Meeting Summary Notes

Project: DART Cotton Belt

Subject: Addison / Carrollton Area Focus Group Meeting

Date: Tuesday, August 29, 2017 at 6:30 PM

Location: Addison Conference Center - 15650 Addison Rd. Suite 130, Addison, TX

Attendees: DART
Chad Edwards, AVP Capital Planning
John Hoppie, Cotton Belt Project Manager
Rosa Rosteet, Community Affairs

General Planning Consultant (GPC6)
Tom Shelton, Project Engineer
Amanda Stahlinecker, Sr. Railroad Engineer
Kris Lloyd, Environmental Planner
Israe1 Crowe, Sr. Transportation Engineer
Emily Riggs, Public Information Manager
Stefanie Tapke, Public Information Coordinator

Dallas Area Rapid Transit (DART) conducted its second Addison-Carrollton Area Focus Group (AFG) meeting on Tuesday Aug. 29, 2017. The purpose of the meeting was to provide updates on various topics based on the last meetings about the Cotton Belt Corridor Regional Rail project and discuss next steps for the project.

Attachments

- Presentation
- Sign-in sheets
- Email invitation
- Handout
- Flip Chart Notes

Welcome & Introductions
Rosa Rosteet, DART Community Engagement, welcomed attendees and introduced John Hoppie, Cotton Belt Project Manager.

Agenda

Design Update:

- Engineering
  - Will begin building single-track, then expand to double-track eventually
  - Single and double track areas cannot be determined yet since the operations model is still being developed
  - Typical sections were viewed
• Stations
  o Names
    ▪ Northlake Station is now Cypress Waters Station
    ▪ Renner Village station is now Coit Station
    ▪ UTD Station is now UT Dallas Station
  o Location and length
    ▪ 350-foot platform to accommodate a vehicle similar to TEX Rail’s FLIRT
    ▪ Platforms approximately 24 inches tall, similar to vehicles used in Fort Worth
    ▪ Side and center platform concepts will be used
    ▪ Conceptual architectural rendering
    ▪ Station plan views
  o Stations within focus group area
    ▪ Downtown Carrollton
    ▪ Addison

Environmental Update:
• Documentation of existing conditions along the corridor:
  o Land use
  o Parks and recreation
  o Vegetation and water resources
  o Historic resources
• Noise Mitigation:
  o A noise monitoring program has been initiated to characterize the existing noise conditions at representative noise-sensitive receptors along the Cotton Belt Corridor
    ▪ Noise monitors were installed at 27 locations to collect 24-hour noise measurements along the corridor
    ▪ Noise monitors were installed at 11 locations to collect short-term, one-hour noise measurements along the corridor
  o Final noise analysis cannot move forward unless engineering and operations modeling are complete; next phases include:
    ▪ Assessment
    ▪ Identification impacts (per Federal Transit Administration criteria)
    ▪ Recommend mitigation
    ▪ Quiet zone recommendations for residential areas along the corridor

Traffic Update:
• Traffic analysis not complete
• Addison Road (Addison)
  o The northbound queue length extends beyond Arapaho Road during the afternoon peak hour and the southbound queue length extends beyond Lindbergh Road during the morning peak hour
  o Aeronautical and physical constraints to grade separation
• Midway Road (Addison)
  o Analysis reconfirms need for grade separation of Midway Road
• Marsh Lane (Addison)
  o The northbound queue length extends beyond Arapaho Road during the afternoon peak hour and the southbound queue length extends beyond Country Square Drive during the morning peak hour.
• Luna Road (Carrollton)
  o The northbound queue length extends beyond the President George Bush Turnpike exit ramp intersection during the evening peak hour and the southbound queue length extends beyond the President George Bush Turnpike exit and entrance ramp intersections during the morning peak hour
  o Physical constraints to grade separation

Ridership Update:
• Comparison of individual station ridership on opening day versus projected ridership in 2040
• The projections are better at predicting overall line ridership than individual station ridership

Community Integration:
• Community integration features such as fences, walls, trails and landscaping will be incorporated into the project subsequent to identification of impacts and required mitigation
• DART will work in cooperation with the North Central Texas Council of Governments (NCTCOG) and local jurisdictions for implementation of community integration features including:
  o Sound walls:
    ▪ Noise impact analysis will determine where walls are required
    ▪ DART will work in cooperation with local jurisdictions for consideration of additional walls
  o Trails:
    ▪ Placeholders in place for trails in some rail line locations
    ▪ DART will work in cooperation with NCTCOG

Upcoming Community Open Houses:
• Monday, September 18, 2017, 6:30 p.m.
  DeWitt Perry Middle School Cafeteria
  1709 East Belt Line Road, Carrollton, TX 75006

• Wednesday, September 20, 2017, 6:30 p.m.
  Richardson Civic Center
  411 West Arapaho Road, Richardson, TX 75080

• Monday, September 25, 2017, 7:00 p.m.
  Parkhill Junior High School Cafeteria
  6500 Shady Bank Drive, Dallas, TX 75248

Question and Answer Session
The following question and answer statements are from the open forum part of the area focus group meeting held Tuesday, Aug. 29, 2017.

Jim Abadie – City of Carrollton
I think it is a great idea to grade separate, in Carrollton, over the Burlington Northern Santa Fe (BNSF). When our economy was at its peak, there were about 27 trains a day going back and forth across that. It is imperative we have that grade separated. So there is no confusion, are you planning to double track the entire corridor, or did you say there will be some single track and some double?
John Hoppie
There will be some single track and some double track to begin with, but ultimately it will be all double track. We are still doing operations modeling to see what single track we can do initially.

Jim Abadie
Will the double track increase the cost?

John Hoppie
Yes, it will.

Jim Abadie
As far as the equipment maintenance facility (EMF), can we go back to the slide that shows that please? I need to get my bearings on it.

John Hoppie
(Referencing presentation slide with a map of the EMF location). Here is Belt Line Road, Luna Road and President George Bush Turnpike. The facility is located in this area right here.

Jim Abadie
Thank you. What is the frequency and what kind of freight do we have running on the Cotton Belt right now?

John Hoppie
On the Cotton Belt, we have four local users, depending on where you are. In downtown Carrollton it is the Dallas Garland and Northeastern (DGNO). There is also the BNSF, but that will be grade separated. That is the most traffic that would be there, and we are moving that away from downtown Carrollton. We do have the Fort Worth Western on the DFW side. The Kansas City Southern (KCS) runs from the Renner Junction just east of the UT Dallas Station, east and west from there. I do not have all the numbers in front of me, but the BNSF runs quite a bit of trains.

Jim Abadie
Has the money already been set aside, as part of this project, to relocate Mercer Yard?

John Hoppie
Relocation of Mercer Yard is part of this project.

Rusty Pendleton – The Country Place Homeowners Association
Is there a possibility for grade separation at Marsh Lane?

John Hoppie
Yes, sir.

Rusty Pendleton
Would it be a long bridge, a short bridge or a tunnel?

John Hoppie
It definitely will not be a tunnel.
Rusty Pendleton
The reason I am asking is because there are lots of homes over there and there will be a lot of people angry about the noise.

John Hoppie
We are going to have to look long and hard at that. We are not sure if something was missed last time we did the analysis, but there is quite a bit of traffic, and we are going to have to work with the city on that. We are working through that. We will be meeting with the City of Carrollton to discuss it, but we’ve just gotten the analysis this week, so we still have to figure out what we are going to do going forward.

Richard Wiltshire – Carrollton Heights Neighborhood Association
What will happen to the current site of Mercer Yard?

John Hoppie
We will own it. It will become part of the station area, but it will begin as a staging area during construction. We will be working with the City of Carrollton to decide what its ultimate disposition will be. As we all know, downtown Carrollton has undergone drastic changes in the last 10 years.

Juli Branson – Town of Addison
In the picture of the bridge at Midway Road, it looks like it is solid. Is there going to be a passageway to see through the bridge? It shows that up until the street it is solid.

John Hoppie
We’ve shown the buttons there. We have different loading factors than the automobile does, so our buttons have to be closer together.

Tom Shelton
In regards to that question, you will notice the actual bridge opening is beyond the edge of the road. One of the things we thought people might be concerned about is the width of that view corridor. We have purposely pushed that bridge opening one span further in each direction to widen the view corridor. From a pure technical standpoint, this wall could be here (closer to the road) because we are just clearing the road, but because the view corridor is so important to the community, we are envisioning having it pushed further out and opening the view corridor. The right-of-way is physically constrained, so we need to put those retaining walls from that point back to where the track is back at-grade.

Juli Branson
What did you say is constrained?

Tom Shelton
Our right-of-way is. It is fairly narrow in that area. You’ll notice some bridges around town, once you get past the elevated portion of the bridge, have a side slope to it that is really long. We don’t have that here because of the land use on either side required us to restrain that build.
Juli Branson
Addison, unlike downtown Dallas, has more people coming into the city during off-peak work hours because we have more retail and restaurants. The Addison Station has way more restaurants and retail than the Downtown Carrollton Station does, but your ridership projections do not reflect that. Your chart shows the Downtown Carrollton Station having 1,000 riders on opening day and 2,000 riders in 2040. It shows the Addison Station going from 1,000 riders on opening day to just 1,700 by 2040. It concerns us (Addison) that you are only focusing service times more on peak hours from eight to five instead of catering to our (Addison’s) specific needs. We at least need late-night service on Saturdays and during our four annual events here in Addison.

John Hoppie
We are going to work with the City of Addison on exactly how development is going to occur. We have talked previously about shared rides. Right now we are just trying to get environmental clearance on what we have. As far as ridership, we are doing environmental clearance as well. We are giving the FTA the information that they need to assess the project. We understand there will be more ridership with Addison’s special events. Eventually we will be working with Addison on exactly how we schedule our trains and schedule them for special events. I know that Deep Ellum has scheduled trains for off-peak hours for years, trying to get more ridership, and we are even working with them on how to do that, as well. It is something that is probably going to be a little bit of a slow process, depending on the operation plan and how we can implement it.

Mary Jo Peter - Town of Addison
It looks like on the drawing that the new bridge at Arapaho Road is the exact same elevation as the existing bridge. Is that just a potential option, or is that actually the way it is going to be?

Tom Shelton
That is intentional. I am tickled you picked up on that. We heard from the last meeting we had with this group that the view of that signature bridge is really important to the community. You have a deep ownership to it, and we respect that. What we are trying to do, as best we can, is honor the community’s wishes and not jeopardize the view of the existing Arapaho Road signature bridge. One of the ways we have done that is by setting the profile of our rail track identical to the elevation of the road.

Mary Jo Peter
I can’t speak for everyone, but why not just build another arch?

Tom Shelton
That is the kind of feedback we are looking for. Chad, John and I were debating internally about what the AFG’s opinions regarding the Arapaho Road Bridge would be. One perspective would be that you don’t really want to replicate the arch. You want the Arapaho Road Bridge to stand on its own as an iconic signature feature. Others of you might say that you want us to replicate it.

John Hoppie
I do want to point out that this is a visual impact that will be addressed in the environmental impact
statement (EIS). We will identify as mitigation, whether that means no arch or arch. We will identify that the profile will be the same as that of the roadway, so that when we pass this off to a design-builder they don’t go do something completely different. It is going to be part of our mitigation. Do any of you have preferences for or against the arch?

**Tom Shelton**
To clear things up, we are speaking about building a new arch on the new DART bridge. Those of you that would like to have an arch on the new DART bridge to sort of mimic the Arapaho Road Bridge, raise your hand. Seven people. Those of you who want just the opposite, your city’s existing signature bridge to stand on its own and have a DART bridge beside it that is as minimal as possible, raise your hand. Three people. Everybody’s thoughts are equally important.

**Gail Barth – Town of Addison**
Are you letting Addison and Carrollton vote on this bridge?

**John Hoppie**
This is not a binding vote by any means.

**Mary Jo Peter**
My biggest concern is that we’ve had constant issues with the paint on the Arapaho Road signature bridge. If we add a structure that has to be the same color, but is owned by DART, plus the maintenance that comes along with it, we’re basically just doubling the maintenance required.

**John Hoppie**
Those are legitimate concerns. Our maintenance schedule is going to be different than the city’s schedule, and I guarantee it is not going to go all that smoothly.

**Tom Shelton**
We anticipate taking the ideas to city council and having them vote on it as well.

**Margie Gunther – Town of Addison**
We appreciate the fact you are not trying to stop the traffic on Midway Road. When you first proposed that at the last meeting, we were all very apprehensive about an at-grade crossing there that would adversely effect traffic, so we are so happy you are going over the road.

**Tom Shelton**
I really want to reinforce something that you may have missed. Currently there are freight trains that cross that street at-grade. Arms come down and traffic is stopped. What we are proposing, which would be a betterment for the town, is the freight trains would actually be elevated on the bridge as well. There would be no trains crossing the street at-grade.

**John Hoppie**
If we were to separate Marsh Lane as well, it would be a similar situation. We have a lot of things still to take into consideration there.
Taylor Bowen – AMLI Residential
At the last meeting in May we talked about the cost of the bridge. I personally really like the bridge. I think it could really enhance what is already there. It could be a focal point promoting the DART Regional Rail System, but what would be the additional cost?

Chad Edwards
It is very expensive, but it is part of the mitigation. We are still working on an exact number.

John Hoppie
We haven’t done the cost estimates yet. We are working towards a budget, and as soon as we get the engineering figured out and what the scope of the project is, we can start putting figures to that.

Taylor Bowen
Do you complete the budget before you start the environmental impact statement?

John Hoppie
Yes, that will be part of the environmental impact statement.

Taylor Bowen
When will the environmental impact statement be completed?

John Hoppie
We will be wrapping it up at the end of this calendar year (2017).

Chad Edwards
The project has grown a bit, after 20 years of sitting, and then starting again, there have been some design changes. We are going through that right now to understand what those are and putting a cost to it. We are in the process now of going through the design elements of this to more accurately estimate the cost of the whole project. It is taking some time because the corridor is 26 miles long, and there are a lot of different pieces to it.

Doug Hrbacek – City of Carrollton
Back to grade separation, have you done any more traffic impact analysis since we met last time?

John Hoppie
Yes.

Doug Hrbacek
Have you done any other North-South corridors?

John Hoppie
We have looked at all of the major ones.

Tom Shelton
We’ve looked at all streets across.
Doug Hrbacek
How did Josey Lane do compared to Marsh Lane?

Tom Shelton
Josey Lane carries a very similar amount of traffic as Marsh Lane. In our traffic analysis, the prevailing issue is how far back the cars stack up while the gates are down in either the morning or evening peak hours. We call this the queuing distance. It is just one of the measurements we take. In this corridor it appears that the queue distance is really the prevailing issue. Just for clarification, as each train passes through, the gate is only down for 45 seconds. The train itself only takes 10 seconds to cross the street, but because of the approaching and the departure distance, it takes it a total of about 45 seconds. At a typical traffic signal, you are sitting there for three minutes before you get another green cycle. We believe Josey Lane will work because there is plenty of distance for the cars to back up before another major street crossing. At Marsh Lane, the issue is that Arapaho Road is just 200 feet south of the rail crossing. From a safety perspective, you don’t want those cars backed up through a signalized intersection. At Josey Lane there is plenty of distance for the cars to queue up.

John Hoppie
At the last North Dallas meeting, it was suggested that we have fewer stations. We have kept all of the stations for now for the environmental plans. The DART Board has told us emphatically that they want to chime in on the number of stations and their locations. They will have that opportunity, but we are clearing them all environmentally at this point.

Margie Gunther
Can you further explain what a quiet zone is?

John Hoppie
If you are familiar with freight traffic, when a train crosses at-grade it signals with two long signals and one short horn signal. According to standards of the Federal Rail Administration (FRA), we can make improvements to at-grade crossings to reduce the risk associated with eliminating the train’s horn sound. We can use quad gates, other safety devices or different types of signaling to reduce the risk to the same level, or less, than what it is currently. The cities have to apply for a quiet zone, but it would be our mitigation to implement quiet zones along just about the entire length of the corridor wherever there is residential area.

Margie Gunther
So, a quiet zone implies that you don’t want to make it quieter?

John Hoppie
No, a quiet zone implies that we are taking away the honking of the train’s horns when crossing at-grade. At quiet zones, trains are not required to honk their horns, but of course if they see an immediate safety risk, they will.

Chad Edwards
The idea is to block off the crossing with gates so that people don’t walk through it, cars don’t drive through it and you can’t go around the gates. There are medians put into place and gates on all four
sides of the roadway. That allows the train not to blow its horn as it passes through there because the crossing has all of these additional safety measures.

**John Hoppie**

We will still have the gates and the signals associated with the crossing, but not the loud horns.

**Doug Hrbacek**

If you go up to Carrollton, along the BNSF those are all quiet zones.

**Gail Barth**

By us having this meeting, are you saying this project is going to happen?

**John Hoppie**

The project still has to get funding, but our DART Board is moving forward on Sept. 12.

**Chad Edwards**

The DART Board is not going to vote on the specifics of the project because we haven’t gotten there yet. They are going to vote on the Cotton Belt Regional Rail project as a whole to move forward with funding. The downtown second alignment, D2, has been tied to the Cotton Belt project for funding the financial plan. The DART Board will hear on a debt resolution Sept. 12 to fund both projects. This project will be funded through a Railroad Rehabilitation and Improvement Financing (RRIF) loan through the FRA. The D2 project will be funded through the FTA at a fifty-fifty cost, so fifty percent from local and fifty percent from FTA. These two projects are tied together. If one half of the DART Board likes one project and not the other, and the other half of the DART Board likes one project and not the other, they will have to vote for both and move them forward together. All things at this point in time are pointing to a passage of the resolution. Our CFO and finance team are working very hard to ensure all parties are happy with the debt resolution so that neither one of the groups on board feel like they are going to lose anything if they vote for this.

**Gail Barth**

How many members are on the DART Board?

**Chad Edwards**

Fifteen. We have seven from Dallas and then eight from other cities in the area.

**Jim Abadie**

You need 10 votes for it to pass?

**Tom Shelton**

Yes, for the financial plan.

**John Hoppie**

If it fails, that means it just has not passed yet. There are still opportunities even if it doesn’t pass now.

**Gail Barth**

Without financing, there is no plan, correct?
Chad Edwards
By the time we have our community open house on Sept. 18, we should have a better answer because we will have had our financial plan resolution meeting. Come back and ask us in a couple of weeks at the open house.

Rosa Rosteet
The DART Board meeting on Sept. 12 is also open to the public.

Tom Shelton
There is public commentary at that time.

Richard Wiltshire
Where is this opportunity for public commentary?

Tom Shelton
At the DART headquarters in downtown Dallas.

John Hoppie
It is near the Akard Station.

Chad Edwards
The DART Board meeting is on Sept. 12, and the community open houses are on Sept. 18, 20 and 25.

Richard Wiltshire
I have a question about the design portion. Last time we met, you all were about 10 percent on design, is that the first thing, or is it the opening of the Arapaho Bridge?

John Hoppie
We took a couple steps back before we took a few steps forward. We are not at 10 percent yet, but we have modified the existing five percent. Since 2006 we have had to change our standards a little bit. All of our bridges have to be up to a certain standard that we did not design for at that point. There are things we have done, but we are still not at ten percent.

Rusty Pendleton
Are these various communities going to have input on how the stations are designed, or will you keep them simpler to save on cost? Kind of like on the Green Line, when you put those in, every community’s design was different.

John Hoppie
We will use the existing DART Art and Design Program on this project.

Chad Edwards
We are trying to give the Cotton Belt a distinct look. We want it to look different than what is already out there, so people understand there are two types of rail we are working with.
Doug Hrbacek
On the light rail platform it showed about one-third of the platform was covered. Is that similar to how it will be with the Cotton Belt.

John Hoppie
I think we are required to have at least one-third covered. This probably has a little more coverage than the light rail. It will not be anything less than one-third covered.

Jan Rugg - Addison Business Association
Regarding the meeting on Sept. 12, is it about planning or just about funding?

John Hoppie
It has nothing to do with this plan. It is about funding the potential budget for this project.

Lesli Gray – Town of Addison
Will they vote on the plan after the draft EIS, or before?

John Hoppie
We will have to do a service plan amendment, the EIS and have a public hearing before the DART Board can then approve where the station locations are and the EIS, so there will be opportunity for DART Board input at that time.

Chad Edwards
We will have monthly updates for the DART Board, if not more frequently. With the D2 project we had them every two weeks, at every DART Board meeting we did a presentation. With the Cotton Belt we may just go back to planning meetings. You can always see the information online with our presentations.

Lesli Gray
There are two DART Board meetings in September, correct?

John Hoppie
Yes.

Gail Barth
What is the Sept. 26 meeting for?

Chad Edwards
The meeting on Sept. 26 is more important for the D2 project than for the Cotton Belt.

Marcos Fernandez – City of Carrollton
There have been some recent changes to the DART Board members, has that had any impact on the project?

Chad Edwards
They are patiently listening, taking phone calls and answering emails. We have not had any issues with the new members trying to slow things down or asking questions we cannot answer.
Rosa Rosteet
Please be sure to sign in at the front if you have not already. Also, please pick up an info sheet with the details of our upcoming community open houses and share those with others. Once our brochures are completed I can send you some electronic copies that you can send to others. Thank you all so much for joining us.
Cotton Belt Corridor

Area Focus Group (AFG)
Carrollton/Addison
August 29, 2017

John Hoppie, Capital Planning

Agenda

- Design Update
  - Alignment/Cross-section/Stations/Facilities
- Environmental Update
  - Documentation of Existing Conditions
- Traffic Update
- Arapaho Bridge
- Ridership
- Community Integration
- Community Open Houses

Design Update: Engineering

Revised Drawings: (Double Track Scenario)

- Horizontal alignment
- Vertical alignment
- Typical sections
- Downtown Carrollton Facilities
- Mercer Yard
- Equipment Maintenance Facility
Design Update: Stations

Revised Station Location and Length (350-foot)
• Side Platform Concept
• Center Platform Concept
• Conceptual Architectural Rendering
• Station Plan Views
Environmental Update

Documentation of Existing Conditions

- Land Use
- Parks and Recreation
- Vegetation and Waters Resources
- Historic Resources
A noise monitoring program has been initiated to characterize the existing noise conditions at representative noise-sensitive receptors along the Cotton Belt Corridor.

- Noise Monitors* were installed at 27 locations to collect long-term (24-hour) noise measurements along the corridor.
- Noise Monitors* were installed at 11 locations to measure short-term noise (1 hour).

*Noise Monitors were NTi Audio model XL2 that conform to American National Standards Institute (ANSI) Standard S1.4 for Type 1 (Precision) sound level meters.

Noise Methodology

Noise - Next Phase

- Assessment
- Identification of Impacts (Per FTA Criteria)
- Recommend Mitigation
- Generally Quiet Zones will be recommend along the most of the corridor.

2010 Proposed Grade Separations

2017 Crossings Requiring Mitigation
Traffic Update

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<tr>
<th>STREET CROSSING LOCATION</th>
<th>CITY</th>
<th>ANALYSIS RESULTS</th>
<th>MITIGATION REQUIRED</th>
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<tbody>
<tr>
<td>Addison Road</td>
<td>Addison</td>
<td>Northbound queue length extends beyond Arapaho Road during the pm peak hour and the southbound queue length extends beyond Lindbergh Road during the am peak hour. Aeronautical and physical constraints to grade separation.</td>
<td>Yes</td>
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<td>Midway Road</td>
<td>Addison</td>
<td>Northbound queue length extends beyond Arapaho Road during the pm peak hour and the southbound queue length extends beyond Lindbergh Road during the am peak hour. Aeronautical and physical constraints to grade separation.</td>
<td>Yes</td>
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<td>Marsh Lane</td>
<td>Addison</td>
<td>Northbound queue length extends beyond Arapaho Road during the pm peak hour and the southbound queue length extends beyond Lindbergh Road during the am peak hour. Aeronautical and physical constraints to grade separation.</td>
<td>Yes</td>
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<tr>
<td>Luna Road</td>
<td>Carrollton</td>
<td>Northbound queue length extends beyond the PGB Turnpike Exit Ramp intersection during the evening peak hour and the southbound queue length extends beyond the PGB Turnpike Exit Ramp intersection during the morning peak hour. Physical constraints to grade separation.</td>
<td>Yes</td>
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*Mitigations could include: Signal synchronization, intersection improvements adding capacity, or grade separation.
Cotton Belt Ridership

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<th>STATION NAME</th>
<th>Opening Day</th>
<th>2040</th>
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<td>DFWIA AB Terminal Station</td>
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<tr>
<td>North DFW Station</td>
<td>800</td>
<td>1,300</td>
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<tr>
<td>Cypress Waters Station</td>
<td>200</td>
<td>900</td>
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<td><strong>12,200</strong></td>
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Community Integration

Community Integration features such fences, walls, trails, landscaping, etc. will be incorporated into the project subsequent to identification of impacts and required mitigation.

- DART will work in cooperation with NCTCOG and local jurisdictions for implementation community integration features.

Sound Walls

Sound Walls:

- Noise impact analysis will determine where walls are required.
- DART will work in cooperation with local jurisdictions for consideration of additional walls.

Trails

Trails:

- DART will work in cooperation with NCTCOG and local jurisdictions for implementation of trails along corridor.
Cotton Belt Regional Trail (NCTCOG)

Open Houses

Monday, September 18, 2017, 6:30 p.m.
DeWitt Perry Middle School Cafeteria
1709 East Belt Line Road, Carrollton, TX 75006
(Parking and entrance off Warner Street)

Wednesday, September 20, 2017, 6:30 p.m.
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Parkhill Junior High School Cafeteria
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<th>TYPE</th>
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<th>LAST NAME</th>
<th>TITLE</th>
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<tr>
<td>AER Manufacturing Corporation Headquarters</td>
<td>Business</td>
<td>Robert</td>
<td>P.</td>
<td>McGraw</td>
<td>OEM and National Account</td>
<td>Contact</td>
<td>1605</td>
<td>(972) 418-6499</td>
<td><a href="mailto:information@aermfg.com">information@aermfg.com</a></td>
<td></td>
</tr>
<tr>
<td>Addison Business Assoc.</td>
<td>Comm. Rep.</td>
<td>Jan</td>
<td>Rugg</td>
<td>Board President</td>
<td>3697 Mapleshade Lane</td>
<td>Plano</td>
<td>75075</td>
<td>(972) 964-4104</td>
<td><a href="mailto:jan.rugg@atmosenergy.com">jan.rugg@atmosenergy.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Gail</td>
<td>Barth</td>
<td></td>
<td>14612 Dartmouth Court</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 934-1070</td>
<td><a href="mailto:ganzj.barth@att.net">ganzj.barth@att.net</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Juli</td>
<td>Branson</td>
<td></td>
<td>15650 Witt Place #3106</td>
<td>Addison</td>
<td>75001</td>
<td>(512) 789-5854</td>
<td><a href="mailto:jrbranson@gmail.com">jrbranson@gmail.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Lesli</td>
<td>Gray</td>
<td></td>
<td>15859 Spectrum Drive</td>
<td>Addison</td>
<td>75001</td>
<td>(571) 214-2714</td>
<td><a href="mailto:lesliagray@me.com">lesliagray@me.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Liesl</td>
<td>Mayerson</td>
<td></td>
<td>4014 Dome Drive</td>
<td>Addison</td>
<td>75001</td>
<td>(214) 605-7364</td>
<td><a href="mailto:lieslmayerson@gmail.com">lieslmayerson@gmail.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Lola</td>
<td>Hurt</td>
<td></td>
<td>3772 Lakeway Court</td>
<td>Addison</td>
<td>75001</td>
<td>(214) 675-8169</td>
<td><a href="mailto:lola.hurt@att.net">lola.hurt@att.net</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Luis</td>
<td>Santeliz</td>
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<td>15818 Breedlove Place</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 310-3936</td>
<td><a href="mailto:lasanteliz@yahoo.com">lasanteliz@yahoo.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Margie</td>
<td>Gunther</td>
<td></td>
<td>14616 Heritage Lane</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 661-1199</td>
<td><a href="mailto:mwgunther@yahoo.com">mwgunther@yahoo.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Mary Jo</td>
<td>Cater</td>
<td>Resident</td>
<td>17043 Vinland Drive</td>
<td>Addison</td>
<td>75001</td>
<td>(214) 995-2918</td>
<td><a href="mailto:maryjo_cater@yahoo.com">maryjo_cater@yahoo.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Nancy</td>
<td>Craig</td>
<td>P resident</td>
<td>4112 Rush Circle</td>
<td>Addison</td>
<td>75001</td>
<td>(214) 415-0003</td>
<td><a href="mailto:nancy@huntprop.com">nancy@huntprop.com</a></td>
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<tr>
<td>Town of Addison</td>
<td>Comm. Rep.</td>
<td>Peggy</td>
<td>Ploss</td>
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<td>3922 Morman Lane</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 661-3769</td>
<td><a href="mailto:pegploss@gmail.com">pegploss@gmail.com</a></td>
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<tr>
<td>AMLI Residential Apartments</td>
<td>Apartments</td>
<td>Taylor</td>
<td>Bowen</td>
<td></td>
<td>5057 Keller Springs Road,</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 265-6700</td>
<td><a href="mailto:tbowen@amlirent.com">tbowen@amlirent.com</a></td>
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<tr>
<td>AMLI Residential Apartments</td>
<td>Apartments</td>
<td>Gia</td>
<td>Brodt</td>
<td></td>
<td>Suite 250</td>
<td>Addison</td>
<td>75001</td>
<td>(214) 265-6726</td>
<td><a href="mailto:gbrodt@amlirent.com">gbrodt@amlirent.com</a></td>
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<tr>
<td>Bel Air of Josey Ranch Homeowners Association</td>
<td>HOA</td>
<td>Jim</td>
<td>Baker</td>
<td>Vice President</td>
<td>PO Box 110412</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 416-0404</td>
<td><a href="mailto:jim.baker1@verizon.net">jim.baker1@verizon.net</a></td>
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<td>Bel Air of Josey Ranch Homeowners Association</td>
<td>HOA</td>
<td>Logan</td>
<td>Finkelstein</td>
<td>President</td>
<td>2117 Antibes</td>
<td>Carrollton</td>
<td>75006</td>
<td>(865) 806-5055</td>
<td><a href="mailto:readerwritertx@yahoo.com">readerwritertx@yahoo.com</a></td>
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<tr>
<td>City of Carrollton</td>
<td>Comm. Rep.</td>
<td>Doug</td>
<td>Hrbacek</td>
<td>City Council Member</td>
<td>1406 North Main</td>
<td>Carrollton</td>
<td>75006</td>
<td>(469) 360-1233</td>
<td><a href="mailto:doughhrbacem@gmail.com">doughhrbacem@gmail.com</a>; <a href="mailto:doughhrbacem@cityofcarrollton.com">doughhrbacem@cityofcarrollton.com</a></td>
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<tr>
<td>City of Carrollton</td>
<td>Comm. Rep.</td>
<td>Jim</td>
<td>Abadie</td>
<td>President</td>
<td>1326 Cannes Drive</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 948-1489</td>
<td><a href="mailto:jimabadie@verizon.net">jimabadie@verizon.net</a></td>
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<tr>
<td>Carrollton-Farmers Branch ISD</td>
<td></td>
<td>Bobby C.</td>
<td>Burns</td>
<td>School Superintendent</td>
<td>1445 N. Perry Road</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 968-6100</td>
<td><a href="mailto:cfinfo@cfbsd.edu">cfinfo@cfbsd.edu</a></td>
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<tr>
<td>Carrollton Heights Neighborhood Association</td>
<td></td>
<td>Dr. Judy</td>
<td>Kelly</td>
<td>President</td>
<td>1106 N. Maryland</td>
<td>Carrollton</td>
<td>75006</td>
<td>(214) 289-4781</td>
<td><a href="mailto:dr.kelly@verizon.net">dr.kelly@verizon.net</a></td>
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<tr>
<td>Carrollton Heights Neighborhood Association</td>
<td></td>
<td>Paula</td>
<td>McDonald</td>
<td>Treasurer</td>
<td>1208 Clint St.</td>
<td>Carrollton</td>
<td>75006</td>
<td>(469) 387-5732</td>
<td><a href="mailto:paula982@aol.com">paula982@aol.com</a></td>
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<tr>
<td>The Country Place, Inc. Homeowners Association</td>
<td>HOA</td>
<td>Sheila</td>
<td>Lustfield</td>
<td>Director</td>
<td>2727 Country Place</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 416-7825</td>
<td><a href="mailto:sheilalustfield@thecountryplace.org">sheilalustfield@thecountryplace.org</a></td>
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</tr>
<tr>
<td>The Country Place, Inc. Homeowners Association</td>
<td>HOA</td>
<td>Mike</td>
<td>Reeves</td>
<td>Asst. Director</td>
<td>2727 Country Place</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 416-7825</td>
<td><a href="mailto:mikereevess@thecountryplace.org">mikereevess@thecountryplace.org</a></td>
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<tr>
<td>The Country Place, Inc. Homeowners Association</td>
<td>HOA</td>
<td>Rusty</td>
<td>Pendleton</td>
<td>Board of Directors</td>
<td>2727 Country Place</td>
<td>Carrollton</td>
<td>75006</td>
<td></td>
<td><a href="mailto:rusty@rijpendleton.com">rusty@rijpendleton.com</a></td>
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<tr>
<td>Gerdau-Carrollton Wire Products</td>
<td>Business</td>
<td>Wilbert</td>
<td>Carter</td>
<td>Plant Manager</td>
<td>1915 John Connally Dr</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 416-2822</td>
<td><a href="mailto:wilbert.carter@gerdau.com">wilbert.carter@gerdau.com</a></td>
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<tr>
<td>Halliburton</td>
<td>Business</td>
<td>Allen</td>
<td>Brier</td>
<td>Senior Manager - Facilities</td>
<td>2601 E Belt Line Rd</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 418-4109</td>
<td><a href="mailto:allen.brier@halliburton.com">allen.brier@halliburton.com</a></td>
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<tr>
<td>Korean Church of Dallas</td>
<td>Church</td>
<td>Sang Tae</td>
<td>Kim</td>
<td>Pastor</td>
<td>1855 N Josey Ln # B</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 245-1419</td>
<td><a href="mailto:lyh251@hotmail.com">lyh251@hotmail.com</a></td>
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<tr>
<td>Korean Church of Dallas</td>
<td>Church</td>
<td>Yohan</td>
<td>Lee</td>
<td>Associate Pastor</td>
<td>1855 N Josey Ln # B</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 245-1419</td>
<td><a href="mailto:lyh251@hotmail.com">lyh251@hotmail.com</a></td>
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<td>ORGANIZATION</td>
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<tr>
<td>Mary Kay, Inc.</td>
<td>Business</td>
<td>Gage</td>
<td>Hunt</td>
<td>President</td>
<td>16251 Dallas Parkway</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 687-5863</td>
<td><a href="mailto:gage.hunt@mkcorp.com">gage.hunt@mkcorp.com</a></td>
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<tr>
<td>Metrocrest Chamber of Commerce</td>
<td>Chamber of Commerce</td>
<td>Erin</td>
<td>Carney</td>
<td>President</td>
<td>2550 Midway</td>
<td>Carrollton</td>
<td>75006</td>
<td>(469) 587-0420</td>
<td><a href="mailto:greg@metrocrestchamber.com">greg@metrocrestchamber.com</a></td>
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<tr>
<td>Oak Creek Estates Homeowners Association</td>
<td>HOA</td>
<td>Ulyssess</td>
<td>Wright</td>
<td>President HOA</td>
<td>P.O. Box 116921</td>
<td>Carrollton</td>
<td>75007</td>
<td>(214) 770-4697</td>
<td><a href="mailto:ulysesswrightjr@hotmail.com">ulysesswrightjr@hotmail.com</a></td>
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<tr>
<td>Oak Crest Private School</td>
<td>Private School</td>
<td>Hildegard</td>
<td>Jessup</td>
<td>Headmistress</td>
<td>1200 East Jackson Road, Building 2</td>
<td>Carrollton</td>
<td>75006</td>
<td>(214) 483-5400</td>
<td><a href="mailto:hildegardj@oakcrestschool.org">hildegardj@oakcrestschool.org</a></td>
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<tr>
<td>Old Downtown Carrollton Neighborhood Association</td>
<td>Neighborhood Association</td>
<td>Paula</td>
<td>McDonald</td>
<td>President</td>
<td>1110 W. Main Street</td>
<td>Carrollton</td>
<td>75006</td>
<td>(469) 387-5732</td>
<td><a href="mailto:paula982@aol.com">paula982@aol.com</a></td>
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<tr>
<td>Old Downtown Carrollton Neighborhood Association</td>
<td>Neighborhood Association</td>
<td>Bill</td>
<td>Lovell</td>
<td>Vice-President</td>
<td>1110 W. Main Street</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 672-1388</td>
<td><a href="mailto:wlovell@sbcglobal.net">wlovell@sbcglobal.net</a></td>
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<tr>
<td>Post Addison Circle</td>
<td>Apartments</td>
<td>Shannon</td>
<td>Sear</td>
<td>Resident</td>
<td>5040 Addison Circle, Suite 200</td>
<td>Addison</td>
<td>75001</td>
<td>(972) 851-3255</td>
<td><a href="mailto:shannon.sear@maac.com">shannon.sear@maac.com</a></td>
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<tr>
<td>Semihan Church (Korean)</td>
<td>Church</td>
<td>Jun</td>
<td>Choi</td>
<td>Pastor</td>
<td>1615 W. Belt Line Road</td>
<td>Carrollton</td>
<td>75006</td>
<td>972-446-0178</td>
<td><a href="mailto:semihanchurch@gmail.com">semihanchurch@gmail.com</a></td>
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<tr>
<td>Trafalgar Square</td>
<td>HOA</td>
<td>Eric</td>
<td>Dion</td>
<td>President</td>
<td>3209 Squireswood</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 245-0682</td>
<td><a href="mailto:epdion@msn.com">epdion@msn.com</a></td>
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<tr>
<td>Treehouse Foods (previously Sara Lee Earthgrains)</td>
<td>Business</td>
<td>Sandy</td>
<td>Blue</td>
<td>Customer Relations</td>
<td>1820 N. Josey Lane</td>
<td>Carrollton</td>
<td>75006</td>
<td>(972) 416-4395</td>
<td><a href="mailto:sandy.blue@treehousefoods.com">sandy.blue@treehousefoods.com</a></td>
<td></td>
</tr>
</tbody>
</table>
Subject: Invitation to Participate in Second Area Focus Group for Addison/Carrollton

Date: Thursday, August 17, 2017 at 2:42:23 PM Central Daylight Time

From: Stefanie Tapke

To: information@aermfg.com, jan.rugg@atmosenergy.com, tbowen@amli.com, jim@spectrasales.com, shutzww@verizon.net, cfbinfo@cfbisd.edu, dr.kelly@verizon.net, paula982@aol.com, doughrbacek@gmail.com, doug.hrbacek@cityofcarrollton.com, gandjbarth@att.net, jrbranson@gmail.com, jimabadie@verizon.net, lesliagray@me.com, liesl.mayerson@gmail.com, lola.hurt@att.net, lasanteliz@yahoo.com, mvgunther@yahoo.com, maryjo_cater@yahoo.com, nancy@huntprop.com, pegploss@gmail.com, wilbert.carter@gerdau.com, allen.brier@halliburton.com, daryl.stanaway@halliburton.com, kjones@humanetrics.com, lyh251@hotmail.com, marc@maridoe.com, gage.hunt@mkcorp.com, greg@metrocrestchamber.com, tamara.smith@dignitymemorial.com, ulysseswrightjr@hotmail.com, hildegardj@oakcrestschool.org, paula982@aol.com, wlovell@sbcglobal.net, shannon.sear@maac.com, semihanchurch@gmail.com, sheilalustfield@thecountryplace.org, mikerreeves@thecountryplace.org, epdion@msn.com, sandy.blue@treehousefoods.com, gbrodt@amli.com

CC: Rosa Rosteet

Please join us as a member of the

DART
Addison/Carrollton Area Focus Group (AFG)
Cotton Belt Regional Rail Project

2nd Meeting
Addison/Carrollton AFG
Tuesday, August 29, 6:30 PM
Addison Conference Centre
15650 Addison Road
Addison, TX

DART has scheduled an Area Focus Group (AFG) meeting as planning continues for the Cotton Belt Corridor.

Please join us on Tuesday, August 29 at 6:30 PM to hear updates, ask questions and express comments directly to project representatives.

RSVP to Stefanie Tapke
stapke@kstrategies.com or 214-599-9766
Notice of DART Community Open Houses

Cotton Belt Regional Rail Corridor Project

You are invited to attend a community open house to review the progress of the Cotton Belt Regional Rail Corridor Project. DART, in cooperation with the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and the Federal Aviation Administration (FAA), is preparing an Environmental Impact Statement (EIS) to assess the impacts and benefits of passenger rail service on the 26-mile long Cotton Belt Corridor from DFW International Airport to Plano.

Open house displays will include:
• Updated alignment drawings and station layout;
• Results of Traffic/Grade Separation Analysis; and
• Identification of existing conditions along the corridor including, parks, cultural resources, land uses, etc.

This series of open house meetings will focus on existing conditions along the corridor and information learned in the data collection phase of the project. Future public meetings will focus on corridor impacts and mitigation.

Dates & Locations

Monday, September 18, 2017, 6:30 p.m.
DeWitt Perry Middle School Cafeteria
1709 East Belt Line Road, Carrollton, TX 75006
(Parking and entrance off Warner Street)

Wednesday, September 20, 2017, 6:30 p.m.
Richardson Civic Center
411 West Arapaho Road, Richardson, TX 75080

Monday, September 25, 2017, 7:00 p.m.
Parkhill Junior High School Cafeteria
16500 Shady Bank Drive, Dallas, TX 75248

For More Information
Please visit DART.org/cottonbelt or contact DART Community Engagement at 214-749-2522.
Addison / Carrollton
Area Focus Group Meeting
Tuesday, Aug. 29, 2017

Flip Chart Notes

- Grade sep near Santa Fe - imperative
- Will the corridor be all double track? - initially not all double track but in the future
- What is the frequency of current freight 4/locally varies depending where you are - downtown corridor is heavily traveled
- Do we have the money to relocate MF: yes
- What happened to the current merge yard - DART okay it, and the city will have input after construction
- Is the Midway Bridge safe? - Yes for engineering needs, working to keep new corridor, new ROW retains it

- Concerned about OP hours during Addison events/entertainment - need extended hours during wind/annual events
- DART will work with Town of Addison close to the operating plan, there will be special event schedules
- Is the new bridge the same height? - community input gave DART feedback to give the design, may not keep the same profile as Arapaho Rd.
- 10 for the arch
- 3 for no arch - concerned for maintenance of new arch
- Appreciate grade separation @ Midway

- What is the additional cost of Midway Bridge? - it will be more expensive but no official cost estimate which will be before the EIS
- How did Josey lane traffic impacts compare to March? - they are similar but the queue is different
- Gates at crossings will only be down 45 seconds
- Josey has enough queue distance
- Stations could change
- What does “quiet zone” mean?
- FRA guidelines
- Safety devices added if less train horns are needed
- They are handled through the cities

What is the timeline moving
- Board will be voting for the UB project as part of the budget using the RIF lane (Sept 13) it will be tied to D2 on the vote
- The sept 13 open house will have more info
- Will communities have input on station design - the art and design dept. will be brought in and communities will have input.