



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle 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 train set 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 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. The City of Dallas is working on steps required for an ILA.

(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# 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# 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 Db 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 dB. A reduction of the project noise by 5-15 dB represents a significant reduction in noise. Computer modelling 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).



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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 an 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.

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.

A2-3: PLEASE CONTINUE TO PAGE 4 FOR THE REMAINDER OF THIS ANSWER



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(CONTINUED FROM PAGE 3)

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# 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: On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

Updated response: *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.*



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

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

Q: 2A.) How do you calculate trains will average 35 MPH through North Dallas Area?

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

2C.) 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: On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

Updated response:

2A- *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.*

2B- *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.*

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

(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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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?

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# 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 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# 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.

(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: See Attachment 1, Figure 1 for the proposed effective coverage area.



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(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: 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.

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.

(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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

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

Q: 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

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

Q: 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: 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

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

Q: 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.

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

Q: 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: 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: 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: 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

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

Q: 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: 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: 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: 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?

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: 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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 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. DART will meet with affected residential adjacent property owners near the intersection to show final configuration and options.

(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# 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 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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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.

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# 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.

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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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.

(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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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:

- 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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 transverse 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 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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# 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.

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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.

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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.

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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.

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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 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: *PLEASE CONTINUE TO PAGE 21 FOR THE ANSWER TO THIS QUESTION*



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(CONTINUED FROM PAGE 20)

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. 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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 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 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.

PLEASE CONTINUE TO PAGE 23 FOR THE REMAINDER OF THIS QUESTION



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(CONTINUED FROM PAGE 22)

-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# 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.

(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?

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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# 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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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# 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# 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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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?

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.



Dallas Area Rapid Transit (DART) Silver Line Project Vehicle Questions & Answers

(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# 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 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.