document? The reality shows otherwise.

A: Ridership is discussed in Section 5.1 of the FEIS/ROD. DART uses the NCTCOG regional travel demand model for ridership forecasting. It is used by all regional agencies for projects. The travel demand model is a system of complex computer programs. Overnight parking at DART stations with parking is allowed.

(ID# 323; Received August 20, 2019; Answered November 27, 2019)

Q: Neighbors have told me that you have made special promises for betterments/adjustments with other organizations along the Cotton Belt line. What promises have you made and to whom or which organizations?

A: DART is working with all residential adjacent property owners to provide requested betterments within the betterments funding.



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(ID# 324; Received August 20, 2019; Answered November 27, 2019)

Q: Where are these promises documented on the DART website or other public information source?

A: DART is posting the betterment and quarterly meeting videos on the dart.org/cottonbelt website. Once consensus is achieved, the DART Board of Directors will be briefed, and the results will be posted on the project website.

(ID# 325; Received August 20, 2019; Answered November 27, 2019)

Q: How do you decide which groups to make special promises to and which ones not to about DART improvements/betterments?

A: DART is working with all residential adjacent property owners to provide requested betterments within the betterments funding.

(ID# 326; Received August 20, 2019; Answered November 27, 2019)

Q: Public information indicates since 2008, Ridership is down 8% on Dart while costs are up 50% or \$230 million. Bus ridership is down 30%. Debt at DART is up \$1.4 billion to \$3.6 billion. Why did you advance the project 10 years in 2016 as part of your FY2017 Twenty-Year Financial Plan instead of delay it since your performance is so poor?

A: Improvement to DART's financial circumstances enabled the project to be advanced 10 years.

(ID# 327; Received August 20, 2019; Answered November 27, 2019)

Q: You have made adjustments to the track at Hillcrest Road so as not to disturb street surface traffic. You based it on car traffic. The Preston Ridge Trail is a very active walking/cycling trail with hundreds of walkers. How did you consider active foot traffic when making street level rail adjustments?

A: The adjustments at Hillcrest Road resulted in significant improvements to the project including: reducing the extent of reconstruction of Hillcrest Road, elimination of reconstruction and pedestrian impacts of two other roads, elimination of impacts to several driveways, elimination of direct impact to Congregation Ohev Shalom, elimination of the need for an electric pump to handle stormwater runoff and reducing construction time. It will also involve a much shorter construction duration than the Hillcrest Road grade separation. However, the City of Dallas has notified DART that they are interested in the 10% level design concept. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and



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adequate lighting. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers.

The reconstruction of the Preston Ridge Trail crossing near Meandering Way will be coordinated with the City of Dallas to maintain pedestrian access.

(ID# 328; Received August 20, 2019; Answered November 27, 2019)

Q: If you didn't account for active foot traffic along the Cotton Belt specifically at Preston Ridge walking Trail, why not?

A: DART did account for foot traffic in the FEIS. Section 4.8 of the FEIS/ROD discusses pedestrian safety and sites specific mitigation for high pedestrian areas (See #17 Response). All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing. Traffic analysis of approximately 4438 daily automobiles traveling on Meandering Way did not warrant additional traffic mitigation at this location.

Each train crossing of Preston Ridge Trail will have a gate down time of approximately 30 to 50 seconds. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour. This is far less disruptive to trail activity than the traffic signals located along the trail. A typical traffic signal will be red 30 minutes out of every hour. Elsewhere along the trail, actuated signals require pressing a button and waiting for a signal cycle to permit crossing.

(ID# 329; Received August 20, 2019; Answered November 27, 2019)

Q: How did you accommodate for safety the estimated 3,000 children along the Cotton Belt tracks who would be walking to schools?

A: Section 4.8 of the FEIS/ROD discusses pedestrian safety, Section 4.3 discusses Schools. Potential impacts to these schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. DART is considering such strategies as flashing signals, pedestrian gates, enhanced signage or striping, and/or tactile strips which will be evaluated for feasibility and reasonableness as the project advances. In addition, DART has a comprehensive transit education program used at schools and other community organizations. DART will coordinate with schools and neighborhoods in the corridor to provide these education sessions prior to operations.

(ID# 330; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. How much do you compensate the victim's family when there is a death from a DART train?



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A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART is self-insured. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b). DART's liability is limited to money damages in a maximum amount of \$100,000 for each person and \$300,000 for each single occurrence for bodily injury or death and \$100,000 for each single occurrence for injury to or destruction of property.

(ID# 331; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. How much do you compensate the victim when there is an accident from a DART train?

A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART is self-insured. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b). DART's liability is limited to money damages in a maximum amount of \$100,000 for each person and \$300,000 for each single occurrence for bodily injury or death and \$100,000 for each single occurrence for injury to or destruction of property.

(ID# 332; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. This is especially relevant since you currently have plans to run the train at 45 MPH over the actively used Preston Ridge walking trail. Is there a difference in compensation for a child or adult if a DART train kills or causes an injury?

A: The maximum train speed in the North Dallas Area will be approximately 45 mph. DART's statutory limitations of liability for personal injury are set out in the Texas Tort Claims Act, Section 101.023(b).

(ID# 333; Received August 20, 2019; Answered November 27, 2019)

Q: Darts' Cotton Belt Public Involvement Plan (March 2017) says Key Public Stakeholders are HOAs. Why didn't you contact the elected Homeowners Association leaders in the Highlands of McKamy IV & V at any time between 2015 and 2019 for their input on safety concerns, noise concerns and design preferences?

A: During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group. During the current design phase, including the betterments phase, DART also contacted Highlands of McKamy 1-3 HOA officers and residential adjacent property owners.



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(ID# 334; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. How can you promote DART Cotton Belt as an alternative of auto transit to the airport when your website clearly states, “Overnight or long-term parking is at the discretion of the customer. DART assumes no responsibility for vehicles left overnight.”?

A: Thank you for your comment. DART’s guidance on overnight parking is customary and aligns with the “Lock, Take, Hide” promotion at many business and city station parking facilities.

(ID# 335; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. Road speed along Meandering Way is 30mph. You reported that train speed behind Rocky Top Circle is 45MPH. Why won’t you agree to a 20MPH speed limit if the train is at street level since it crosses the Preston Ridge Trail, an active walking/bicycle trail?

A: The maximum speed in North Dallas between N. Dallas Tollway and Waterview Parkway will be approximately 45 mph. DART is working to consider safety provisions along track Right of Way (ROW) and at crossings. Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian areas. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and access to the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing. Traffic analysis of Meandering Way did not warrant additional traffic mitigation at this location.

(ID# 336; Received August 20, 2019; Answered November 27, 2019)

Q: In the FEIS you claim: Chapter 8 Public and Agency Consultation and Coordination Page 8-2 Door hangings were placed along the corridor at residential and business locations within 500 feet from center of tracks on both sides of alignment. You did not provide door hangings on Rocky Top Circle. What are the consequences to DART for making claims that are false?

A: Neighborhood distribution (door hangers), along with a number of other notification efforts were utilized to notify residents and stakeholders during various stages of the Planning process. Door hangers are considered “discretionary” and serve as an additional measure to alert the public. In many instances, they are used to advise residents of activity (field work etc.) within the corridor in a timely manner. Other notification efforts to effected residents included mailings and emails.



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(ID# 337; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. Why did you not consider other alternative routes that are safer and wouldn't hinder first responders to answer emergency calls instead of the Cotton Belt route which runs directly through dense residential neighborhoods? Those alternatives would have addressed the east-west route you are seeking.

A: The original 1983 Service Plan approved by the voters identified the Cotton Belt (Silver Line) railroad corridor as a future passenger rail corridor. The Cotton Belt rail line was constructed in approximately 1888 and was under the control of various railway companies until DART acquired the rail line for future use as a public transit corridor. The construction of a tunnel was considered on an approximately 3-mile area in the North Dallas portion of the Silver Line. This alternative was too expensive and would likely double the price of the project. Based on information reviewed by DART, this alternative would be environmentally impactful to the community and expensive as compared to the existing corridor that has been in the original service plan since 1983. The tunnel and trench options you presented do not address the potential environmental impact, disruption to the community and funding sources for the substantially increased expense to the project. The ROD and FEIS from the U. S. Department of Transportation (USDOT), FTA, and the FAA, as a cooperating agency, addresses potential impacts to the environment, community, funding and other impact categories and supports construction of the Silver Line rail corridor. In 2006, the 2030 Transit System Plan evaluated various North Crosstown Corridor alternatives and selected regional rail on the Cotton Belt Corridor to address the transit needs. To address concerns for health and safety, DART conducted an environmental impact statement (EIS). The FTA has determined that with the execution of the mitigation measures identified in the FEIS/ROD all reasonable steps are being taken to minimize the adverse effects of the project.

(ID# 338; Received August 20, 2019; Answered November 27, 2019)

Q: The photos you provided at the Dart Community meetings have changed each time. Each said, "This is not a final drawing." When will final drawings be provided?

A: Final plans are being developed as part of the final design process. Final design is expected to be complete by Spring 2022. DART will show the in-progress design as it becomes available.

(ID# 339; Received August 20, 2019; Answered November 27, 2019)

Q: The National Association of City Transportation officials says: physically separating bicycle lanes from streetcar lanes is preferred. In addition to cycle tracks, placing rails on raised beds or transitway design treatments, such as rails in raised beds, or vertical separation, prevent bicycles from entering tracks. The FEIS/ROD states "The Project aims to preserve or improve upon the existing levels of safety for school children crossing the Preferred Alternative." Why haven't you specified grade separation where you cross the Preston Ridge bicycle /walking trail?



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A: The cited information addresses bicycle lanes running parallel to a street running Streetcar Line not a trail crossing of a Regional Rail Line. The primary reason for segregating streetcar from bicycles is to avoid bicycle tires getting caught in parallel running imbedded tracks. The Preston Ridge Trail crossing will be perpendicular to the track. All trail crossings of the Cotton Belt will be perpendicular to the tracks. All federal, state, and municipal laws regulating safety, design and operating procedures will be followed for the Project. See response to previous questions. Traffic analysis of Meandering Way did not warrant additional traffic mitigation at this location.

(ID# 340; Received August 20, 2019; Answered November 27, 2019)

Q: This question was not answered at the Aug. 15, 2019 Dart community meeting. At every public meeting (including the August 15, 2019 meeting) public opinion was overwhelmingly opposed to the DART Cotton Belt line as presented running at street level through dense residential neighborhoods. This overwhelming disapproval does not appear in the FEIS document. Why not?

A: Every comment provided during the comment period for the Draft Environmental Impact Statement (DEIS) is documented in the FEIS. The DEIS 45-day comment period began on April 20, 2018, when notice of the availability of the document was published and ended on June 4, 2018. During the comment period, in accordance with FTA guidance, DART conducted a series of public hearings on the DEIS. Comments were transmitted in several ways including written communications (letters, email communications, and comment cards filled out at public hearings) and by people testifying at public hearings. All communications received or postmarked by the end of the comment period are included in Appendix J of the FEIS.

(ID# 341; Received August 20, 2019; Answered November 27, 2019)

Q: The FEIS/ROD indicates that the Preferred Alternative will be designed constructed and operated to minimize negative impacts to the community through sensitive design. Where impacts are identified mitigation will be implemented to ensure the Preferred Alternative will be implemented in a manner sensitive to the neighborhoods. I have attended several Dart meetings and heard the overwhelming disapproval of the Dart Cotton Belt as proposed. How does running 60 and later 90 trains a day on surface streets over the actively used Preston Ridge walking trail and over 4 major roads within a 1-mile radius of the Highlands of McKamy IV & V and other residential neighborhoods ever be considered a manner sensitive to the neighborhoods?



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A: The Federal Transit Administration (FTA) has determined that with the execution of the mitigation measures identified in the FEIS/ROD all reasonable steps are being taken to minimize the adverse effects of the project. To address community concerns, DART will be implementing additional mitigation measures. These measures may include:

- Extending mitigation walls from 12-foot to 15-foot
- Lowering vibration mitigation threshold from 65 VdB to 72 VdB (see FEIS Section 4.15.2)
- Approved corridor residential Betterments Program
- DART will set a maximum speed of approximately 45 mph through the most densely residential areas of the corridor in North Dallas Area.

(ID# 342; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ROD, in addition to addressing the region's transportation needs, the project goals also reflect the political desire, concerns of the community, and current state of technology. These goals and objectives include:

Inform, educate and actively involve the public throughout the planning process by providing timely and easily understood information to members of the affected community and any other interested party.

Yet when you limited contact to 11 out of 247 residents of the Highlands of McKamy IV & V to vote on betterments, you never used U.S. mail, doorhangers or other methods to contact them. Why is that?

A: DART staff utilized a number of techniques including legal and discretionary advertising, U.S. Mail, emails, resources such as Next Door, social media, system-wide and windshield distribution at DART facilities and other efforts to alert the public during the Cotton Belt Public Hearing/Service Plan Amendment process. During the Planning phase DART staff worked closely with approximately 40-50 organizations including HOAs, schools, businesses and other entities. These included approximately 20 HOA groups consisting of numerous residents as part of the North Dallas Area Focus Group. Homeowner associations represented included The Highlands of McKamy. The Betterments Program is limited to residents directly adjacent to the rail line.

(ID# 343; Received August 20, 2019; Answered November 27, 2019)

Q: All residential vibration impacts requiring mitigation are being mitigated through the application of Tire Derived Aggregate (TDA). None of the public DART presentations confirmed this practice. When betterments options were offered, this was not stated either as a given but later offered as an option after the selection deadline per a DART email. Why didn't DART confirm offering Tire derived aggregate at the betterments selection meetings?



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A: The FTA impact threshold for determining vibration impact is 72 VdB for Category 2 (residential) land use. All vibration impacts that exceed this threshold are being mitigated by installing TDA beneath the alignment (See Section 4.15.2 of the FEIS). To address community concerns, the DART Board of Directors determined that a more conservative approach should be employed, setting a threshold of in determining locations where TDA will be installed. As a result, TDA will be installed beneath both tracks at 10 additional locations along the alignment. It was not anticipated that TDA would be a desired betterment request as installing TDA at locations below the 65 VdB threshold does not add value. Residential adjacent property owners are given the opportunity to vote on this or other items that fit within the budget and the Betterments Policy.

(ID# 344; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the section “2.4 Key Stakeholders Input from key stakeholders would be sought throughout the duration of the project. AND To ensure the participation of the affected stakeholders in the study area on the DART portion of the Project, public and agency involvement during the planning of the Project is essential. The Highlands of McKamy IV & V HOA is composed of 247 residents whose only southern entrance you are proposing to block 60 and up to 90 times a day. All will be impacted. Yet, you limited input on ‘betterments’ selection to only 11 residents. You never contacted any of the HOA board from 2015 on. How do you consider that matches your claim of seeking input from key stakeholders? Why was input limited to only 11 people?

A: During the Planning phase DART staff worked closely with approximately 40-50 organizations including HOAs, schools, businesses and other entities. These included approximately 20 HOA groups consisting of numerous residents, particularly those which comprised the North Dallas Area Focus Group (AFG). A number of homeowner associations and neighborhoods were represented including Highlands McKamy. The Betterments Program is limited to residents directly adjacent to the rail line.

(ID# 345; Received August 20, 2019; Answered November 27, 2019)

Q: The DCC resolution Section 3 requires “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 Federal Transit Authority.” and Section 4 requires “That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line. But the plans for the Cotton Belt area in Far North Dallas do not provide a budget commensurate with the requirement to use the funds from the eliminated station in Far North Dallas. Why haven’t you allocated these funds?

A: This response is in regard to your question on the Dallas City Council (DCC) Resolution. Project funding for the project approved in August 2018 includes sufficient amounts for the project elements, required mitigation, and DART Betterments Program.



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(ID# 346; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ ROD 4-28, “Re-introduction of train operations will be a new visual element but will not be out of character with the historical transportation use of the corridor. The visual quality and visual sensitivity of this area is moderate to high as it contains parks, the Clubs of Prestonwood, adjacent residential development along one or both sides of the Preferred Alternative, Fairhill School, and areas of dense and natural vegetation associated with creek crossings and adjacent parks.” Historical freight use of the corridor was only several times a WEEK. You are proposing 60-90 trains DAILY. How is your statement “not be out of character with the historical transportation use” accurate?

A: Since 1888 train traffic on the corridor has varied significantly; however, this section is not addressing frequency of trains only the visual character of the corridor. The Cotton Belt right-of-way is an existing railroad corridor that historically carried freight trains. The track bed, ballast, tracks, railroad ties, signage, crossing panels and crossing gates are still located along the same historical corridor.

(ID# 347; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS, “The DFW Terminal B Station does not have a designated parking area, but is anticipated to be a destination station versus a boarding station as it shows more alighting’s than boarding’s in the 2040 ridership forecast. In other words, travelers are likely to board at a different station to get to this station and to DFW Airport.” How did you conclude that riders are likely to board at a different station instead of concluding that passengers are more UNLIKELY TO USE DART Cotton Belt Line since overnight parking is not provided by DART at its parking lots? The demographics of the Cotton Belt line which you reference in the FEIS/ROD also support the unlikely to use DART conclusion.

A: As discussed in Section 5.1 of the FEIS/ROD, ridership is based on the NCTCOG regional travel demand model for ridership forecasting. Approximately 10% of the Cotton Belt ridership will use the DFW Terminal B Station which will serve the airport and be a transfer point between the Trinity Metro TEXRail Line, the DART Orange Line and the Cotton Belt Silver Line.

(ID# 348; Received August 20, 2019; Answered November 27, 2019)

Q: What are the consequences if DART’s forecasts prove to be inaccurate? Who in DART’s management takes responsibility for the inaccuracies?

A: Ridership is based on the NCTCOG regional travel demand model for ridership forecasting, which is currently the best tool available for forecasting ridership. The travel demand model includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities. Many of these elements are developed and approved by the



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Regional Transportation Council (RTC) which is the transportation policy body of the Metropolitan Planning Organization. Periodically the assumptions are revised and approved by the RTC. Should transit ridership not meet expectations, DART would determine how best to address the issue.

(ID# 349; Received August 20, 2019; Answered November 27, 2019)

Q: You indicate in the FEIS that stations have the potential to impact housing in nearby neighborhoods. You state, (DART) “periodically analyzes the economic impacts of development near DART stations. In the past, these studies have focused on property values.” What were the results of changes in property values near the DART stations you studied?

A: The most recent study concludes that the studies done over the past 16 years document the positive effects property values derive from being located near a light rail station. More detail can be found at: <https://www.dart.org/about/economicimpact.asp>.

(ID# 350; Received August 20, 2019; Answered November 27, 2019)

Q: What is the economic impact of property values of housing that is track adjacent?

A: The most recent study concludes that the studies done over the past 16 years document the positive effects property values derive from being located near a light rail station. More detail can be found at: <https://www.dart.org/about/economicimpact.asp>.

(ID# 351; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ROD (5-5) that “During off-peak times, the Preferred Alternative travel time may take longer than auto travel given station stops and dwell times.” It is less likely that the Cotton Belt will be used if there is longer travel time. How did you deduct from your usage forecasts of the Cotton Belt to reflect the decreased usage during off peak hours?

A: The ridership model accounts for traffic volume and time of day.

(ID# 352; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the FEIS/ROD “Corridor and Station Ridership: System level ridership impacts and benefits are highlighted in Table 5-2. (p 5-6)” Yet Table 5-2 is 2040 Transit System Performance Measures. What are the highlighted system level ridership impacts and benefits?

A: The paragraph above Table 5-2 summarizes system level ridership impacts and benefits. Overall, the Cotton Belt will have a positive impact on system performance. Local bus trips will increase due to additional riders using this mode to access the rail stations. Express bus and light rail ridership changes less than 1 percent. This is largely because there are no competing express bus or light rail modes. Regional rail trips increase by 16,000 or 42 percent with the additional riders now using the



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Project as part of their total trip. The total regional transit system, including DART, Trinity Metro, and DCTA will see an overall 2.6 percent increase in linked trips, or an additional 7,400 riders. Linked trips include all segments and modes of travel to complete one trip. The Project will increase total transit system passenger miles by 2.5 percent, and total passenger hours by 1.6 percent. This indicates that the project has the effect of allowing transit passengers to travel longer distances but with travel time savings over the No-Build Alternative.

(ID# 353; Received August 20, 2019; Answered November 27, 2019)

Q: You state in section 7.5 “Cash flow for local sources will be developed as interlocal agreements are developed. An additional \$33.1 million is expected from several sources between 2022 and 2035 to support operations, maintenance, and debt service for the Preferred Alternative.” City of Dallas resolution prohibits freight. How will you generate revenue from an interlocal agreement?

A: The interlocal agreements obligate the parties to provide funding to DART.

(ID# 354; Received August 21, 2019; Answered October 24, 2019)

Q: There have been a lot of concerned parents that have asked what has DART said at the quarterly or betterment meetings. They could not make the recent quarterly meeting since DART randomly had the meeting on the first day of school of RISD. There were no signs that said you cannot record. There were signs posted with “Notice Audio and Video Recording in Progress”. I am going to post some of the videos I have taken to the public unless DART gives me a legal reason why I cannot post the videos. I am giving you 48 hours to respond or by 5:22 PM on Friday, August 23rd, 2019. SILENCE IS ACCEPTANCE and I can post the videos I have taken to the public.

A: DART has no legal reason or basis to instruct or direct whether you post your videos.

(ID# 355; Received August 21, 2019; Answered November 27, 2019)

Q: Past DART projects have proven your inability to predict ridership. There is no way you will reach an 11,000 person per day level. However regardless of your ridership, you will succeed at destroying neighborhoods. That will be your legacy. However, your freight income might make the whole project worthwhile - at least for Amazon.

How you like to buy a recently renovated house in North Dallas. It needs to be sold before 2022.

A: Thank you for your comment.



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(ID# 356; Received August 22, 2019; Answered November 27, 2019)

Q: What is the expected sound dB levels next to the train?

A: The Final Environmental Impact Statement (FEIS) in Section 4.14 identifies the assumption that noise levels were projected based on the DART Diesel Multiple Unit (DMU) vehicle noise specification, the Project's Operating Plan and the prediction model specified in the Federal Transit Administration (FTA) guidance manual. The vehicle manufacture is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45 mph. However, based on analytical estimates, the noise level generated at an operating speed of 45mph is estimated to be 75 dBA measured at a distance of 50 ft from the train. Additionally, the vehicle manufacturer has committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract. DART may conduct additional noise analysis based on updated vehicle information.

(ID# 357; Received August 22, 2019; Answered November 27, 2019)

Q: Will the trains activate horns at points during the route?

A: Trains will be required to activate their horns at all street crossings that do not have quiet zones. Generally, all at-grade crossings in residential areas may be quiet zones. A complete list of quiet zone crossings can be found in Table 4-10 of the FEIS. A complete list of all roadways and other crossings can be found in Table 5-7 of the FEIS. Additionally, train operators will use the horns in emergency situations and in work zones. Train horns will also be required during a short quiet zone testing phase prior to final implementation of the quiet zone.

(ID# 358; Received August 22, 2019; Answered November 27, 2019)

Q: What is the remediation plan if the sound exceeds expected levels?

A: As stated in DART's Environmental Impact Assessment and Mitigation Guidelines for Transit Projects: "While DART strives to assess all potential impacts during the environmental review process, there may be cases after operations commence where a potential impact is identified by the community. In most cases the potential impact was evaluated during the environmental process and no impact requiring mitigation was found... It is DART's responsibility to assess each situation to determine if there is a legitimate issue and to take steps to assess the situation to determine if mitigation is required." While these issues can fall into a range of impact categories, the most common complaints relate to noise.



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(ID# 359; Received August 22, 2019; Answered November 27, 2019)

Q: Consistent rumbling vibration can damage even the best-built homes and their foundations. Trains running past nearby homes can actually make the earth around them move slightly. Over time, rumbling vibration from passing trains might affect a home's structural integrity as the earth surrounding their foundations shifts.

**What is the remediation plan if the train vibrations affect the foundation of nearby homes?
Will DART participate in a study to determine potential foundation issues of nearby homes?**

A: DART is mitigating through the application of Tire Derived Aggregate (TDA) in all locations where vibration exceeds 65VdB. DART's Noise and Vibration consultant has indicated that buildings that are extremely susceptible to vibration damage, such as adobe structures or sensitive archeological sites, may experience damage from vibration levels above 90VdB (0.12 PPV, in/s). The maximum predicted vibration level at a sensitive building along the Silver Line is 78VdB. This level is significantly below the most stringent criteria for vibration damage, and, therefore, no vibration damage from the project is expected.

(ID# 360; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting to see a rendering of the train tracks and wall behind the houses on Wester Way and Wester Way Court.

A: Rendering will be requested from the designer and provided when complete.

(ID# 361; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting to see the plans for drainage and how water will run off and be taken away from my residence to prevent flooding.

A: DART is currently reviewing the preliminary drainage design alongside your property. The design of grading, drainage and track alignment in your location is still in the early stages and is progressing from the 10% design level to the 30% design level. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way. However existing drainage patterns must be maintained. Drainage plans will be provided once complete for the area around Hillcrest and Wester Way.

(ID# 362; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting something in writing stating that the wall will be a continuous 15' wall, even over Hillcrest.



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A: Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. The height of the sound wall will be approximately 15 feet from top of rail. All other residential adjacent properties not identified for a sound wall are eligible for a 15-foot wall under the Betterments programs defined by the DART Board. For the bridge crossing over the proposed reconstruction of Hillcrest in an “open-cut” manner, covering Hillcrest Road and the sidewalks only at the bridge section, DART is working with the project team to consider a barrier or screen on the bridge to align with the top of the 15-foot walls on either side of Hillcrest.

(ID# 363; Received August 28, 2019; Answered November 20, 2019)

Q: I want to know why the train needs to be raised over Hillcrest before any construction starts.

a. What went into making this decision?

b. Why are the train tracks being raised and the street being lowered 12’ down?

c. What would it take for DART to change the current plans and have not have Hillcrest lowered but instead lower the train?

d. Has anyone at DART contacted the City of Dallas’ street department to do an analysis on how this will effect safety at Wester Way and Hillcrest? This is a huge concern for me and my neighbors.

A: a & b. The benefits of this modification include:

- Reduce the extent of Hillcrest Road reconstruction from 1200 linear feet to 930 linear feet.
- Eliminate all reconstruction on McCallum Boulevard.
- Eliminates need to lower McCallum/Hillcrest intersection by 6 feet.
- Eliminates construction lane closures on McCallum Boulevard.
- Eliminates pedestrian impacts on McCallum Boulevard.
- Eliminates reconstruction of the Hillcrest Road/Wester Way Intersection, which will eliminate

direct access impacts

to residential neighborhoods along Wester Way.

- Eliminates impacts to driveways along McCallum Boulevard.
- Eliminates closure of businesses East of the intersection.
- Eliminates driveway closure and parking access impact to Congregation Ohev Shalom.
- Reduces pedestrian impacts to Congregation Ohev Shalom.
- Eliminates need for an electric pump to handle stormwater runoff.
- The duration of roadway construction would be significantly reduced.

c. Please see FEIS Section 2.5.4 for a discussion on this profile option.

d. This concept is being coordinated with the City and the City will review all DART plans

(ID# 364; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting a full sound analysis to be completed for my house (and results provided to me in writing) so that I am ensured that the train being raised will not exceed the noise limit per the FEIS.



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A: Although, the noise analysis, noise impact, and noise mitigation were completed during the environmental clearance phase, DART will be conducting further noise analysis based on changes in the track alignment, including changes to the track profile approaching the Hillcrest crossing. Your location at XXXX Wester Way is among the residential adjacent properties near this potential change. The noise analysis will be conducted in accordance with the Federal Transit Administration (FTA) methodology and will be shared with the public. Therefore, a full sound analysis for your house –or any individual house –may not be provided. In response to your concern, it is anticipated that the noise analysis may include other improvements –15 foot sound wall, quieter vehicle, and slower operating speeds –and produce a finding of less noise impact than what was identified in the FEIS.

(ID# 365; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting a full timeline of the project and when construction will start and estimated completion.

A: The project was awarded in January 2019. Pre-construction activities began in February 2019. Utility relocation is anticipated to start at the end of 2019, followed by bridge and street crossing work beginning in January 2020. Construction will continue through 2022. Additional information will be provided on the project website and through the public outreach group as work packages progresses in the field. Please be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 366; Received August 28, 2019; Answered November 20, 2019)

Q: When will the video recordings of all Cotton Belt meetings be placed on the Cotton Belt website?

A: The videos are posted to the www.dart.org/cottonbelt website. Please sign up to receive alerts on when new content is posted.

(ID# 367; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting that DART and the City of Dallas work together for future Betterments meetings. There are a lot of unanswered questions during each meeting regarding streets, safety and foliage. I request that someone from Jared White (City of Dallas Park Department) and Gus Khankarli (City of Dallas Transportation) be at all meetings moving forward to answer the outstanding questions about trees that will or will not be removed and safety analysis that will be completed on each street if DART is making any modifications to the streets.

A: The staff members from City of Dallas that you have identified are the points of contact for DART and are invited to attend the community meetings. The final design is advancing from the 10% to 30% level of completion. In-progress information will be shared at future Quarterly Design and Construction Update meetings, including plans for tree removal and tree preservation; and improvements and safety features incorporated in the design of at-grade crossings.



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(ID# 368; Received August 29, 2019; Answered November 15, 2019)

Q: With the wall being placed on the track will there be a need for landscaping?

A: Landscaping serves as visual mitigation as described in the Final Environmental Impact Statement (FEIS) Section 4.7.2.

(ID# 369; Received September 4, 2019; Answered December 9, 2019)

Q: My house is XXXX Sunflower Lane Dallas. Group 5. It's backed up against the line off Coit Rd. How do we get a ballot for betterment options vote? We were unable to attend last night. can you explain why the section to the left is retaining wall and sound wall while the section to the right is sound wall? My house is the first on of the right with the non-retaining wall. Why was this decided and why is one section a retaining wall and sound wall and the other stretch is only Sound wall?

graphic

A: A ballot was mailed to you on November 20, 2019. Betterment and sound wall placement was determined by the noise analysis summarized in Section 4.14 of the Final Environmental Impact Statement (FEIS).

DART is currently in the design phase. The section to the left, the retaining wall, is required due to the tracks change in elevation to go over Coit road. The section to the right does not require retaining walls due to the elevation of the tracks.

(ID# 370; Received September 8, 2019; Answered November 21, 2019)

Q: I live between groups 3 and 4 on Townsley Court. May I ask your help with the following: Any elevations or illustrations reflecting the plan for Hillcrest Road at Wester Way east of Hillcrest

A: At the current date and design stage, as presented at the Community Meeting on August 15, 2019, it is expected that Wester Way will not be reconstructed and Hillcrest Road south of Wester Way will not be reconfigured. However, the city of Dallas has notified DART that they are interested in the 10% level design concepts. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes.

(ID# 371; Received September 8, 2019; Answered November 21, 2019)

Q: Information on the gates and horns at the Meandering Way/McCallum intersection



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A: All public at-grade crossings along the Silver Line will be protected by standard safety features including flashing lights, bells, and gate arms alerting vehicles, bicyclists, and pedestrians of approaching trains. Both crossings will be quiet zones which will not require use of train horns in normal operations. Both crossings will also employ crossing bell mitigation minimizing the sound exposure level. See Section 4.14 of the Final Environmental Impact Study (FEIS) for further detail. FRA (Federal Railroad Administration) design requirements will be incorporated into the crossing design to ensure full compliance.

(ID# 372; Received September 12, 2019; Answered November 27, 2019)

Q: Please inform me why the silver line is planned to use diesel power.

It seems that the current emphasis on environmental concerns is driving more electric transportation not petroleum-based power. Will this be a diesel - electric puller, like the TRE or will there be traction motors on each car?

A: The vehicle will be a Diesel Multiple Unit (DMU), it will not be like the TRE. DMUs are planned for the Silver Line to reduce the overall impact of high voltage poles running through neighborhoods. The DMUs have many benefits including being self-contained, self-propelled (use of a locomotive is not required), is Environmental Protection Agency (EPA) Tier 4 compliant and no need for overhead power lines. The Silver Line DMUs will use traction motors located under each cab car. The self-sustained diesel engines will generate electricity to run the trains.

(ID# 373; Received September 13, 2019; Answered November 21, 2019)

Q: We're so excited for the Silver Line to be completed! Where will the Knoll Trail Station be located, i.e. which side of Knoll Trail? We live close to it.

A: The Knoll Trail Station will be located on the east side of Knoll Trail Road.

(ID# 374; Received September 13, 2019; Answered November 21, 2019)

Q: Will there be parking available at that [Knoll Trail] station? Thanks!

A: Currently there is no parking for the proposed Knoll Trail Station. DART is working on a shared parking agreement with the adjacent office building. Parking facilities will be available at the Addison and UTD Stations.

(ID# 375; Received September 13, 2019; Answered November 27, 2019)

Q: Will the hike and bike trails be continuous i.e. will they traverse roads and intersections with roads in the same way as the trains? For example, will they traverse Hillcrest and Coit Roads? Will those traverses be continuous i.e. not subject to crossing the roads at road grade?



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A: It is anticipated that the trail will cross intersections at grade. The City of Dallas and Council of Government, have advanced the trail to a level of design of about 10%. Please contact Kevin Kokes with North Central Texas Council of Governments (NCTCOG), and Jared White with the City of Dallas for additional information on the Hike and Bike Trail.

(ID# 376; Received September 13, 2019; Answered November 27, 2019)

Q: Where will access be gained to the trails? Is this decided yet?

A: Trail access points have not been determined at this point.

(ID# 377; Received September 13, 2019; Answered November 27, 2019)

Q: Will the trails be concrete or asphalt?

A: It is expected that the hike and bike trail may be concrete.

(ID# 378; Received September 13, 2019; Answered November 27, 2019)

Q: How wide will the trails be?

A: The hike and bike trail will typically be 12 feet wide; however, it may range between 10 to 14 feet wide depending on the location.

(ID# 379; Received September 14, 2019; Answered November 20, 2019)

Q: I wanted to know if DART or City of Dallas will be signing an agreement to prohibit the Silver Line tracks from any type of Freight usage. Please reply with specific details

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.



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(ID# 380; Received September 17, 2019; Answered November 15, 2019)

Q: Hi Gus,

I have major safety concerns for Wester Way with the current proposal DART has for Hillcrest Road to accommodate the Cotton Belt railroad. Can you please help address traffic and safety concerns on the South side of Hillcrest at Wester Way? Currently it's extremely hard to exit my neighborhood onto Hillcrest Road. If DART depresses the road, I am concerned for the safety of homes near there and traffic.

A: DART's response: At the current date and design stage, as presented at the Community Meeting on August 15, 2019, it is expected that Wester Way will not be reconstructed and Hillcrest Road south of Wester Way will not be reconfigured.

(ID# 381; Received September 17, 2019; Answered October 31, 2019)

Q: Is there a source that shows estimated travel times on the silver line? I'm interested in learning how the train time will be from the station near my house to dfw.

A: Table 5-3 in Section 5.1 of the Final Environmental Impact Statement (FEIS) provides preliminary travel times. The final schedule cannot be set until completion of the final design. The FEIS can be found online on the project website: www.dart.org/cottonbelt.

(ID# 382; Received September 17, 2019; Answered November 15, 2019)

Q: I am a homeowner along Keller Springs Rd. Currently there is a deactivated railway behind our home and several other homes along our street. We understand that there is a diesel Dart train going in soon and naturally have concerns and questions. My main concern is noise but that is why the noise wall will be put in. My other concern with this wall is that it will be ugly and decrease the value of my home. Can landscaping be considered along one side of the wall facing the rear of our homes to increase the rear elevation look of the wall? I was thinking large rectangular bushes, magnolia trees, or just medium-sized wide trees in general. Please let me know what procedures need to be taken for this to be considered.

A: Yes, landscaping is an option that can be considered along the corridor in residential areas as part of the Betterments Program. The Betterments Program has been established to address concerns similar to yours. DART appreciates your feedback. Please provide your address so that we may provide you with information relevant to your neighborhood.

(ID# 383; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm location of station on UTD campus.



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A: The DART Silver Line station at UTD will be located at the north end of campus just east of Rutford Avenue and south of Waterview Parkway. Please refer to the Site Plan on the website at www.dart.org/silverline under the figure titled “Cotton Belt Corridor Regional Rail Project” or under the “Quarterly Update Meeting - Richardson and Plano Community Stakeholders” July 22, 2019 presentation.

(ID# 384; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm location of parking for station on UTD campus.

A: DART Silver Line parking will be on the northside of the rail for the UTD station. Access will be from Waterview Parkway.

(ID# 385; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm height of bridge beam over Coit.

A: DART has been directed by the City of Dallas to implement a design similar to 10% (Coit Rd over depressed rail) wherein Coit Rd, at this time is no higher than 15 feet above grade.

(ID# 386; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm costs to: (a) keep Coit at grade and construct train below grade; and (b) keep train at grade and lower Coit below grade.

A: DART has been directed by the City of Dallas to implement a design similar to 10% (Coit Rd over depressed rail) wherein Coit Rd, at this time is no higher than 15 feet above grade.

(ID# 387; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm trail access points (ingress and egress – at grade or elevated).

A: Trail access points have not been determined by the respective cities. At minimum, access to the trail will be provided at at-grade street crossings.

(ID# 388; Received September , 2019; Answered February 19, 2020)

Q: DART to confirm location of station on UTD campus.

A: The DART Silver Line station at UTD will be located at the north end of campus just east of Rutford Avenue and south of Waterview Parkway. Please refer to the Site Plan on the website at www.dart.org/silverline under the figure titled “Cotton Belt Corridor Regional Rail Project” or under the “Quarterly Update Meeting - Richardson and Plano Community Stakeholders” July 22, 2019 presentation.



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(ID# 389; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm all abutments as the rail transitions from 16.5 feet above Coit to grade are within existing DART ROW.

A: Rail will be below grade and stay within DART ROW.

(ID# 390; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm rail is at grade just past Fountain View.

A: Please clarify where Fountain View is located in order to address your comment.

(ID# 391; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm planned noise mitigation during construction.

A: Work will primarily be during the hours of 7AM and 5PM Monday-Friday. Some weekend work will be required, and community outreach will be informing of those schedules.

(ID# 392; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm total project costs and funding sources for those costs.

A: The federal financing for the project is in the form of a \$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below. Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS).

(ID# 393; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm when FEIS study update to begin and end.

A: The FEIS was concluded with a record of decision in November 2018. As directed by the City of Dallas to implement according to the 10%, no updates to the FEIS are anticipated.

(ID# 394; Received September 17, 2019; Answered February 19, 2020)

Q: DART to confirm no construction easements will be required from Erickson.

A: At this moment it is anticipated that no construction easements will be required from Highland Springs Senior Living Community (Erickson).



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(ID# 395; Received September 17, 2019; Answered February 19, 2020)

Q: DART to provide a sample ILA with another project (e.g., Willowgreen? Willowbrook?).

A: DART does not anticipate entering into an ILA with Erickson. DART does not have an ILA with Willowgreen community.

(ID# 396; Received September 17, 2019; Answered February 19, 2020)

Q: DART to provide a copy of their Dallas noise permit.

A: As of February 3, 2020, the contractor, Archer Western Herzog (AWH), has not applied for a noise permit.

(ID# 397; Received September 17, 2019; Answered February 19, 2020)

Q: DART to provide a copy of their Dallas Traffic Plan. DART to provide a copy of their construction sequencing schedule.

A: As of February 3, 2020, traffic plans are currently under development. The project was awarded in January 2019. Pre-construction activities began in February 2019. Utility relocation is anticipated to start at the end of 2019, followed by bridge and street crossing work beginning in January 2020. Construction will continue through 2022. Additional information will be provided on the project website and through the public outreach group as work packages progresses in the field. Please be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 398; Received September 17, 2019; Answered October 24, 2019)

Q: It became pretty evident to all of us in the last meeting that DART does not have a lot of information regarding the Bike/Walk trail. We understand that is not part of your project but we would like to know who is the point of contact in the city so we can get in touch with them and get some concrete answers. This is extremely important to us since the trail will directly affect our decision making with the betterments.

A: The contact from the City of Dallas Parks and Recreation Department for the Hike and Bike Trail is Jared White. He can be reached via email at: jared.white@dallascityhall.com or by telephone at: 214-670-4090.



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(ID# 399; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding 5ft to the height of the 15ft tall sound wall. Considering the elevation concerns discussed earlier in this document, we would also like to know if the sound wall can be raised without us having to use the \$189,600 budget for betterments

A: The contractor will provide a price for a 20' tall wall for the entire 1,200 LF of sound mitigation wall. Any wall taller than the standard sound wall of 15' from top of rail would require use of the Residential Adjacency Betterment dollars.

(ID# 400; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to schedule a site visit with a DART representative to go over some of our questions and show our concerns.

A: On Tuesday July 16, 2019, a visit was scheduled with Mr. XXX XXXXXX to go over his questions and concerns. The meeting took place prior to the betterments workshop. Items discussed include wall height and wall extension beyond resident properties, trail location, safety and Betterment budget among other concerns.

(ID# 401; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding a 15ft as well as a 12ft betterment wall to address the 5 properties without a sound wall by the commercial building.

A: This exhibit and options were provided at the August 19, 2019 Betterments Workshop 3 meeting which can be found online at: <https://www.dart.org/ShareRoot/about/expansion/cottonbelt/CBBettermentsPresentationDallas19aug19.pdf>

(ID# 402; Received September 19, 2019; Answered November 26, 2019)

Q: Thank you and your team for bringing the updated story of the Silver Line to Highland Springs last Friday 9/13.

My question is what the source of is the about \$1.2B project funding cost. Also, it was mentioned that a little over \$900M is from "special federal loan fund". What are the details/terms of the special fund and what is the repayment plan (please provide specifics)? I am sure that all of this detail information is available, for it should have been presented to the Board when then project was approved.



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A: The federal financing for the project is in the form of a \$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below. *graphic*

Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS). The table above is the revised funding table for the project.

(ID# 405; Received September 19, 2019; Answered December 3, 2019)

Q: Not sure if I can ask for DART's light rail's track charts as well? Let me know.

A: You may locate the DART Rail System Map at DART.org. Use the "How to Ride" tab, click on "DART Rail", then click on "Rail System Map."

If you do not locate the Rail System Map on dart.org, you can also make an open records request at openrecords@dart.org. If you decide to make an open records request, please be specific as to what rail system map you are requesting.

(ID# 406; Received September 22, 2019; Answered November 20, 2019)

Q: Along Highland Heather Ln, what will happen to the trees/foilage along the alleys between the alley and the tracks? Will there be any repair of the crumbling brick wall at the alley line?

A: DART is not responsible for the maintenance and repair of the brick wall if outside of the DART Right-of-Way. The trees/foilage will remain if there is no interference with track placement, utility relocations or the hike and bike trail.

(ID# 407; Received September 22, 2019; Answered September 23, 2019)

Q: I received the mailer for the betterments vote. However, there was no enclosed envelope and no address provided to return the voting form. Also, could you provide an image of the panels that are being considered? I like some of the panels in the betterments slide show but not others.

A: Right now all we have is what was presented in the betterments slide show as idea generators. Once we arrive at consensus, we will communicate again with the neighborhood to identify the specifics. The betterments team is requesting trees, panels, or other selections.

(ID# 408; Received September 23, 2019; Answered November 15, 2019)

Q: I am a homeowner along Keller Springs Rd. Currently there is a deactivated railway behind our home and several other homes along our street. We understand that there is a diesel Dart train going in soon and naturally have concerns and questions. My main concern is noise but that is why the noise wall will be put in. My other concern with this wall is that it will be ugly



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and decrease the value of my home. Can landscaping be considered along one side of the wall facing the rear of our homes to increase the rear elevation look of the wall? I was thinking large rectangular bushes, magnolia trees, or just medium-sized wide trees in general. Please let me know what procedures need to be taken for this to be considered.

A: Yes, landscaping is an option that can be considered along the corridor in residential areas as part of the Betterments Program. The Betterments Program has been established to address concerns similar to yours. DART appreciates your feedback. Please provide your address so that we may provide you with information relevant to your neighborhood.

(ID# 409; Received September 24, 2019; Answered October 23, 2019)

Q: I am at XXXX Southpoint. I received a letter asking me to select some options. As I am at the highest point backing to the train tracks and have the trellis behind my home, I am asking for clarification if the trees will be on my property (there is room), as 35 feet will only bring the top of the tree to my property line if planted at the base of the river. I also do not know what a “penel” is. Maybe you meant panel? Again, that is not tall enough to block sound at my home. Further, the letter does not state where it should be returned to.
Please contact me at the number below on Monday to clarify.

A: If trees are the consensus, they will be on DART property. Yes, an applied panel (typo) every 20’ is an option.
You may return your vote via email.

(ID# 410; Received September 24, 2019; Answered September 24, 2019)

Q: We have a community meeting with owners of the Preston Green Townhomes, and I need to make sure I’m giving them the latest and correct information. Please clarify the bike trail placement between ... Campbell and Davenport. East or West side?

A: At the current 10% design definition, the trail is on the east side between Campbell and Davenport Rd.

(ID# 411; Received September 24, 2019; Answered November 20, 2019)

Q: Mr. Huerta,
I live north of Belt Line Rd and west of Mockingbird lane in Coppell. I am excited about the potential and possibilities that the Silver line will bring to the Coppell area. I work downtown and am a daily DART green line rider. I have not been able to attend information sessions due to work/family conflicting times.

I have a few questions regarding the silver line. Feel free to reply to me via email or phone (XXX-XXX-XXXX).



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Will the area along belt line road between mockingbird and Moore road be designated a quiet, “no horn” zone?

A: The Cotton Belt Corridor Regional Rail Project Final Environmental Impact Statement/ Record of Decision (FEIS/ROD) is available at www.dart.org/cottonbelt. It provides information regarding the project. As discussed in Section 4.14.2 of the FEIS/ROD, quiet zones will be established for East Belt Line Road and Moore Road in the City of Coppell.

(ID# 412; Received September 24, 2019; Answered November 20, 2019)

Q: Will there be bicycle and pedestrian crossing areas around mockingbird lane and/or Moore road that lead to the Cypress waters station?

A: As discussed in Section 2.6 of the FEIS/ROD, DART is working with the North Central Texas Council of Governments to implement the Cotton Belt Regional Trail. The current concept would extend the trail from the Cypress Waters Station to East Belt Line Road and then cross at Moore Road to rejoin the railroad right-of-way. There may be an additional crossing of East Belt Line Road at Mockingbird Lane to tie into the Campion Trail.

(ID# 413; Received September 24, 2019; Answered November 20, 2019)

Q: How will the silver line cross belt line road as it arrives/departs the Cypress waters station? Specifically, how will traffic and the train interact?

A: East Belt Line Road will be an at-grade crossing on a skew angle. Traffic will be controlled with railroad crossing signals and gates. As discussed in Section 5.2 of the FEIS/ROD, signal systems at grade crossings within the Cotton Belt right-of-way will include all signs, signals, and warning devices. The function of these systems is to permit safe and efficient operation of the train, on track equipment, highway traffic, and pedestrians over level grade crossings. Grade crossing warning devices will be designed in conformance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD), TxDOT, and the recommended American Railway Engineering and Maintenance-of-Way Association (AREMA) practices.

(ID# 414; Received September 24, 2019; Answered November 20, 2019)

Q: Will Cypress waters station have a place to lock bicycles?

A: Yes, Cypress Waters Station will have a designated area for bicycle racks.

(ID# 415; Received September 24, 2019; Answered November 20, 2019)

Q: How will commuters transition from the silver line to the green line at the downtown Carrollton



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station?

A: As discussed in Section 2.3.1 of the FEIS/ROD, an aerial walkway will extend from Downtown Carrollton Green Line north to a new elevator and stairs that will connect to the street level Silver Line Platform. In addition, street level pedestrian paths will provide for crossing of the tracks and connect the Silver Line Platform to the bus transfer and the concourse level of the Green Line Station.

(ID# 416; Received September 24, 2019; Answered November 20, 2019)

Q: Has there been any discussion about the specific times the silver line train would run and arrival/departure times at each station?

A: The rail operation schedule has not yet been fully developed. It is anticipated for trains to operate approximately every 30 minutes during peak travel periods and approximately every hour in the off-peak travel periods.

(ID# 417; Received September 24, 2019; Answered November 20, 2019)

Q: Will the Cypress waters station have ample shaded areas (trees or covered areas) so people aren't suffering heat related illness? In my ideal world I would be able to ride a bicycle to the silver line, ride the silver line to the green line, and take the green line downtown. Part of the trade-off of being able to ditch my car, not pay parking costs, and relax on the way to work is that it takes longer to ride the train. I'm fine with that as long as the ride/wait times are somewhat reasonable.

A: Design for the Silver Line Platform includes canopy structures.

When complete the Cotton Belt Regional Trail would extend from Fort Worth to Plano primarily along the Cotton Belt Corridor. The Trail will have connections to all Silver Line Stations except for two DFW Airport Stations.

(ID# 418; Received September 25, 2019; Answered November 27, 2019)

Q: My name is XXXXXX XXXXXX and I work for Dodge Data & Analytics. We are a construction news gathering organization and we try to compile how much construction activity is going on in different cities. Please email the answers to the questions below to me at XXXXXXXXXXXXXXX@construction.com

What month did construction start and when will the project be entirely completed?

Is the construction cost of this project \$994 million? Approximately how much of the money or what percentage of this project is in Dallas county, in Tarrant county and in Collingsworth county? Thank You for Your help.

A: Construction will begin in mid-November 2019 for the DART Silver Line project. The project is scheduled to be 100% complete by June 2023. The federal financing for the project is in the form of a



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\$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below. *graphic*

Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS).
The table above is the revised funding table for the project.

The approximate percentage of the 26-mile regional rail corridor in each county is outlined below:

- Tarrant: 11%
- Dallas: 59%
- Collin: 30%
- No part of the DART Silver Line project is in the Collingsworth County.

(ID# 419; Received September 27, 2019; Answered November 21, 2019)

Q: The property location is XXXX West Beltline Road, Carrollton TX 75006. The entry is just west of the intersection of Luna Road/Tollway and Beltline Road, on the north side. Will access to the property be closed for construction of the Silver line trackage and trestle?

A: The access in and out of XXXX W Beltline Road will be maintained throughout construction and will be coordinated directly between the Design-builder and the Pistol Club.

(ID# 420; Received September 27, 2019; Answered November 21, 2019)

Q: If so, what dates and for how long? We will need to coordinate with our membership and other outside organizations, primarily police departments, which use the range for training purposes.

A: The current estimated construction schedule is the following:

- Design – now thru Jun 2020
- SB Bridge Construction – Jun 2020 thru Sept 2020
- SB Trackwork – Mar 2021
- NB Bridge Construction – Aug 2021 thru Oct 2021
- NB Trackwork – Jan 2022

Check the DART website (www.dart.org/cottonbelt) for construction alerts. Please be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 421; Received September 27, 2019; Answered November 21, 2019)

Q: Will access be changed in any material way from the current road beneath the trestle?

A: It is anticipated that at the end of construction, the Dallas Pistol Club will have similar dirt road access as they do today, with an approximately 9'- 6" minimum vertical clearance provided by the new



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bridge structure.

(ID# 422; Received September 27, 2019; Answered November 21, 2019)

Q: It appears there is a planned bike/hiking trail running East / West on the south side of the Silver Line.

*** Will that cause any issues for our entry/exit from the property?**

*** Will any signage be posted to warn bikers/hikers of a vehicle crossing?**

There is limited vision for a vehicle coming underneath the trestle to see anyone crossing the road.

A: The 10% design indicates the Pistol Club members will cross the hike/bike trail at the Belt Line Road entrance where the NCTCOG currently intends to align the trail along Belt Line Road; see graphic below. The final alignment is subject to further development during the upcoming final decision effort.

(ID# 423; Received October 3, 2019; Answered October 9, 2019)

Q: Hurry up and build the cotton line!! I'm tired of how hard it is to get to the airport from Denton. You should have built it years ago, but no - every dollar for cars and public transportation can go hang. That really sux!!

And why are you building it through Carrollton? A couple miles higher, at Trinity Mills, and the people getting off the A train don't have to get on the damn green line for one measly stop. Hurry up!! You shouldn't be dragging this out until 2022!

A: Thank you for your comments regarding expediting construction of the Silver Line. Although DART would prefer service to begin sooner, the normal timeline from planning/design/construction to operation is typically eight to ten years. Please stay tuned for alerts, updates and community meetings pertinent to the project.

(ID# 424; Received October 8, 2019; Answered November 15, 2019)

Q: Will the eventual railway be single or double track?

A: The Silver Line will be double track.

(ID# 425; Received October 9, 2019; Answered November 20, 2019)

Q: I am so glad that I went to the meeting last Tuesday. I was writing with a few concerns/questions.

First, thanks again for the meeting. It was very informative. I would like to suggest a very beautiful crosswalk at Cecil and Perry. All of the middle school kids walk home across the railroad tracks every day. As is, there is no crosswalk, much less sidewalk for them to use. With a silver line crossing every 15 minutes, I think it would be in everyone's best interest to have a pedestrian crossing there.



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Secondly, I want to know if the “screens” would go “on top of” the 15’ wall or “in lieu of” it? The reason I ask is because we have a fabulous wind that comes off the hill and I don’t want that to stop. If we could get one of the screens in lieu of the wall, the wind wouldn’t stop. If it were “on top of” the wall, I think I’d vote for a different betterment. I would love to see samples of the screens at the next meeting as well as the landscaping options. Thank you again for letting us have an opinion!

A: Thank you for attending the meeting. The safety of all pedestrians is important to us and DART will provide appropriate crossings and signage along the Silver Line Corridor, including at the crossing located at Perry Road in Carrollton. The screens will not go on top of the 15’ wall, the screens and metal panels may be attached to the face of the wall.

(ID# 426; Received October 10, 2019; Answered October 15, 2019)

Q: I realize our vote is needed, and apologize for the delay. I just wanted to make sure I understood correctly, is it the sound wall that will be the 15 ft. and the betterment wall is 12 ft. Also which side of the tracks would each be placed, I know it had been mentioned that a trail would also be added, just wondering how it will come together on the Campbell side, then run along over the creek. I can only imagine how many times you have been asked the same questions over , over, (I don’t want to be that person) obviously we want what’s best for our community and the value of our property.

A: Thank you so much for getting back to me! Prestonwood Trail Apartments has two betterment sections. Section 1 has a sound wall, and you may select other enhancements such as landscaping or decorative panels. Section 2 does not have a sound wall, and the you may select to add a wall with or without landscaping as noted on the attached sketch. Both walls will be placed at a 12’ offset from the tracks. You get two ballots, one for each section. The graphic should provide a good summary of the options you have for either section.

Trail: The plan at this moment is for the proposed trail to run on the south side of the tracks at this location and for it to cross to the north side of the tracks at Campbell Rd.

(ID# 427; Received October 11, 2019; Answered January 6, 2020)

Q: RE: Hike & Bike Trail Placement between Campbell and Davenport behind the Preston Green Townhomes

Judson, we were encouraged after the onsite visit on August 9th, 2019 with the various representatives involved with the Silver Line project. Especially during the hike with everyone on the tracks and listening to everyone’s observations regarding the unobstructed wooded area on the West side of the tracks, should make the decision to move the H&B Trail to the West side..... obvious.

We understand from your last email (9/24) that you are working on a new design and are



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@10% regarding the Hike and Bike Trail (H&B) placement as requested from the Preston Green Townhome Association for moving the proposed H&B Trail from the East side of the tracks, which would be against the fence-line of our backyards, to the West side which has the unobstructed wooded area. Our group is concerned that time is getting critical for the change to be made and are asking when can we expect a definitive answer of which side the H&B placement will be regarding our homes, East or West side of the track?

If DART cannot give us an answer of West or East, or the final date when the decision will be made, would you please elaborate and give us up to date details to what has been done to determine the placement change to the West side, and a list of the concerns causing the dilemma for DART? The most common question we are asked, Why is the trail designed on the West side until it reaches Campbell then “crosses” over?

We have a 7PM, Oct. 16th (Wed.) meeting with our group and would appreciate answers we can relay to them.

A: The NCTCOG and City of Dallas developed the 10% design not DART; consequently, modifications to the 10% Hike & Bike trail design should be directed to the following: Mr. Kevin Kokes with North Central Texas Council of Governments (NCTCOG), Mr. Jared White with the City of Dallas for information and suggestions on the Hike and Bike Trail 10% design.

Kevin Kokes with NCTCOG can be reached at kkokes@nctcog.org or by telephone at 817-695-9275. Jared White can be reached via email at jared.white@dallascityhall.com or by telephone at 214-670-4090.

(ID# 428; Received October 11, 2019; Answered December 3, 2019)

Q: What’s the noise power in dB you measured in the Ezkial Way’s properties adjacent to the existing railway when a train passes?

A: An approximate 1.5 dBA increase is anticipated at the nearest sensitive receptor along Ezekial Way.

(ID# 429; Received October 11, 2019; Answered December 3, 2019)

Q: What’s measurement distance to the railway when obtaining these data?

A: At Ezekial Way the closest sensitive receptor is 94 feet from the nearest track.

(ID# 430; Received October 11, 2019; Answered December 3, 2019)

Q: How much noise power reduction could be achieved with a 12’ and 15’ tall sound shield wall, respectively?



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A: As outlined in Section 4.14 and Section 8.6.1 “Summary of Comments” of the Final Environmental Impact Statement (FEIS), a 12-foot sound wall will provide the required noise mitigation. For transit projects they typically range from 8-12 feet and will reduce noise levels from trains by 5-15dBA. A 15-foot wall would not be expected to provide any significant improvement in noise mitigation over a 12 foot wall.

(ID# 431; Received October 14, 2019; Answered October 16, 2019)

Q: When will construction start in the Coit (Q5) area? I live in the townhomes backing to the tracks.

A: Construction is slated to begin in January throughout various parts of the corridor. Other activities, such as utility relocation, will commence in advance of that. As that time (January) gets closer, DART and the contractor will take steps to notify residents and stakeholders. Also check the DART website for construction alerts.

(ID# 432; Received October 16, 2019; Answered November 20, 2019)

Q: Thank you for the information. More specifically, the area between Coit and Independence? I’m in University Place.

A: Track demolition will begin in November between Coit Road and Waterview Parkway (Independence Parkway). At this time, we do not have an exact start date for construction involving new rail installation between Coit and Independence. All residents of the area will be notified prior to construction start dates. Check the DART website (www.dart.org/cottonbelt) for construction alerts and be sure to sign up for alerts to receive communication on when the website is updated.

(ID# 433; Received October 16, 2019; Answered December 9, 2019)

Q: Mr. Hemsath and Mr. Rhone, Craig Jansen has been distributing some information about a sound absorbing (Durisol?) wall in Far North DALLAS. This is the third wall being proposed: -the first one has a “fractured pillar” surface finish - the second one had a “hammered finish” surface.

I understand both of these previous walls were basically the same (solid concrete walls), just with different finishes. I like that the project team is looking at alternatives and the sound absorption is a welcome note in the Durisol wall information. Could I get some comparison data about how this wall matches up against the original walls?”

A: Comparative data for the absorptive wall option is under evaluation and not available for release at this moment.



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(ID# 434; Received October 16, 2019; Answered December 9, 2019)

Q: This wall supposedly has a 7-year guarantee? What was the guarantee on the original walls?

A: Archer Western Herzog provides a 1-year warranty on the walls they install. The proposed sound absorptive wall advertises a minimum 25-year service life.

(ID# 435; Received October 16, 2019; Answered December 9, 2019)

Q: What is the sound decrease calculated for the original wall vs. the new wall?

A: The Final Environmental Impact Statement (FEIS), criteria for the wall is not based on sound decrease, but physical characteristics of the wall. Based on the Noise Reduction Coefficient (NRC) rating for each wall type, the original wall is a reflective sound wall 0.00 and the new wall is stated to have a 0.90 NRC rating. A NRC rating over 0.80 is considered to be fully sound absorbing.

(ID# 436; Received October 16, 2019; Answered February 7, 2020)

Q: What is the structural integrity of both walls? (The Durisol wall has ground up wood in it to help with sound absorption. How well does each type of wall stand against impact?)

A: Both walls are primarily concrete. The Durisol wall is the only wall that has a sound absorbing treatment applied to the concrete. Both are designed to meet City requirements and Code Standards.

(ID# 437-439; Received October 16, 2019; Answered February 7, 2020)

Q: What is the SLA on wall maintenance? After the project is complete, DART will be responsible for maintaining the walls implemented. What is the expected "repair" time for a degraded wall? What constitutes a degraded wall? If it's face is crumpling? If it's cracked, but still standing? If it starts leaning a certain degree? Or only if it has completely fallen/broken?

A: DART will be responsible for maintaining walls implemented on the DART ROW and will aspire to maintain a state of good repair. Recommendations for remedial repair will be based on review of routine inspection reports and engineering analysis on a case by case basis. The expected repair time will be established on a case by case basis and in context with other maintenance priorities. An engineering analysis can be conducted within 6-8 weeks of the reported observation and once DART confirms repair, a task order can be authorized within 90-180 days.

(ID# 440; Received October 17, 2019; Answered December 2019)

Q: We recently read Councilwoman Mendelsohn's 10-10-19 Newsletter about the City Council refusal of the 30% DART design because of problems of prolonged street closures for traffic and emergency response vehicles. DART has said the Cotton Belt Silver line will have 20-minute headways. DART is proposing double tracks. This means if you take into account there would be trains on both tracks, going in opposite directions, then there would be trains passing through the grade crossings every 10 minutes. DART says it is concerned with safety. We find 2-minute delays of emergency vehicles for street level trains crossing at McCallum Blvd and Meandering



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Way roads unacceptable. DART needs to tunnel the train at McCallum/Meandering Way. Why haven't you changed the design to accomplish this? You are now at 10% design.

A: Safety is important to DART. The DART Silver Line will have 20-minute headways and run on a double track. It is anticipated that all crossing events are approximately 30 to 50 seconds in duration, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossings are expected to be closed approximately five minutes out of every hour.

(ID# 441; Received October 17, 2019; Answered December 19, 2019)

Q: To whomever will read this:

First please understand my frustration is not aimed at you personally; it is directed to DART. Thank you in advance for your time and response. I live in on the East side of Coit in University Place, and my home backs directly to the railroad. I found out in August that the track will be elevated over Coit, and the top of the sound wall will be approximately 40ft in the air. Although I am sure that I am not the first person to express my discontent, I'd ask that you not let that dilute my expressed frustration. I am nothing short of infuriated to one day be staring at the Great Wall of DART. In my opinion, DART made an effort to not communicate clearly with homeowners directly along the railroad in order for there to be less opposition from homeowners in regard their plans. Because of DART's actions, the property values along the railroad and resident's daily lives will be negatively affected, especially in my area. If there remains even a .01% chance that the tracks could lie below ground level, I ask that whatever possible be done in order for this to be accomplished. Although, it would not fix every issue at hand, the blow would at least be lessened. The projected ridership for this line is being seen through rose colored glasses at a minimum. This 10-figure investment is a poor use of taxpayer dollars regardless if the funds were derived from a local or federal level. If the track is elevated over Coit, how many feet past Coit headed east until the tracks reach flat ground (or at least the track's lowest elevation)?

A: Thank you for your comments and concerns. At the current 30% level of design for Coit Road intersection, the track is elevated at Coit Road, the retaining wall ends around 600 feet east of Coit Road and the rail returns to existing grade approximately 1,100 feet east of Coit Road. The design of grading, drainage and track alignment is advancing to final design and may result in changes. However, the city of Dallas has notified DART that they are interested in the 10% level design concepts. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes.

(ID# 442; Received October 18, 2019; Answered January 6, 2020)

Q: What arrangements are being made for the de-valuation of our property?

A: Thank you for your comment. Economic impact studies have focused on station area development; however, past history with other DART rail lines does not indicate property values are lowered by the implementation of rail transit on existing rail corridors.



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(ID# 443; Received October 25, 2019; Answered January 6, 2020)

Q: To Whom It May Concern:

It is apparent you fought to make the property called Cypress Waters, Dallas due to your greed and making it impossible to live in Valley Ranch.

I am sure you planned this while fighting to make it Dallas to destroy our lives in Valley Ranch. Looking at your map the noise and destroying our lives is right where you are going to put your train.

Our property values will be lowered and our quality of life destroyed. I think it is time you purchase all the houses in Valley Ranch at a good market value not low prices.

Again, your city council is out to make a name for themselves or money. I think you need to put it somewhere that does not affect our area.

A: Thank you for your comment. We note that recent studies done over the past 16 years document the positive effects on property values from being located near a rail station. More detail can be found at: <https://www.dart.org/about/economicimpact.asp>.

(ID# 444; Received October 27, 2019; Answered November 12, 2019)

Q: Are the trees/panels offered in section 1, supposed to be an additional noise buffer, or are they for cosmetic purposes?

A: Landscaping and artisan metal panels serve as a visual betterment to soften the view.

(ID# 445; Received October 27, 2019; Answered November 12, 2019)

Q: If for noise, which will have greater muffling effect?

A: Not intended to muffle noise.

(ID# 446; Received October 27, 2019; Answered November 12, 2019)

Q: Which would you recommend?

A: DART prefers to not make a recommendation of one betterment option over others and allow the residents to choose.



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(ID# 447; Received October 27, 2019; Answered November 12, 2019)

Q: For section 2- what do the betterment walls look like?

A: The betterment wall will be of the same composition, construction and look as that of the base precast concrete noise wall.

(ID# 448; Received October 27, 2019; Answered November 12, 2019)

Q: Why isn't the 15' foot sound wall being offered as an option?

A: For section 2, you have the option of a 15' Betterments wall which will be of the same material and construction as the precast concrete sound wall. Sound wall terminology is only used for mitigation identified in the Final Environmental Impact Statement (FEIS). "Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. As part of the FEIS process, there was no substantial noise impact identified at this location."

(ID# 449; Received October 27, 2019; Answered November 12, 2019)

Q: How much less sound protection do the Betterment walls afford?

A: The 15' Betterments wall and base 15' Sound wall will perform similarly when placed 12' from centerline of track.

(ID# 450; Received October 27, 2019; Answered November 12, 2019)

Q: What would you recommend for section 2?

A: DART prefers to not make a recommendation of one betterment option over others and allow the residents to choose.

(ID# 451; Received October 29, 2019; Answered December 9, 2019)

Q: Dear Dart;

I live in Carrollton at the bottom of the Ridgemoor Cv. cul-de-sac from street level on McCamy to the bottom of my back yard there's probably a 30-40 ft. drop in elevation causing bad runoff thru my yard.

The DGNO runs behind my yard & their drainage ditch becomes a river in heavy rains. These elements together are making my yard disappear. I've had dirt trucked in repeatedly but really need a retainer of some type & wondered if such issue would fit the "betterments" criteria. Looking at pic below you can see the straight fence lines to right & left of mine but big washout in my yard.

**Thanks for your time;
XXXXX XXXXXX**



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**XXXX Ridgemeadow Cv.
Carrollton, TX. 75006-4223 *Graphics Submitted***

A: Thank you for identifying this issue. The project team is working on a drainage analysis for the DART Right-of-Way (ROW) and will identify design recommendations for ROW areas adjacent to your property. The funds under the Betterments Program are not available for making drainage improvements on private property.

(ID# 452; Received November 1, 2019; Answered December 3, 2019)

Q: Mr. Meshack,

On Sept. 19 we spoke with Ms. Carolyn Cook, Senior Crossing and Trespass Prevention Regional Manager for the Southwest-Region of the Federal Railroad Administration. Region 5. We explained our concern with Dart's current proposal of 60-90 trains a day at street level over the Preston Ridge Trail. The Highlands of McKamy IV & V want the safest solution to address DART's Cotton Belt/Silver line rail traffic in our neighborhood. Tunneling the train is the safest solution.

Ms. Cook indicated that a Diagnostic Review Team is being formed which will make safety recommendations for the Preston Ridge Trail. She said that stakeholders are supposed to be part of this Diagnostic Review Team. That includes our neighbors. We would like someone who represents the 247 homeowners of the Highlands of McKamy IV & V to be on this Diagnostic Review Team. Our request is not for a site visit or conference call, but to be placed on the Diagnostic Review Team.

Also, we read this from Rails-with-Trails: Lessons Learned: Literature Review, Current Practices, Conclusions <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/RailsWithTrails.pdf>. p IX: At-Grade Crossings

With many railroads actively working to close existing at-grade roadway-track crossings, consistent with U.S. Department of Transportation policy, new at-grade crossings will be difficult to obtain. Each trail-rail intersection is unique; most locations will require engineering analysis and consultation with existing design standards and guidelines. Issues that should be considered include the following:

- Train frequency and speed;**
- Location of the crossing;**
- Specific geometrics of the site (angle of the crossing, approach grades, sight distance);**
- Crossing surface;**
- Night time illumination; and**
- Types of warning devices (passive and/or active). Page IX**

If the DOT says new at-grade crossings will be difficult to obtain, how is DART going to get one for the Cotton Belt/Silver Line at-grade over the actively used Preston Ridge Trail used by children, the disabled and families?



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Highlands of McKamy IV & V HOA 2019 Board
Maura Schreier-Fleming, President, Judi St
Jeff Jones, Treasurer, Halprin
Jerod Bauer, Rocky Top Circle
Jeff Rance, Board Member, Blue Mesa
Catherine Paulson, Board Member, Rocky Top

A: All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Preston Ridge Trail centers.

The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.

DART will follow up with you regarding the Diagnostic Review Team.

(ID# 453; Received November 1, 2019; Answered November 4, 2019)

Q: What month in 2022 is planned for Dart Silver Line operation? Looking forward to it! Also, I noticed today a series of rail cars on the railroad near the Addison Transit Station. Why are those cars there?

A: December 2022 is when revenue service begins. Staff is researching the rail cars near the Addison T.C.

(ID# 454; Received November 3, 2019; Answered December 3, 2019)

Q: To: Members of the DART Organization

My husband and I are homeowners in the Highlands of McKamy neighborhood, and I am writing to express our concerns about the proposed DART Cotton Belt line.



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This line has been moved forward over a decade in DART's plans and is now affecting the safety and value of our neighborhood. DART plans to run trains over this line 60 to 90 times per day. The line is adjacent to houses and will cross the Preston Ridge Trail, which is extensively used by neighbors and children in this area. Running these trains at street level (as planned) will be very dangerous, will disrupt the police and fire services in the area, and the noise will have a negative impact on the quality of life in the neighborhood.

The concerns of current homeowners and prospective homeowners should be obvious from some neighborhood statistics I received recently. A real estate agent (XXX XXXXX) sent out a market report for Preston Highlands, Highlands of McKamy, and Bent Trail for January - September 2019. Reviewing these numbers, I find that the numbers in the Highlands of McKamy are definitely suffering and the most obvious reason is concerns of future buyers about the DART Cotton Belt line: Homes Sold: Preston Highlands, down 33%; Highlands of McKamy, down 67%, Bent Trail, up 24%.

Average Price / Sq. Ft.: Preston Highlands, about the same; Highlands of McKamy, down 19%, Bent Trail, about the same.

Average Days on Market: Preston Highlands, about the same; Highlands of McKamy, up 39%, Bent Trail, down 1%.

Average Sales Price: Preston Highlands, down 2%, Highlands of McKamy, down 24%, Bent Trail, down 2%.

While there are obviously some differences in the homes that sale from one year to the next, based on the huge changes for Highlands of McKamy versus the two other neighborhoods, it seems obvious that the Highlands of McKamy neighborhood is suffering a huge negative as a result of the anticipated DART Cotton Belt line.

We understand that the line is probably a foregone conclusion. We are asking all responsible for the line to consider the safety and property value concerns of the surrounding neighborhoods and require that DART build a tunnel for the train.

**Sincerely,
XXX X XXX XXXXXXXX
XXXX Judi Street
Dallas, 75252**

A: Federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Preston Ridge Trail centers.



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The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.

(ID# 455; Received November 3, 2019; Answered December 19, 2019)

Q: Carlos- what is the status of having crossing bell sound mitigation at the Moore Road and close by Belt Line street crossings in Coppell?

A: Electronic volume adjusting bells are in the design of the Silver Line and will be used at Moore Road crossing and other crossings in residential areas, including Coppell. Adjusting the bell volume and other mitigation measures, as discussed in the Final Environmental Impact Statement (FEIS), may be applied to the Moore Road crossing even though crossing bell mitigation is not required at Moore Road per FEIS. Grade crossing bells are addressed in Section 4.14.3 of the FEIS.

(ID# 456; Received November 19, 2019; Answered January 6, 2020)

Q: I would like to if the cargo train line will be in use after the cottonbelt starts operations? Would they use the same line as the dart rail? If so, how ofthe will cargo train pass thru? Daily?

A: This response addresses the west section of the Cotton Belt-Silver Line corridor from DFW International Airport to west of Downtown Carrollton. The Fort Worth Western Railroad (FWWR) provides local freight service from Fort Worth to west of downtown Carrollton. Typically, FWWR operates three trains per week with switching activity within the corridor. This was typical during the FEIS but has the potential to increase. Freight will operate on the existing Cotton Belt Corridor and will share the same tracks with the Silver Line once it is opened in Dec 2022. However, it will not divert or operate along the new tracks of the Cypress Waters alignment. Please see attached map on Figure 2-3 from the Final Environmental Impact Statement (FEIS) for the existing railroad corridor and the alignment deviation for Cypress Waters.

There will be no FWWR freight service between Renner Junction (Waterview Parkway) and Knoll Trail Drive in North Dallas where freight service was abandoned in 2010.

(ID# 457; Received November 19, 2019; Answered January 6, 2020)

Q: Also are there plans to move the cargo train to another location? Or line?

A: The FWWR currently has no plans to abandon the tracks it currently utilizes or to move somewhere



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else.

(ID# 458; Received November 20, 2019; Answered November 21, 2019)

Q: So to be clear, there WILL be an agreement signed to keep freight abandoned... is that the “plain speak” of your message below?

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silverline) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.

(ID# 468; Received November 22, 2019; Answered February 7, 2020)

Q: Mr. Rhone,

Safety, Quality of Life, Houses Values, Safety to Schools, etc. remain material outstanding issues. I will focus on Safety and how new issues continue to pop up. A new issue is “Safety Education” and how this continues to change. I would hope Safety is taken seriously but when an employee, Mr. Meshack, from the company says one thing about how to communicate safety to kids/children and a principal does not support what he said, this is extremely concerning as a resident of Dallas, a parent and a 1% taxpayer to DART. This makes me start to question everything DART says. Mr. Meshack who works for DART and is one of the spokespeople said in numerous meetings, which are videotaped, that DART would work with schools to help educate students, ex: RISD to give input, help teach or coach kids about train safety, etc. The other week, I decided to ask a principal in RISD about how they would educate students about the upcoming railroad through the neighborhood which puts kids’ lives at risk walking to and from school, playing in neighborhoods, etc. The principal said RISD will not provide information. It is now clear what Mr. Meshack said on using schools as a communication medium for kid/children education of the railroad safety is not going to happen. Mr. Rhone –

1. Can you please tell me how DART will now educate students, kids/children in the neighborhood since

RISD will not be the communication medium?

2. Why would Mr. Meshack say something without the support of the communication medium, RISD?

3. Did anyone ask RISD before these comments were made? The train speed which continues to be a

moving target and continues to be a major safety issue. There has been significant discussion which

started from Mr. Shattles comments about trains going 35 MPH but FEIS says 70 MPH+.

DART is creating

a major safety hazard with trains up to 70 MPH+ and changing communication medium



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or no medium

now to educate kids/children in the neighborhood. A simple way to remove all of these safety issues and

I am sure new ones that will continue to pop up, would be to tunnel the train through our neighborhood.

A: Safety is our first priority and as part of our commitment to being a good neighbor, DART is taking extensive measures to ensure the Cotton Belt “Silver Line” can travel safely and seamlessly along the corridor and throughout the region. From horns, to quad gates and impassable barriers, we’re working so our communities are as safe as possible when trains pass through. We met with Richardson Independent School district (RISD) in September 2019, and will be continuing to meet with them and other schools along the corridor throughout the process. DART has a Transit Education program that already works with the community and its schools to provide information to youth, families and the community. This information is also available on the DART website: <https://www.dart.org/transiteducation/silverlinesafety.asp>.

We thank you for your comments in regard to tunneling the project in North Dallas. Federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. The construction of a tunnel was considered on an approximately 3-mile area in the North Dallas portion of the Silver Line. This alternative was too expensive and would likely double the price of the project. Based on information reviewed by DART, this alternative would be environmentally impactful to the community and expensive as compared to the existing corridor that has been in the original service plan since 1983. Neither tunnel or trench options address the potential environmental impact, disruption to the community and funding sources for the substantially increased expense to the project. The ROD and FEIS from the U. S. Department of Transportation (USDOT), FTA, and the FAA, as a cooperating agency, addresses potential impacts to the environment, community, funding and other impact categories and supports construction of the Silver Line rail corridor. In 2006, the 2030 Transit System Plan evaluated various North Crosstown Corridor alternatives and selected regional rail on the Cotton Belt Corridor to address the transit needs. To address concerns for health and safety, DART conducted an environmental impact statement (EIS). The FTA has determined that with the execution of the mitigation measures identified in the FEIS/ROD, all reasonable steps are being taken to minimize the adverse effects of the project.

The maximum operating speed of the vehicle will be 45-mph for the Dallas area as previously stated in response given on August 2, 2019.

(ID# 469; Received November 22, 2019; Answered February 6, 2020)

Q: Can you provide me elevations of improvements from Wester Way heading North to McCallum along both Hillcrest and McCallum, please?

A: The design for this area is still under development. More information will be provided at the quarterly meeting scheduled for February 12, 2020.



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(ID# 470; Received November 24, 2019; Answered February 6, 2020)

Q: John and Matt,

Stakes with pink ribbons showed up along the Cottonbelt RoW this week. They are right at the edge of my property, but somewhat closer to the track just West of me and across the track from me. I presume this is where the wall is planned. Please confirm. If that is so, then there is a gap in communications. I brought 4 of the 6 residents on Duffield West over to the two of you at the last Group 3 Betterments meeting where they asked that the wall be moved to the edge of the RoW (i.e. the “jump” would be moved closer to the bent tree condo complex). Please see the image below - this indicates that the wall is planned closer to the track. This is why group 3 asked for (at least) one more Betterments meeting where we could confirm the feedback from the segment petitions had been passed on to AWH and confirmed in updated diagrams. Please advise how we can close this communications gap at your soonest.

A: AWH survey is installing construction/survey stakes along the Silver Line Corridor to identify construction limits and the DART Right of Way (ROW). The stakes serve as DART ROW markers unless there are trees or other obstructions in the way. In this situation, the stakes are offset from the DART ROW by a few feet. The stakes protrude approximately two feet out of the ground and have a pink survey flag tied at the top. The stakes will typically appear every 50 or 100 feet apart. The stakes are marked with a location marker (example: 3100+00), which is used as a construction marking reference. The stakes DO NOT represent anything else, such as future location of the track, Hike & Bike trail, sound walls or betterments.

(ID# 471; Received November 25, 2019; Answered February 6, 2020)

Q: What the new stakes they placed along the edge of the alley last week represent?

A: AWH survey is installing construction/survey stakes along the Silver Line Corridor to identify construction limits and the DART Right of Way (ROW). The stakes serve as DART ROW markers unless there are trees or other obstructions in the way. In this situation near the alley off Campbell Road and Davenport Court, the stakes are offset from the DART ROW by a few feet. The stakes protrude approximately two feet out of the ground and have a pink survey flag tied at the top. The stakes will typically appear every 50-or 100-feet apart. The stakes are marked with a location marker (example: 3100+00), which is used as a construction marking reference. The stakes DO NOT represent anything else, such as future location of the track, Hike & Bike trail, sound walls or betterments.

(ID# 472; Received November 25, 2019; Answered February 6, 2020)

Q: What the elevation at the base of the sound retention wall will be in relationship to the elevation of the alley?

A: Based on the in-progress design near Campbell Road and Davenport Road, the elevation is minus



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2 feet. Base of wall approximate elevation is 606. Approximate elevation of alley is 608.

(ID# 473; Received November 25, 2019; Answered February 6, 2020)

Q: How far from the alley will the wall be constructed?

A: Based on the in-progress design, the wall will be constructed approximately 40 feet from the alley off Campbell Road and Davenport Court.

(ID# 474; Received December 25, 2019; Answered January 6, 2020)

Q: Will the hike and bike be on the West side or East side of the new RR tracks between Campbell and Davenport?

A: The Hike and Bike trail defined by the North Central Texas Council of Governments (NCTCOG) and the City of Dallas is at the 10% level of design development. The 10% design locates the trail on the north side of the regional rail tracks between Campbell and Davenport.

(ID# 475; Received December 25, 2019; Answered January 6, 2020)

Q: What are the estimated measurements for placement of tracks, walls and pedestrian trail?

A: The DART owned right-of-way is approximately 100 feet wide. Although final design may modify this slightly, the hike and bike trail will typically be 12 feet wide. It can range between 10 to 14 feet wide depending on the location, design for the guideway is in-progress. The tracks are typically located in the center of the right of way and sound walls will be located 12 feet from the centerline of track.

(ID# 476; Received November 25, 2019; Answered December 16, 2019)

Q: Mr. Walters,

Highlands of McKamy HOA Board Member, Maura Schreier-Fleming received notice (below) that she will receive a DART Betterments ballot. In previous Community Meetings, DART has limited betterments voting from neighbors to rail adjacent homeowners. She is not rail adjacent.

Perhaps you sent this email because she is the President of the Highlands of McKamy IV & V Homeowners Association (members are 247 neighbors) Yet other non-rail adjacent HOA Board members did not receive this email notice.

Is this a change in DART's policy? What is the current policy for providing input for betterments? Will she be voting for 247 homeowners and represent 247 votes? When and where was this change announced? Also, what other changes in policy have you implemented?

Discussing betterments is the wrong course of action. DART proposes running the Cotton Belt/



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Silverline at street level over a heavily used Preston Ridge walking trail which is used by our neighbors. We have a considerable number of neighbors who walk crossing McCallum and Meandering Way, both during the day and at night. The Betterments you offer do not address our safety concerns.

The members of our HOA are still interested in getting the train tunneled to ensure our safety and maintenance of quality of life in our neighborhood. We strongly encourage you to tunnel the train.

**Highlands of McKamy IV & V HOA 2019 Board
Maura Schreier-Fleming, President, Judi St
Jeff Jones, Treasurer, Halprin
Jerod Bauer, Rocky Top Circle
Jeff Rance, Board Member, Blue Mesa
Catherine Paulson, Board Member, Rocky Top?**

A: Ms. Schreier-Fleming,

We apologize for any confusion we may have caused by sending you the above-mentioned letter. This email you received was forwarded as a result of a mix-up in (North Dallas Resident) lists and was intended for only North Dallas Resident Adjacent Property Owners. We assure you that no DART policy's regarding input for betterments have changed. We also wish to clarify that we are not requesting that you vote on behalf of the 247 homeowners at Highlands of McKamy IV & V. We have already contacted the residential adjacent property owners in the Highlands of McKamy IV & V voting group notifying them of their ability and option to vote, or confirmation of their previously submitted vote.

We thank you for your comments in regard to tunneling the train. However, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.

(ID# 477; Received November 26, 2019; Answered February 6, 2020)

Q: Does DART plan on removing trees/bushes currently located near the tracks?

A: The contractor's goal is for the trees to remain in place. A portion of the trees are overhanging into DART's Right-of-Way (ROW) and will require trimming. Once the Hike & Bike trail is added to this scope of work, there is a high possibility that additional trees will be removed. The Country Place



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neighborhood is a triple track area and includes future hike & bike trail.

(ID# 478; Received November 26, 2019; Answered February 6, 2020)

Q: How far will the wall be from the trees/bushes and from the chain linked fence located north of the bushes?

A: Design for the Country Place neighborhood is still in-progress and existing tree locations will be shown on the DART property. The betterment wall will be approximately 34'-5" from the chain link fence north of the tree line.

(ID# 479; Received December 4, 2019; Answered December 4, 2019)

Q: My name is XXXX XXX, owner of the townhome at XXXX Snapdragon Way, Dallas, TX 75252. I want to know current status of the discussions of the new wall between the rail road and our building. Is there a website or links for the information?

A: Yes. There is information available on the website. Go to DART News & Meetings/Expansion or you can go to DART.org/cottonbelt. Should you have any questions, please don't hesitate to contact me. ~JLM

(ID# 481; Received December 5, 2019; Answered February 6, 2020)

Q: Why is the railroad bridge adjacent to his house in that location?

A: At the location between North Denton Drive and Perry Road, this bridge provides a grade separation between the Silver Line and the freight traffic crossing the Cotton Belt.

(ID# 484; Received December 4, 2019; Answered December 4, 2019)

Q: Mr. Meshack,

Thank you for your response and the additional information. A few follow up questions. - How can you ask someone who supposedly represent expertise in the community to endorse a specific wall without comparative data? (That is the message that xxxxx xxxxxx has sent out to the neighborhood) - You mention a warranty of 1 year from the installation contractor and an "expected lifespan" of 25 years from the manufacturer, but this is not apples to apples. What is the warranty from the manufacturer for the new wall? What is the expected lifespan of the original wall? What is the warranty of the original wall? Could we get to an agreed upon language (warranty vs. expected lifespan and get the comparative data) before pushing a request to vote-on or endorse a specific solution to the neighborhood? I am 99% convinced that the DART BOARD did not have the appropriate data (cost point among others) to evaluate the Cottonbelt project without the bias expressed by a DART staff representative that flaunted the rule-of-law citing governmental immunity as a cover for their actions when they flat out rejected tunneling



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the train even if it were demonstrably less expensive. I am hopeful that more rational leaders will step forward to hold DART staff accountable for the missing information (or misinformation) and the blatant malfeasance and bias demonstrated when the head of DART says they will not really consider alternatives even if they are safer, even if they are cheaper.

A: Thank you for your comments. Archer Western Herzog does provide a 1-year warranty on the walls they install. The proposed sound absorptive wall advertises a minimum 25-year service life. Comparative data for the absorptive wall option is under evaluation. Alternatives were considered as outlined in the FEIS document. DART is proceeding with the project approved by the DART Board of Directors.

(ID# 485)

Q: We received a call from a gentleman that works for Texas Instruments. He has a few questions on future plans we have in the area of Renner Road and Alma. TI has future plans to build in that area and he wants to know where our track lines and stops might be located. His name is xxxxx xxxxx and he can be reached at xxx-xxx-xxxx – Cell.

A: Please visit the Silver Line website and view the Quarterly Update Meeting- Richardson and Plano Community Stakeholders presentation dated July 22, 2019 under the DART Quarterly Community Meeting Presentations section. The nearest stations are UT-Dallas and CityLine.

(ID# 486)

Q: Mr. Meshack,
There are six of us on the north side of Duffield Drive that face Preston Green Park on Map 3.39. Five of us own our properties and there is one rental/lease house. After receiving your letter this past Saturday several of us discussed its contents and we have two questions. In that the park is between us and the rail line then we assume that we cannot qualify to vote in that we are not adjacent property owners. And if we can vote will it be for a barrier from where the creek goes under the rail line easterly to the dam? And if that is so what measures will be taken by your designers to prevent it being washed away in that two to three times a year we experience flash flood warnings in that from the dam to where it goes under the rail line bridge the creek floods about one third of the park which could destroy the barrier. Thank you for your consideration in these matters.

**X. XXXXX XXXX
XXXX Duffield Drive
Dallas, TX 75248**

P.S. - Where do we go to cast our ballots or what address do we send them to.

A: Thank you for your continued engagement in the DART Silver Line Betterments Program and your feedback. You are a residential adjacent property owner. Our records indicate that letters were mailed on November 20, 2019, and certified mail was received on November 23, 2019 at 1:58 PM. Our records



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indicate no vote was received from you. Votes could have been submitted by mail to Dallas Area Rapid Transit; P.O. Box 660163, Dallas, Texas 75266-0163 or via email (cottonbelt@dart.org) to DART; however, the deadline for submission (December 20, 2019) has passed and a consensus of a 15' foot Betterment wall has been reached for your area.

The project team is conducting a drainage analysis for the DART Right-of-Way (ROW) to identify design recommendations for the ROW area near your property. Once the drainage analysis is completed, and the recommendations are made to address the area, DART will determine what the best option is to address it. There will not be an additional voting package created for this issue.

(ID# 487)

Q: Mr. Meshack- thanks for the response. Please respond to the following additional comments and questions. The crossing at Belt Line will be very near the one at Moore Road. As such, it should also be treated as a residential area. Not only is it in a residential area, the cumulative impacts of the two nearby crossings will likely be significant on area residences. Also, we have been told that sound directing shrouds will likely also be included at both crossings. Is this correct or will they need to be included as Betterments?

A: Electronic bells are in the design of the Silver Line and will be used at Moore Road, Belt Line and other at-grade crossings in residential areas, including Coppell. The cost of crossing bell mitigation is already included in the project and is not included as Betterments.

(ID# 488)

Q: Have meetings at other times besides 6:30pm. Provide directions to each meeting location. Silver Line should also tie into the Blue Line.

A: Thank you for your comments and we will take your comments regarding the start time for meetings and directions to each meeting under consideration. The Blue Line can be accessed via the Red Line 12th Street or CityLine Bush LRT Stations.

(ID# 489)

Q: How many feet/miles will the Silver Line be above ground? (The train above the betterment walls and showing to the public) Thank you.

A: Thank you for attending the Coppell | Cypress Waters Quarterly meeting and providing your feedback. The Silver Line will generally operate at the existing grade of the railroad corridor for most of its 26-miles. New grade separations will be provided at eight locations. Seven of these crossings will be on aerial structure. The height of the train is 13'-6". The Silver Line vehicle will be not be visible behind any 15-foot betterment or sound mitigation walls. A portion of the train will be visible above 12-foot betterment walls or where no walls are located.



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(ID# 542)

Q: How do you know the number of ballots that were received? Since you were using USPS some homeowners never received ballots! Thanks.

A: Thank you for attending the North Dallas Quarterly meeting and providing your feedback. On November 20, 2019, DART sent letters with ballots to all Residentially Adjacent Property Owners (RAPO) via USPS First Class. Ballots were also given at previous Betterment workshops.

(ID# 544)

Q: What is the status of implementing a traffic light at Coit and Sugar Cane Lane?

A: Thank you for attending the North Dallas Quarterly meeting and providing your feedback. DART is working with the City of Dallas to consider installation of a traffic light at Coit Road and Sugar Cane Way, as well as a reduction of the posted speed limit in the area.

(ID# 545)

Q: How many vehicles on the line at one time? How do vehicles turnaround at the end of the line?

A: Thank you for attending the North Dallas Quarterly meeting and providing your feedback. We have a total of eight Silver Line vehicles. There will be five cars in operation and three as spares. The three vehicles will be in the maintenance cycle and rotated out so the other vehicles can be maintained on a regular basis. These vehicles do not turnaround, there will be an operator cab at each end of the vehicle. The operator gets off the train and goes to the other end to go back the opposite way.