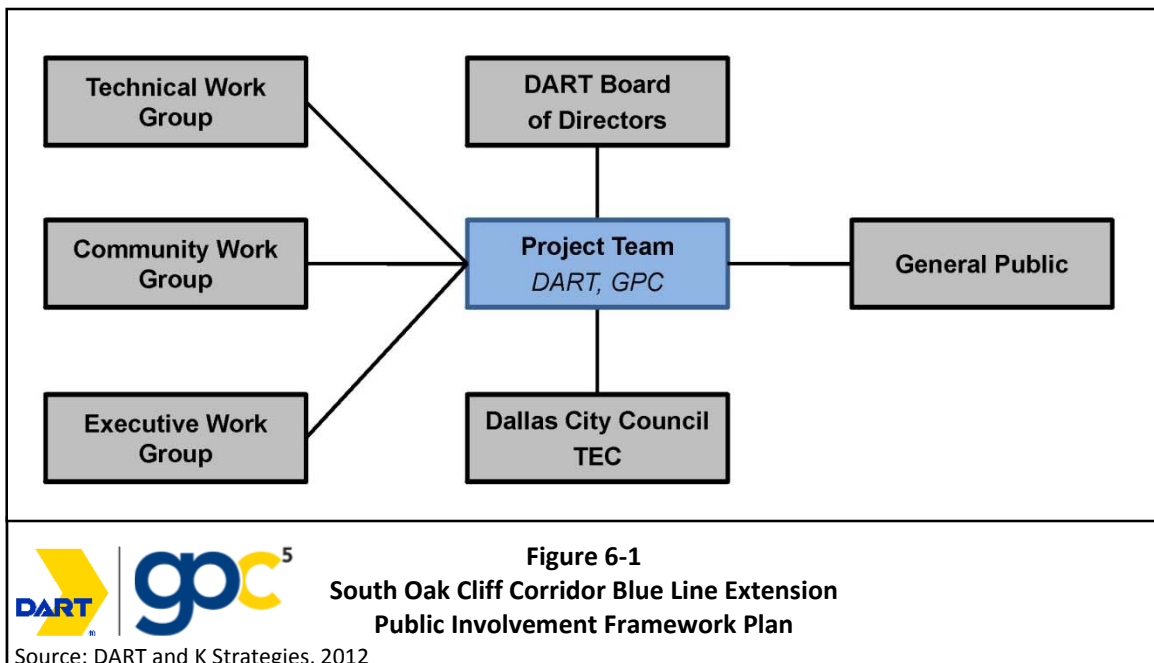


6.0 PUBLIC AND AGENCY INVOLVEMENT

This section describes public and agency involvement activities for the South Oak Cliff Corridor Blue Line Extension.

6.1 Public Involvement Plan

Public involvement has taken place for the proposed South Oak Cliff Corridor Blue Line Extension throughout the initial Alternatives Analysis phase and the current Preliminary Engineering/Environmental Assessment (PE/EA) phase in accordance with the project’s *Public Involvement Plan* (PIP), which was completed in March 2012. The plan includes sections on mission and purpose, goals and objectives, project team members, stakeholders engaged in public involvement, possible concerns, a framework for enacting the plan, strategies for outreach, methods for evaluating and monitoring the plan, and major milestones. **Figure 6-1** below illustrates the overall framework for the PIP, highlighting the work group and agency participation.



Note: GPC – General Planning Consultant; TEC – Transportation and Environment Committee

The Technical Work Group (TWG) was established during the AA phase of the project and is comprised of key city, local, state, and federal agency staff with an interest in the project. The role of the TWG is to review the preliminary design as it is developed and provide feedback on the impact assessment and mitigation strategies. The Community Work Group (CWG) was established from residents and business owners within the project area, community groups and associations, and property owners with the purpose of providing feedback on the alignment design, station layouts, and environmental impact analyses, and to help build and maintain support for the project. This group provided input, exchanged ideas, identified and assisted with resolving issues and concerns, and disseminated information to their respective neighborhoods or groups. The Executive Work Group (EWG) consists of public officials interested in the project

who met for informal briefings at key milestones. In addition to these work groups, meetings were also held with individual stakeholders, including the City of Dallas Transportation and Environment Committee (TEC), UNT Dallas, and affected property owners.

6.1.1 Summary of Public and Agency Participation

A project page on the DART website was created to host information and updates regarding the project and to solicit public feedback throughout the planning process. A link was enabled for community members to submit comments and register to receive project newsletters. The address for the project page on the website is: <http://www.DART.org/soc3>. Numerous public meetings have taken place in support of the proposed South Oak Cliff Corridor Blue Line Extension, as summarized in **Table 6-1** below.

Table 6-1 South Oak Cliff Corridor Blue Line Extension Summary of Public Involvement Activities		
Meeting	Date	Topic
Public Meetings - Alternatives Analysis (AA) Phase		
Public Meeting #1	3/10/2011	AA Phase Kick-off Meeting
Public Meeting #2	5/19/2011	Presentation of Conceptual Alternatives
Public Meeting #3	12/15/2011	Recommendation of Locally Preferred Alternative
Public Meetings - Preliminary Engineering/Environmental Assessment (PE/EA) Phase		
Public Meeting #1	4/12/2012	PE/EA Phase Kick-off Meeting
Public Meeting #2	9/13/2012	Preliminary Draft Local EA Findings/5% PE Design
Public Hearing	10/23/2012	Service Plan Amendment/Draft Local EA

Source: DART and K. Strategies, 2012

Outreach methods for the public meetings included one or more of the following:

- Brochure: Printed and distributed on bus and rail routes that service the area
- Door hangers: Delivered to 5,000 residents in proximity to the project area
- Newspaper advertisements: Printed in Dallas Morning News, the Dallas Weekly, Al Día, El Hispano and the Examiner
- LED ads on buses
- Project webpage: Posted the meeting notice online and distributed an email to those signed up to receive DART meeting notices
- Comment cards: Distributed with brochures and at public meeting

In addition to the public meetings enumerated above, several work group and stakeholder meetings were held, as described in **Table 6-2** and **Table 6-3**. For each work group meeting, the relevant work group members, staff and public officials were contacted by phone and/or email prior to the meeting.

Table 6-2		
South Oak Cliff Corridor Blue Line Extension		
Summary of Work Group Meetings		
Meeting	Date	Topic
Community Work Group (CWG) Meetings - AA Phase		
CWG Meeting #1	3/31/2011	AA Phase Kick-off Meeting
CWG Meeting #2	4/21/2011	Alignment Discussion
CWG Meeting #3	6/2/2011	Selection of Alternatives for Detailed Evaluation
CWG Meeting #4	8/18/2011	Preliminary Results of Detailed Evaluation
Community Work Group (CWG) Meetings - PE/EA Phase		
CWG Meeting #1	4/16/2012	PE/EA Phase Kick-off Meeting/Station Design Discussion
CWG Meeting #2	6/28/2012	Project Update
Technical Work Group (TWG) Meetings - AA Phase		
TWG Meeting #1	3/9/2011	AA Phase Kick-off Meeting
TWG Meeting #2	4/7/2011	Discussion of Study Area Projects & Technology Evaluation
TWG Meeting #3	6/2/2011	Selection of Alternatives for Detailed Evaluation
TWG Meeting #4	8/18/2011	Discussion of Results of Detailed Evaluation
Technical Work Group (TWG) Meetings - PE/EA Phase		
TWG Meeting #1	3/30/2012	Project Kick-off
TWG Meeting #2	6/28/2012	Project Update and Planning Discussion
TWG Meeting #3	8/23/2012	Project Update
Executive Work Group (EWG) Meetings		
EWG Meeting #1	3/7/2011	Project Kick-off Meeting
EWG Meeting #2	5/9/2011	Project Update
EWG Meeting #3	6/30/2011	Project Update
EWG Meeting #4	9/21/2011	Discussion of Results of Detailed Evaluation
Design Charrette with all Work Groups		
CWG/TWG/EWG	11/14/2011	Consensus Decision on Locally Preferred Alternative

Source: DART and K. Strategies, 2012

Table 6-3		
South Oak Cliff Corridor Blue Line Extension		
Summary of Stakeholder Meetings		
Meeting	Date	Topic
DART Board Briefings – AA Phase		
DART Board Meeting #1	7/12/2011	Planning Committee Briefing – Project Update
DART Board Meeting #2	10/25/2011	Planning Committee Briefing – Detailed Evaluation, Preliminary LPA
DART Board Meeting #3	12/13/2011	Planning Committee Action – LPA Approval
DART Board Meeting #4	1/24/2012	Board of Directors Action – LPA Approval
DART Board Briefings – PE/EA Phase		
DART Board Meeting #1	4/24/2012	Planning Committee Briefing – Project Update
DART Board Meeting #2	7/10/2012	Planning Committee Briefing – Project Update Planning Committee Action – Call for Public Hearing for Service Plan Amendment
DART Board Meeting #3	8/28/2012	Board of Directors Action – Call for Public Hearing for Service Plan Amendment
DART Board Meeting #4	9/25/2012	Planning Committee Briefing – Project Update, PE/EA Distribution
DART Board Meeting #5	11/13/2012	Planning Committee Action – Request for Service Plan Amendment

Table 6-3 (Continued)		
South Oak Cliff Corridor Blue Line Extension		
Summary of Stakeholder Meetings		
DART Board Meeting #6	12/11/2012	Board of Directors Action – Approval of Service Plan Amendment
Meetings with City of Dallas		
City of Dallas Meeting #1	10/11/2010	Project Updated
City of Dallas Meeting #2	3/27/2012	Discussion of Planning Options
City of Dallas Meeting #3	4/9/2012	Project Update
City of Dallas Meeting #4	4/24/2012	Discussion of Planning Options
City of Dallas Meeting #5	7/11/2012	Discussion of Proposed Street Modifications
City of Dallas Meeting #6	8/29/2012	Discussion of Police Station Impacts
City of Dallas Meeting #7	10/24/2012	Discussion of Police Station Impacts
City of Dallas Meeting #8	2/21/2013	Park Board Request to City Council to hold Public Hearing
City of Dallas Meeting #9	3/27/2013	City Council Authorization for Public Hearing
City of Dallas Meeting #10	4/24/2013	Public Hearing and Approval of Public Mass Transit Easement
Meetings with UNT Dallas		
UNT Meeting #1	1/12/2012	Discussion of Land Transfer
UNT Meeting #2	3/27/2012	Discussion of Land Transfer
Meetings with Individual Property Owners		
Property Owner Meeting #1	4/4/2012	Discussion of Property Impacts - Parcel 7
Property Owner Meeting #2	5/30/2012	Discussion of Property Impacts - Parcel 6
Property Owner Meeting #3	6/29/2012	Discussion of Property Impacts - Parcel 11
Property Owner Meeting #4	10/22/12	Discussion of Property Impacts - Parcel 8
Meetings with Additional Stakeholders		
Oncor Meeting	10/11/12	Discussion of Oncor Impacts
TxDOT Meeting	11/8/12	Discussion of Ledbetter Station Kiss-and-Ride Design

Source: DART and K Strategies, 2012

Discussion at all Community Work Group and Technical Work Group meetings were recorded in meeting minutes and distributed to all members of the work group to keep them informed. The design charrette held with all work group members was convened with the objective of reaching consensus on a Locally Preferred Alternative. The results of that meeting are presented in the report, *Design Charrette for the South Oak Cliff (SOC-3) Blue Line Extension Alternatives Analysis* (ZGF; November 14, 2011).

Feedback received from members of the public either through public meetings, community work group meetings, or technical work group meetings have been considered throughout the project development process. Full documentation of these meetings is available on file at DART.

6.2 Agency Coordination

Initial agency coordination letters were sent to the following agencies to introduce the proposed South Oak Cliff Corridor Blue Line Extension project (see **Appendix F**):

- Caddo Nation, Comanche Nation, Tonkawa Tribe of Oklahoma, Wichita and Affiliated Tribes
- City of Dallas Historic Preservation Office
- Environmental Protection Agency
- Federal Emergency Management Agency
- Texas Department of Transportation – Public Transportation Division

- Texas Historical Commission
- Texas Parks and Wildlife Department
- US Army Corps of Engineers
- US Fish and Wildlife Service

Responses were received from the following agencies (see **Appendix F**):

- Environmental Protection Agency
- Federal Emergency Management Agency
- Texas Historical Commission
- Texas Parks and Wildlife Department
- US Army Corps of Engineers
- US Fish and Wildlife Service

Several of the recommendations made by Texas Parks and Wildlife Department have been incorporated into this document, as detailed in **Section 5.11**. Coordination has taken place with the US Army Corps of Engineers for jurisdictional waterways as described in **Section 3.13.1**. Coordination has also taken place with the local floodplain administrator at the City of Dallas throughout project development. Cultural resources coordination with the Texas Historical Commission is described in **Sections 3.8** and **5.8**. Correspondence from these agencies is included in **Appendix F**. DART also requested and subsequently received authorization from the City of Dallas for a public mass transit easement for the rail line to be constructed on shallow aerial structure in a small section of Runyon Creek Park. **Appendix G** contains a detailed discussion of TPWD Chapter 26 compliance and a description of the public participation process conducted by the City of Dallas relative to the easement.

6.3 Public and Agency Involvement and the Draft Local EA

The Draft Local EA acts as a public disclosure document, in accordance with applicable state and federal regulations, by presenting the anticipated environmental consequences of the Build and No-Build Alternatives with their reasonable and feasible mitigation measures. The Draft Local EA was made available to members of the community and organizations, as well as appropriate local, state and federal agencies for their review and comment. The Draft Local EA was also made available on-line, at local libraries, and by request. Its availability for comment was advertised through the local press. A formal public hearing was held at the DART headquarters office on October 23, 2012 in order to give interested parties the opportunity to formally submit comments on the Draft Local EA. This hearing served as an opportunity for public comment on the LRT alignment and station locations. The hearing included a technical presentation, followed by time for oral testimony. Additional or subsequent written comments were received at DART headquarters.

6.4 Comments and Responses received

DART conducted a public hearing on the Draft Local EA. All correspondence, along with the transcripts from the public meetings, has been reviewed. Substantive comments have been classified and recorded. All comments were reviewed, have received complete responses, and have been documented in **Table 6-4**.

A total of 42 comments were provided by 14 commenters.

Table 6-4 South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
1	JoAnne Wilabay, 1902 Wagon Wheels Trail, Dallas, Texas	I can see from the study that there was never any effort put into the route going through the city property to the west of mine or shifting to the east along Mr. Longest's property. It appears to me that suggestions are just an appeasement to shut people up. It is not necessary to even cross my property, but someone has determined to do that. This is not better, for the Dart Rail should not cramp people's lifestyle when it could be avoided. I told you that I do not agree with you, but none of your proposals have even presented other options. So, it is obvious that there really isn't any use for meetings or response to your route. You never considered anything else. I still think that you should be closer to the people that are using the service, and I do not. When I have to purchase more land for my farm, you are going to try to only give the tax appraisal amount, but you will have to pay what it takes to replace what you are going to destroy. That will be very expensive to purchase elsewhere. You do not care because it is not your house that the train is going to almost split. I wish you people were honest.	DART analyzed several alignments during the Alternatives Analysis phase. However, the existing Ledbetter Station location, area topography, and design criteria influenced the final location of the alignment. The City property is parkland, which must be avoided unless there is no prudent or feasible alternative. In addition, DART involved a variety of stakeholders to locate the alignment and stations in such a way as to minimize overall community impacts, maximize accessibility, and support future economic development.
2-A	Neighborhood Planning Group - Allen McGill, Gail Terrell	Change all references from South Oak Cliff to Southeast Oak Cliff. (Written and verbal comment)	South Oak Cliff (SOC-3) refers to the rail line section of the original DART South Oak Cliff Corridor project which opened in 1996, not a geographic area. The project name will remain consistent with the existing line sections SOC-1 and SOC-2.
2-B		Change all references from South Dallas to Southern Dallas. (Written and verbal comment)	Where appropriate, references were changed from South Dallas to southern Dallas.
2-C		(Section) 1.4 UNT is referred to as being located in Downtown Dallas.	Page 1-7: UNT has campuses in downtown Dallas and Denton, as well as the UNT Dallas campus. This has been clarified in the text.
2-D		There has been some concern expressed regarding the location of the UNT station and its ability to spur business creation on	UNT Dallas is dedicating the land for the rail station. DART, UNT, and the City of Dallas coordinated on the

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		University Hills. (Written and verbal comment)	station location and layout to insure integration with The UNT Dallas Campus Master Plan and consistency with the City's area planning.
2-E		Given the current power outages in this area, has Oncor assessed the impact on local service due to the addition of electric power substations and special track work?	Oncor is assessing all impacts of the rail project on Oncor facilities. DART and Oncor will coordinate during the design and construction process to avoid impacts on local service.
2-F		Fig 3.2 does not show Hidden Valley and is omitted on other maps.	The Hidden Valley neighborhood has been labeled on maps as appropriate.
2-G		What is the location of the four (4) leaking petroleum storage tanks and the closed landfill?	The locations are shown on Figures 3-21(A) and 3-21(B). Additional information is provided in Table 3-33.
2-H		"No trenches excavated" to look for cultural materials or archeological interest however, less than 1 mile from the study area a Black cemetery has disappeared from the City's records.	The archeological survey was not conducted outside the area of potential effect (APE) as defined in Section 3.8. If evidence of archeological resources are uncovered within the APE during construction, work will cease until an appropriate determination is made.
3	Robert Pitre	Page 5-19: The address for Parcel #14 is not correct.	Table 5-2 on page 5-19 has been corrected.
4	Julia Adams	Page 5-19: The acreage for Parcel #8 is not correct.	Table 5-2 on page 5-19 has been corrected.
5-A	Linda Henderson, Historian-Federal Programs, Federal Programs Division, Texas Historical Commission	"Electric Substation" at 5631 Lancaster Road: our research indicates this might be related to a gas pipeline—maybe a company named Atmos, and not city utilities—can you clarify that? We also do not concur with the methodology of calling out more significant examples elsewhere in the city while not providing said examples. The integrity at this site and the connection to early business and/or utilities in this semi-rural part of the community seems to be a strong case for NRHP eligibility.	5631 Lancaster Road (Resource 8a-b) was originally identified as possibly being associated with Dallas utilities. THC recommended further research on its associations and potential NRHP eligibility. Recent maps revealed the parcel associated with the resource is outside the project APE and therefore would not be affected by the project; this was confirmed with conversations with THC staff October 8, 2012.
5-B		Houses at 5655 Lancaster Road and 5653 Lancaster Road: These both seem to have a high level of integrity, and while the	5655 Lancaster Road (Resource 6) was originally recommended Not Eligible due to alterations and no

Table 6-4 (Continued)			
South Oak Cliff Corridor Blue Line Extension			
List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		<p>architectural style is common in the City of Dallas, these seem to be the best examples in this semi-rural area. Although vinyl siding is mentioned at the first address, it is hard to see and the original siding appears to be intact. Given the history of the rural freeman’s community, we feel it is important to consider Criterion A significance, which is not well represented in a windshield survey. What families lived in these somewhat prominent homes, and what was their role in the community? Also, for the property at 5653 Lancaster, we do not have a picture showing the full façade, but for both of these properties, we need more information before evaluating them for NRHP eligibility.</p>	<p>associations linking the house to people of transcendent importance. THC recommended further research to determine if locally significant African Americans resided in the house, given the location in a historically African American neighborhood. Recent maps revealed the parcel boundary associated with the house is outside the APE and would therefore not be affected by the proposed project; this was confirmed with conversations with THC staff October 8, 2012. Additional research conducted in the history of the area revealed the neighborhood was largely African American tenant-occupied for a very brief period in history and therefore there was no association with freedmen owning the land in the vicinity.</p>
5-B		<p>Houses at 5655 Lancaster Road and 5653 Lancaster Road: These both seem to have a high level of integrity, and while the architectural style is common in the City of Dallas, these seem to be the best examples in this semi-rural area. Although vinyl siding is mentioned at the first address, it is hard to see and the original siding appears to be intact. Given the history of the rural freeman’s community, we feel it is important to consider Criterion A significance, which is not well represented in a windshield survey. What families lived in these somewhat prominent homes, and what was their role in the community? Also, for the property at 5653 Lancaster, we do not have a picture showing the full façade, but for both of these properties, we need more information before evaluating them for NRHP eligibility.</p>	<p>5653 Lancaster Road (Resource 9a-e) was originally recommended Not Eligible due to alterations to the property and no associations linking the house to people of transcendent importance. THC expressed concern that the house and property may be associated with African Americans of local significance and therefore recommended additional information to help with their determinations of eligibility. The parcel associated with this resource is being bisected by the proposed project. Therefore, additional intensive-level research was conducted to identify previous owners; verify African American settlement patterns in the proposed project area and Dallas; and apply this new information to previous documentation. This information was provided in the intensive-level survey for THC review and THC concurred on November 9, 2012.</p>

Table 6-4 (Continued)
South Oak Cliff Corridor Blue Line Extension
List of Written and Verbal Comments Received

Number	Commenter	Comment	Response
6-A	Rhonda Smith, Chief-Office Of Planning and Coordination, Environmental Protection Agency	There are conflicting statements within the document. Table ES-1 on page ES-7 states "No wetlands or waters of the U.S. [would be] affected (would be bridged; impacts would be limited to column placement)". In other words, it states that there would be impacts to waters of the U.S. by column placement. In contrast, page 5-61 states "Based upon preliminary determinations, no jurisdictional water or wetland features would be impacted." If waters of the U.S. would be impacted by column placement, then these impacts should be identified. Even if plans and specifications call for spanning streams, temporary impacts could occur, e.g. temporary haul roads, temporary culverts. In summary, temporary and permanent impacts to stream crossings should be identified and evaluated.	No wetlands or waters of the U.S. affected; waters of the U.S. would be bridged. No USACE Pre-construction Notification would be required (it is anticipated that the project would be permitted under Nationwide Permit #14 for Linear Transportation Projects and Nationwide Permit #39 for Commercial and Institutional Developments). This will be confirmed as more detailed design becomes available. There is some additional runoff potential, but temporary and limited to construction phase.
6-B		Page 5-53 states that an 800 foot wall would be constructed for noise abatement to parcel 6. However, the document does not quantify the reduction, does not state if that reduction is acceptable, and does not discuss if the landowner was involved in the process.	DART's analysis of the proposed noise wall indicates noise levels will be reduced to meet FTA criteria. This information has been added to Section 5.5.3. The project impacts, including the physical location of the rail guideway and potential noise mitigation was discussed with the landowner at a meeting on May 30, 2012.
6-C		EPA recommends that any 303(d) impaired waters within the project area be identified. If impaired waters do occur within the project area, then they should be characterized and evaluated for impacts.	303 (d) impaired waters are identified on page 3-93.
7-A	John Cernero, P.E., Senior Engineer, Dallas	The final DWU design plans need to conform to DWU Drafting Standards and the DWU Water and Wastewater Procedures and Design Manual (latest edition).	Design plans will comply with the standards.
7-B	Water Utilities- Relocations Section	On the "Overall Utility" Sheet 1 of 5, there is an existing 12" water main just south of the Ledbetter Station and a 54" wastewater main just north of 5 Mile Creek that are not shown.	This information is shown on the existing utility composite plans and will be provided to the final design team.
7-C		On the profiles of the tracks and piers, show the locations of the	Comment noted. This information will be provided to

Table 6-4 (Continued)			
South Oak Cliff Corridor Blue Line Extension			
List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		existing water and wastewater main crossings. Please note that piers must be at least 10' between the piers and the water/wastewater mains.	the final design team and included on final design drawings.
7-D		At the proposed UNT Station a minimum of 7' cover over the existing 72" water main is required. Based on the proposed grading on the parking lot, there does not appear to be sufficient cover.	This item has been clarified with DWU. In an improved area such as the proposed parking lots, the minimum cover over the water line is 6 feet. Due to site restrictions, the 5% PE plans show coverage ranging from 5 to 8 feet. DART will coordinate with DWU during final design to modify this coverage if necessary.
7-E		On the ROW plansheet at about Station 142+00 to Station 147+73.19, the street name should be Wasco Street not Monahan Street.	The street name will be corrected during final design. No change was made to the 5% PE plans.
8-A	Zaida Badora, FAIA, Assistant Director, City of Dallas Public Works	Research and locate the geothermal wells in the eastern perimeter and rear parking areas of the site so that there are no conflicts with the proposed structural column locations.	Structural columns will not conflict with geothermal well locations. All well locations that may be affected by the alignment will be identified prior to final design. Appendix C includes a revised plan in this area to avoid the wells.
8-B	Department, Facilities Architecture and Engineering	Provide fencing on rear (north) property line and around parking areas on the east side, including provision of an electric gate to restrict access.	There is existing fencing along the north and east sides of the police property. DART will modify the fence lines as appropriate in the vicinity of the LRT alignment so that access to police property remains restricted. DART will also provide fencing to secure the DART Rail right-of-way. It is the responsibility of the City to secure the police station entrances from pedestrian and vehicle access from the surrounding community.
8-C		Replace affected parking spaces one-for-one and locate all new parking spaces per the original proposed layout design for the station designated for future parking, beginning with the spaces located closest to the building first. All parking areas to be designed to meet the proper clearances and codes. This would	DART will replace existing permanently marked parking lot spaces one-for-one. DART will also provide additional temporary parking as needed during construction.

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		include the entire street (Patrol Way), areas where construction equipment will be stationed, and construction crew parking. This may be a simple gravel or asphalt structure but DPD must have the space until complete	
8-D		If the North entrance is affected in any way then there will be a need to extend the road from the parking areas in the rear (Nub extension) through the west side of the complex out to Camp Wisdom Road to ensure there are at least two egress routes at all times.	The revised design (see Appendix C) relocates the northern driveway to allow for a 15.8 feet clearance. DART will continue to coordinate with the Dallas Police Department during final design.
8-E		Provide screening from platform area of the new station and from elevated rail along the entire eastern perimeter of the line visible behind the station to eliminate views into the rear of the station. The intent is that persons waiting on the platform of riding the train will not be able to see the station.	Visual screening will be provided to block the view of the police parking lot from passengers waiting on the Camp Wisdom Station platform. It is not practical to screen views of the police station and parking lot from passengers on trains as they move along the elevated rail guideway. The speed of the trains will minimize any extended viewing of the police facility.
9	Thomas I. Allen	To the Dallas Area Rapid Transit: On February 19, 1983, Adlene Harrison, chair of the Interim Regional Transit Authority, was quoted on Page 1 of the Metro section of the Dallas Times Herald as follows: "I think you'll find something in that range (a fare percentage of 50 to 55 percent of total revenue) will give you the bucks you need to still have those routes in the suburbs." At that time, the Dallas Times Herald reported "Currently, fares constitute 54 percent of DTS revenues, one of the nation's highest percentages for an urban bus system." On July 28, 1983, George Bramblett read a letter written by Walt Humann to a group called FLAG, (For Limited American Government) which had assembled in the Dallas-Houston Room in the Doubletree Inn at Campbell Center to hear a debate between DART proponents and James Ramsey, PhD. the chair of	Comment noted.

Table 6-4 (Continued)			
South Oak Cliff Corridor Blue Line Extension			
List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		the economics department of New York University and Robert Poole, an engineering graduate of MIT, editor of Reason Magazine.	
		Members of the Transportation Task Force, of which Walt Humann was chair, refused to attend the debate and debate these highly informed experts. Rather than face the experts, George Bramblett read a letter written by Walt Human containing the following quote from Walt Humann: "DART is a local solution to a local problem using local funding." That closing quote rang a bell with Dallas County taxpayers back then. Then, as now, taxpayers were trying to find local solutions to local problems using local funding because they knew Federal grants were not really grants, but were debts the next generation would have to pay. In other words, they knew the very idea of a Federal Grant was a complete myth. That is why Walt Humann's closing statement was so persuasive.	Comment noted.
		However, history has proven that Walt Humann's closing statement was not true. Not only was it not true, but the original promises to the cities in the DART service area as depicted on the April 1983 map entitled "Final Service Plan" proved not to be true.	Comment noted.
		During the debate that followed, Dennis McCuistion stood in for the absent DART proponents and argued their case. He gleaned all of these promises and representations from DART promotional literature and earlier TTF presentations. He promised the following: 1. By buildout in the year 2010, DART would have 160 miles of light rail 2. By the year 2000, fare box recovery would be 50% of operating expenses	Comment noted.

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		<p>According to the Final Service Plan Map, dated April 1983, DART was to have already built, by the year 2000, a rail line having its termination point at I-35 and Kiest. Today DART complains that the southern suburbs didn't join the system. Note clearly, according to the Final Service Plan, DART had no long range plans to provide rail service to the southern suburbs. Note, in the Final Service Plan, DART depicted certain "unfunded extensions," Note that rail transit to the southern suburbs was not even included as an "unfunded extension." It should be obvious, then, why the southern suburbs chose not to pay for light rail. It should also be obvious that the people of Carrollton, Farmers Branch, Irving, Grand Prairie, Garland, and Balch Springs, were wooed by the fancy graphics in the Final Service Plan that showed that they would all have rail service by the year 2000. Had DART been truthful and only shown bus routes to Carrollton, Farmers Branch, Addison, Irving, Grand Prairie and Balch Springs, by the year 2000, the DART referendum would have never passed and the DFW area would not be strapped with this financial boondoggle. Please remember, DART only passed by a margin of 55% for and 45% against. Had DART been more truthful in its original propaganda, there is little doubt the referendum would not have passed.</p>	Comment noted.
		<p>DART should have known. The people of the DFW metroplex should have known. James Ramsey, PhD, chair of the economics department at New York University told us DART's cost estimates were off by a factor of 4. He told us DART had underestimated its long term costs and its ability to attract revenues to offset its costs. Robert Poole, an engineering graduate from MIT, had studied urban transportation systems around the world and gave the people of DFW numerous</p>	Comment noted.

Table 6-4 (Continued)			
South Oak Cliff Corridor Blue Line Extension			
List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		examples of private transit alternatives that were providing reliable transportation around the world. Yet, the TTF refused to debate these experts head to head, and the Dallas media refused to cover a very informative debate.	
		Note, DART promised a completed, fully funded crosstown rail route rail line from Carrollton through Addison terminating at Custer and Renner Road, by 2000. An extension of that rail line to Spring Creek arkway was to have been completed by 2010. That didn't happen.	Comment noted.
		Let's look at reality. DART has scaled down it buildout mileage. In its bond referendum notice for an election held in June 1988, it had reduced its buildout mileage from 160 miles to 93 miles. Its most recent projection is 94 miles at buildout.	Comment noted.
		DART's 20 year plan now seeks \$61.5 million per year from the Federal Government for the foreseeable future. We know that DART needed \$700 million in Federal grant funds just a few short years ago to accelerate its construction schedule. You are not the locally funded solution to a local problem that Walt Humann promised you would be.	Comment noted.
		According to your periodic financial statement for the quarter ending March 31, 1985, your transit revenues were \$11,782,000.00, and your operating expenses were \$37,898,000.00, a fare box recovery of 31%. In March 31, 2003, your total operating revenues were \$22,592,000 and your total operating expenses were \$194,403,000 a fare box recovery of 12%, far less than what you promised in 1983. In 2007, your transit revenue was 50,544,000, and your operating expenses were 460,934, a fare box recovery of 11%. It looks like, long term, fare box recovery has settled to around 11% or 12%. The clear trend has been downward, from 1985 to the	Comment noted.

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
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		president. You are not moving in the direction of a 50% fare box recovery promised in 1983.	
		Your recent plan indicated that you plan to hire a full time lobbyist to lobby the Federal government for more grant funds. Paying a lobbyist to beg at the Federal trough is moving in the opposite direction from what Walt Humann promised in 1983.	Comment noted.
		DART is a financial boondoggle. You aren't collecting enough money at the fare box or in sales taxes to replace your aging equipment. You are permanently dependent on Federal Funds. You are going to have to ask the Federal government to replace your buses, train, and aging equipment. There is no way, with such huge operating losses, that you will ever be able to replace your aging equipment.	Comment noted.
		You can't survive on operating income and sales taxes alone, contrary to what you represented to the people back in 1983. You haven't fulfilled your promises to the cities that you made in your Final Service Plan back in 1983.	Comment noted.
		The problem with DART is that it has become no more than a political football. You don't make decisions that make any business sense at all. You only make decisions because they are politically popular. You are not facing reality. The reality is that you cannot continue to operate what amounts to a horizontal elevator unless you match supply and demand with a fare that matches that supply and demand. Your business plan doesn't work. You should not be expanding services unless you make the present business model self-sustaining.	Comment noted.
		DART was not initially passed to promote economic development. It was passed as part of a regional mobility plan. It wasn't passed in order to deliver students to	Transit ridership is addressed in Section 4.1.2; specifically in Tables 4-4 and 4-5.

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
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		the University of North Texas. It was passed to move people. There is no way a sufficient number of new riders will be riding DART to the University of North Texas to make it worth the cost of building a train to the campus.	
		Instead of building an expensive rail system to the University of North Texas, consider how students were transported to Texas A & M when I attended there in the 1970s. We used shuttle buses. The buses operated in the apartment complexes in the area. People paid a subscription for unlimited bus service during the semester. It got students to and from college efficiently. You already have a bus system. Buses are more efficient than trains. From a financial standpoint, you are better off using buses to deliver people to and from the University of North Texas than spending all that money on a money losing rail transit route.	Comment noted.
10-A	John Debner, TXDOT	Figure 2-4. Left turn bay for new Kiss-and-ride for Ledbetter Station: The length of this turn-bay would be less than our minimum distance and would most likely need a design waiver. A traffic signal does not appear to be needed and our office would like to meet to discuss this proposal.	DART and TxDOT developed an alternate concept for the kiss-and-ride. This new concept is included in Appendix C and discussed in Section 2.2.2.
10-B		Page 2-8 Map of future Southport Corridor could be included at your option.	This corridor is not included on the map as it is currently an unfunded project and will be reevaluated in the next Transit System Plan update.
10-C		Page 3-7 Our agency has not planned projects for this area of Lancaster Rd. (SH342). Check City of Dallas' Thoroughfare Plan for any projects.	The City of Dallas Thoroughfare Plan does not indicate any future plans for the section of Lancaster Road adjacent to Ledbetter Station.
10-D		Page 3-13 Table 3-6 city of Dallas population to increase by 26.3% between 2005 to 2035. Years 2000 to 2010 Dallas population only increased 0.8%. This appears to be an odd statistic.	Projections are taken directly from NCTCOG demographic forecasts which are developed in consultation with cities. Based on 2000 and 2010 census data the City of Dallas population only grew 0.8% as

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
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			noted in the table. Table 3-6 was updated to included projections between 2010 and 2035.
10-E		Table 3-6: Type-o 2005 to 20350 .	This has been corrected.
10-F		Page 3-38 Are there any proposals for this area of Lancaster Road in the UNT-Dallas Area Plan?.	This section of Lancaster Road is outside the study area for the UNT-Dallas Area Plan.
10-G		Page 3-38 Context Sensitive Transportation Study – CSTS has priority for transportation projects. Please confirm no changes in this area to Lancaster road in the CSTS. I have not reviewed the study yet.	This section of Lancaster Road is outside the study area for the UNT-Dallas Context Sensitive Transportation Study.
10-H		Page 3-41 What is the redesignation to moderate non-attainment in July 20, 2012? It would be helpful if you could direct us to the source of this action.	The source has been noted in the text as well as the accompanying “Resources” list.
11	Sandra Crenshaw	Please make contact with me at -----, regarding the proposed JD Hall Transit Center at I-45 and Simpson Stuart Road, across from Paul Quinn College, the proposed SOC-3 Camp Wisdom Station, and the proposed traffic signal light there.	The "proposed JD Hall Transit Center at I-45 and Simpson Stuart Road" is not currently on the DART Transit System Plan, and was not identified in the original DART Service Plan. A transit center at this location would largely replicate service currently provided by the Blue Line transit center at Ledbetter Station. The regional plan, <i>Mobility 2035</i> , identifies a potential future rail corridor from Dallas to Waxahachie using the Burlington Northern Santa Fe line which extends north-south to the east of Paul Quinn College. A future potential station in the area between Ledbetter and IH 20 could be considered should the corridor be developed for rail service. DART will continue to monitor regional projects and station area locations which could potentially serve the area along Simpson Stuart Road, including Paul Quinn College. The proposed Camp Wisdom Station will be located just north of the existing South Central Police Station off Patrol Way. The current plans do not include any

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
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			<p>modifications to the Camp Wisdom/Patrol Way intersection and no traffic signal is planned at this time due to low traffic volumes. DART will continue to monitor the need for a traffic signal based on bus activity and new development which may occur in the area. The City of Dallas plans to extend Patrol Way to the south as development occurs. This extension would create a full 4-way intersection and a traffic signal may be warranted at that time.</p>
12	Charles Cope, 5701 S. Lancaster Road, Dallas, TX	My son Robert lives in my house on the edge of 18 acres. There was a real estate co. that offered me a price but when they heard DART was going there they cancelled their offer. Now my question is what are you going to offer me for your use of my property?	All acquisition of property must adhere to the DART Board of Directors' Real Estate Policy and Procedures (see EA section 5.2.3). Affected property owners will be contacted by DART Real Estate concerning the property acquisition process, including appraisals and offers.
13	Robert Cope, 5701 S. Lancaster Road, Dallas, TX	(1) Wagon Wheels Rd. at Lancaster Rd. could not be zone appropriate for close quarter farming. (2) What is recommended for large vacant tract where of farm at Wagon Wheels Rd. and end of st.(3) Why no litter campaign for Lancaster Rd.	These properties are not directly affected by the project. The City of Dallas is responsible for zoning and land use. Texas Department of Transportation (TxDOT) and the City of Dallas are responsible for maintenance along Lancaster Road.
14	Charles Cope, 5701 S. Lancaster Road, Dallas, TX	(Verbal comment) I just want to thank you for allowing me to come here. I love the 18.6 acres that I had since 1966, but coming across it now, you know, it's going to cause some problems, I think. Hope not. The development that you-all are going to put in there will take up a lot, quite a bit of my land in the back there, and I just hope that you will take good care of it. And I did have a great offer for that whole 18.6 acres, but when they found out that you guys were going to do what you're going to do, they pulled it away from me. So I would just like to discuss that with somebody here sometime later, okay? Thank, you.	All acquisition of must adhere to the DART Board of Directors' Real Estate Policy and Procedures (see Section 5.2.3). Affected property owners will be contacted by DART Real Estate concerning the property acquisition process, including appraisals and offers.

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
15	Robert Cope, 5701 S. Lancaster Road, Dallas, TX	(Verbal comment) Good evening. Robert Cope. I had not anticipated to speak tonight, but in lieu of the fact that no one else is wanting to speak or address these issues, the Environmental Impact Statement, I think, is incomplete. They've done some significant alignment on the Ricketts Branch, Runyons Creek stream there by the Singing Hills Recreation Center. There is, I guess, a little park there on Wagon Wheels Road they use for an entrance. I'm curious if any of you-all know what that piece of land actually is. My understanding, that was a park purchased by the City of Dallas under prior Mayor Ron Kirk for use in that area. It's been vacant for a long time, forever, essentially. There at Wagon Wheels Road and Lancaster Road is some development that I don't think is quite appropriate – I'm going to speed this up because of my three minutes – for a 30 or 40 million dollar DART rail Station. We're talking about a chicken farm and goat farm and another goat farm that are part of that alignment there on Ricketts Branch, and I think that needs to be addressed, because I took out tons of dirt. (Inaudible) produced none, we could have used some. That's part of the Environmental Impact Statement. We haven't been informed about Red Bird Lane Extension that went through. This is news to us. That basically would go back to our property. I appreciate your time. Thank you. Robert Cope, C-o-p-e. 5701 South Lancaster Road, Dallas 75241.	The land referred is city park land, but currently unimproved. The proposed Camp Wisdom Station is between Crouch Road and Camp Wisdom Road. No new station is proposed at Wagon Wheels Road and Lancaster Road. The future extension of Redbird Lane is identified in the City of Dallas' <i>Thoroughfare Plan</i> .
16	Allan McGill, 1425 Firebird Drive, Dallas	(Verbal comment) Good evening. My name is Allan McGill. I live at 1425 Firebird Drive. I live approximately less than a quarter of a mile from the UNT Station. We just wanted to make a few comments concerning the local environmental assessment and perhaps a few other small details, but they are very important to us who live in Southeast Oak Cliff where this project is taking	South Oak Cliff (SOC-3) refers to the rail line section of the original DART South Oak Cliff Corridor project which opened in 1996, not a geographic area. The project name will remain consistent with the existing line sections SOC-1 and SOC-2. Where appropriate, references will be changed from South Dallas to southern Dallas. Page 1-7:

Table 6-4 (Continued) South Oak Cliff Corridor Blue Line Extension List of Written and Verbal Comments Received			
Number	Commenter	Comment	Response
		<p>place. First, I would highly encourage and suggest that you change all references from the title that you are currently using, which is South Oak Cliff, to Southeast Oak Cliff. That’s just a -- that’s a small detail, but it’s more specific to our area. It’s -- it’s how we generally know that area, and throughout your document, you refer to that area as South Oak Cliff. And it would help with marketing, it would help with selling future businesses over there when they know more specifically, and it certainly will help with clearly identifying out neighborhoods. In -- in one instance in your document, you actually refer to South Dallas, and South Dallas connotes a specific piece of geography in Dallas, and the general reference that we use for areas that are located south of the Trinity is Southern Dallas. So if you would make universally throughout your document those type changes, we would certainly appreciate it. And in one instance, in 1.4, UNT is referred to as being located in downtown Dallas. We would certainly like to see that corrected. One general, and it’s not really a concern, but it needs to be mentioned, and this is, there’s been some discussion about how a developer would find it to spur development along University Hills given the proposed location of the UNT Station. That is, it’s going to be facing not University Hills, but facing south or more toward Wheatland, and there’s a bunch of private property in between it and Wheatland. So just the concern of whether or not that -- that -- that way that is being proposed will actually spur -- uh-- thank you.</p>	<p>UNT has campuses in downtown Dallas and Denton, as well as the UNT Dallas campus. This has been clarified in the text. UNT Dallas is dedicating the land for the rail station. DART, UNT, and the City of Dallas coordinated on the station location and layout to insure integration with the campus master plan and consistency with the City’s area planning.</p>