Dallas Area Rapid Transit (DART) conducted its second DFW-Cypress Waters-Coppell Area Focus Group (AFG) meeting on Thursday, Aug. 31, 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
    ▪ Terminal B Station
    ▪ DFW North Station
    ▪ Cypress Waters Station
    ▪ Will incorporate both a vertical and horizontal alignment

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
• Grade separation needed at Sanders Loop

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 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

Property Acquisition:
• Must adhere to federal guidelines
  o Must follow Uniform Relocations and Real Property Act of 1970 – DART will offer and pay fair market value and relocation benefits to dislocated businesses and residents
  o Acquisitions cannot be discussed until record of decision to move forward as perceived

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 Thursday, Aug. 31, 2017.

Matt Steer – City of Coppell
Are you going to have passing tracks anywhere even if you only have just a single track?

John Hoppie
Yes, when I say words like double-track and single-track, it ensures that we will have some areas that have passing track. All of our stations are going to be double-track. The Cypress Waters Station will probably be all double-track. Ultimately, we still need to make decisions on whether to have single or double tracks in areas and we’re not there yet.

Tony Soto – Soto’s Auto
How wide of an area is the double-track part?

John Hoppie
We’re looking at approximately 100-foot right of way (ROW).
Tony Soto
For both tracks?

John Hoppie:
Yes. It can be narrowed in some places depending on things such as curbs and junctions. Right now, we are assuming 100 feet

Tony Soto
How many diesel hybrid trains are you using right now?

John Hoppie:
None right now.

Tom Shelton:
The Fast Light Innovative Regional Train (FLIRT) vehicles that DART is looking into potentially being used along the Cotton Belt, are being manufactured in Salt Lake City, and they’re going to be testing them there until they are shipped here.

Bud Beene – Parsons
Is it similar to the DCTA here?

John Hoppie
It’s similar and a little bit longer. We are not going to run more than one concept. We will run one unit at a time. We haven’t selected the vehicle yet. We are not allowed to say that this is our vehicle. We are giving our platforms a little longer length right now to accommodate if a different vehicle ultimately gets selected.

Matt Steer
Will quiet zones have walls?

John Hoppie
There could be walls, but just because it’s a quiet zone doesn’t mean there have to be walls.

Huelon Harrison – Legacy Resource Group
Will the upcoming open house be a repeat of this particular presentation?

John Hoppie
No, it will be an open house and will be more of a layout discussion. There won’t be a formal presentation.

Huelon Harrison
Will there be a separate procurement process for when the trail configuration comes into play?

John Hoppie
We’re identifying where the trails can go right now. Some of it may be part of the funding for the Cotton Belt Project and some of it may be separately funded. There will need to be a lot of discussion, but we just aren’t there yet. It may even be several separate procurements.

Vijay Borra – Property Owner
Is the Coppell School District land bisecting the rail line?
John Hoppie
Yes it is. They own all of this [shows area on the map], and they are aware of this.

Vijay Borra
Can you tell us more about the funding for this project?

John Hoppie
Our board is moving forward with an action on Sept. 12 to vote on a debt resolution for both the Downtown Second Alignment (D2 Project) and the Cotton Belt Project. The board wanted to tie the two projects together as far as the debt resolution so that one would not advance without the other.

Vijay Borra
So where are we at with funding?

John Hoppie
There’s still a lot to go. We’re still looking for a Railroad Infrastructure Improvement Loan that would serve as the debt that we would be incurring. It’s a $900 million loan that we would get from the Federal Railroad Administration. We also have the Federal Transit Administration, which Tom can expand more on. We have almost $1 billion in Railroad Rehabilitation and Improvement Financing (RRIF) loans. We have about $100 million from FTA and COG. Formula Funds are in there, and local funding. It hasn’t been fully negotiated into the cities. Part of it could be the in-kind payments – so our land – from Coppell ISD to Coppell, could be part of the funding that Coppell is contributing to.

Lydia Goulas – Northlake Woodlands HOA
The more you talk, the more questions I have. First of all, you were talking about the grading. You talked about a typical grading and cross-sections. When will you know specifics? You said we don’t know specifics yet.

John Hoppie
We are not showing specifics yet. When we have the alignments, we can do cross-sections at any particular site.

Tom Shelton
Do you have a specific question about the area?

Lydia Goulas – Northlake Woodlands HOA
Yes, right by my house. I’d like to know what’s going to happen there.

Tom Shelton
Do you mind pulling up the sections? I do apologize I am not quite familiar with where you live so bare with me, but it does depend. As John was referencing, there are two possible conditions. There is one called the interim opening year condition when we plan to open this project - Dec. 31, 2022, and then there is a full build condition at some point in the future. In one scenario, depending upon the location is that we could initially implement a single track, or there could be locations where we might implement double track even in the interim opening year. We are doing operations modeling now to determine
that. That is principally being determined by the freight activity that exists out there and how those will coexist operationally with the freight and our passenger trains. That is a preface context for you. What I would encourage you to visualize is thinking about long-term. So the DART Cotton Belt ROW is 100 feet wide. Ultimately there will be two double tracks that in general would be in the center of the ROW. Those two tracks are 16 feet apart, so you can do the math here for me. They would be centered. From the center of the outside track to the right-of-way would result in 42 feet would be the distance between the track and your property line. Now, in some locations it’s hard to distinguish in the field where this ROW line is. There might be an alley here. If there’s no alley, your property line could be shared with that, but I don’t know your specific condition.

John Hoppie
In Lydia’s case, the existing track is the northern-most one. The second track would be built to the south of that away from your property. We wouldn’t be building any closer than where the existing track is now.

Lydia Goulas
OK, but what about the wall and the trail. Has that been determined?

Tom Shelton
We have not determined yet if and where we will be putting the walls. That would be based on the noise analysis, which we are actually doing now as we sit here tonight.

John Hoppie
First we’re determining where it’s required, and then we will be working with the city on exactly where else we would need it.

Tom Shelton
As you can see, if there is a wall, it’s 12 feet from that direction. Then the trail is over here (referencing image on the screen)

Lydia Goulas
I get the dimensions. I just didn’t know when we will know whether there’s going to be a wall and a trail.

Tom Shelton
We knew that question was coming. What we’re planning for is our next set of meetings like this would likely occur in the October to November timeframe. It is our hope and expectation that at the next set of meetings we will have those questions answered, as far as impacts and mitigation treatment.

Lydia Goulas
In the mean time, do I need to be pushing the City of Coppell concerning the wall?

Tom Shelton
You can certainly take whatever action you need for your property.

John Hoppie
[Shows presentation slide that has aerial of Lydia Goulas’ neighborhood] In your case, there is an
existing track. The second track will be in the outside of that. There is a utility right-of-way through there.

Lydia Goulas – Northlake Woodlands HOA
So there is no wall that can go in that utility right-of-way?

John Hoppie
The wall would be within our right-of-way. We have this distance from this existing track where the wall could go.

Guest of Tony Soto (name unknown)
You said that the city will contact properties also for the trail that they are going to build?

John Hoppie
That’s my understanding but it still hasn’t been fully worked out. They know where the Billingsley Development’s (Cypress Waters) trail is going to end, and they know we’re proposing to build trails. There will eventually be a walk through with public works on this matter.

Tony Soto
So really, it is the city that might put in the trails?

John Hoppie
We’re going to be working with the cities in providing the area within our right-of-way for a trail.

Lydia Goulas
Can you confirm that there’s no grade separation at MacArthur Boulevard and Belt Line Road. Then can you tell me exactly where the track is going to cross over Belt Line into Cypress Waters.

John Hoppie
Yes, we can confirm that there will be no grade separation there. The track is going to cross just west of Moore Road, about 100 feet to the left of it.

Robert Weatherford – Carter Estates HOA
When will the draft of the Environmental Impact Statement be completed?

John Hoppie
We are planning for December 2017 to January 2018.

Lydia Goulas
If you have an opening date of Dec. 31, 2022, do you have a beginning date of construction?

John Hoppie
We are planning to advance to construction in spring of 2018. There will be a design and review timeframe where the term is directly over the design-builder. Then the design-build construction would begin in the last quarter of 2019, where they would be designing and construction simultaneously at that point.

7
Lydia Goulas
Is there a road map that says where construction begins?

Tom Shelton
That would be largely driven by the design-builder and how they choose to sequence the job. The project spans 26 miles and the contractor will decide where to start first, second and third.

John Hoppie
The reason for that is there will be a bid based on the sequencing of the project.

Tom Shelton
The beginning of construction will certainly be advertised to the public. You’ll have full advanced notices when construction is beginning in your area. Rosa Rosteet, DART Community Engagement Representative, does a great job in advertising that.

Lydia Goulas
What are the chances of it being a full three-year construction project behind my house?

John Hoppie
Highly unlikely.

Tom Shelton
That three-year duration is for the entire 26 miles. It won’t be three years in any one particular location. They may complete one section and then move over the next section.

John Hoppie
Now let me clarify that they may complete some grading and clearing in one section, and then go away. They will stop and then eventually come back. It’s going to be sporadic. It is not going to be the full three years duration. I doubt that it’s going to be more than a few months.

Tom Shelton
Sitting here in this planning stage, we can’t tell how long they will be behind your house, but rest assured that you’ll have plenty of advanced notice once that’s determined.

John Hoppie
Rosa will be the person to talk to and know through the entirety of this project. She will be involved from now until opening day.

Rosa Rosteet
We will have community meetings from now until the day we open. Also, John didn’t mention this, but we also have an Art and Design Program, which will be brought in to work with each municipality and help make stations specific to each community. So we will have additional meetings for that and we will get approved together to help us determine how the station should look. There will be some things that will be similar for the rest of the stations but will be able to make a couple of changes here and there to reflect the community. We will have plenty of community meetings and open houses as we go through this process.
Bobby Finken – Lakes of Coppell HOA
I’m just curious. How much of this has changed since the explosion of Uber and Lyft? I am really concerned about your numbers that you displayed up there. I’m a huge DART fan. I take it from Carrollton to Love Field even though I have to transfer to ride the bus. I also take it to DFW Airport. I got on the train to DFW Airport and I was the only person to get on that train. This is in the afternoon, and I am sitting there saying that this is the fourth or fifth largest airport in the country and nobody is riding the light rail to-and-from it? I know Cotton Belt is being pushed by Addison and Richardson, who feel that they have not gotten their fair share on the DART funds that they sent in, but from capitalization, if the ridership is not there... Tell me where Lyft/Uber has hurt the ridership on DART, because obviously it has.

John Hoppie
Actually I think it is complimenting the ridership on DART. Rideshare is sort of our last and first mile connections. People who took buses to trains have had someone else drop them off at trains and pick them up, are now taking Uber and Lyft to trains. They are being economical about it. We are actually working with Uber and Lyft, with Toyota on zip cars, and we’re working with bicycle programs in that last mile connection – those are enhancements to the system more than ever.

I had a discussion the other day when someone was asking how Uber and Lyft have affected us. I don’t think its usage has fully affected us now. One of the first things we did when we first started building the light rail system was put it on all these Kiss & Ride parking spots. Bud Beene of Parsons (in attendance) can tell you that we put in way more than what he wanted to do.

The City of Dallas wanted to put in 15 at Mockingbird Station. At the time, they were used, and now with the prevalence of cell phones has changed that. When someone got on a train, they could call someone up and tell them exactly when they were going to be at the station. You can do the same thing with Uber and Lyft.

It is a range of time of clockwork connections. So people aren’t waiting at the Kiss & Ride spots for someone to show up. Now they know somebody will be there and do not need those spots.

Bobby Finken
So you’re saying that the ridership number of 7,600 passnegers – is that just people from here going to Richardson? How many people will we anticipate will be dropped off at DFW?

John Hoppie
It is based on home-based work trips. So it’s not the airport passengers that are accounted for in this system. It’s the people who are going to work at the airport. You know some of them are captured, but it doesn’t capture the special events as much as it captures home-based work trips.

Bobby Finken
I took that number and divided it by 15 hours, divided by 3 trains an hour, and it comes to 175 people an hour. I can assure you that I have ridden light rail to DFW many times and there aren’t anywhere near this number of people. So you think more people are going to take this line than the Orange Line? I just think
that with all the people downtown and all the people living in uptown, will give you a lot more traffic than this one would. I do hope that it becomes highly successful.

John Hoppie
This is equivalent with pretty much where the TRE operates. These ridership numbers are based on the NCTCOG model. It does need to be modified and calibrated, and we will work with NCTCOG on doing that, which has to be approved by the Federal Transit Administration. There is a whole science that goes into it. I couldn’t begin to explain, but it is a model that’s accepted by the Federal Transit Administration.

Guest of Tony Soto (name unknown)
Are there different sections that are going to open up at different times?

John Hoppie
That is still to be determined, but it could be the case. This will be part of the design-build process. If it does get phased, it would likely be Addison going one direction or the other. Again, that has not been determined yet.

Vijay Borra
Is there a possibility for DART to build a second Cypress Waters Station where they can continue using a regular track?

John Hoppie
No. We were only clearing for one rail line right now. We are not advocating, nor have the support from our board for two rail lines.

Vijay Borra
If you’re following that timeline, when will procurement process begin?

John Hoppie
Actually they are starting the procurement process now. I don’t know exact timeline for it however. We cannot start the procurement for the land until we have our record of decision which will be in the spring of 2018.

Guest of Tony Soto (name unknown)
Is that going to be the time of the design period?

John Hoppie
Yes, there will be some overlap there, but we cannot do it until we have federal approval and until we covered all of our environmental matters. We also have to show that we have sufficient funding for the project.

Vijay Borra
My issue is that right now, you cannot build anything on my land. I can’t really go to the City of Coppell and ask to build a strip center or anything.
John Hoppie
If you consider yourself at hardship, we can start talking to you and I can get you in touch with our real estate department. We would have to work with the Federal Transit Administration to do a hardship purchase at this point. That’s something that could be done, however it would probably take as long to get through that process as it would to wait and see, but if you want to do that we can talk about it.

Vijay Borra
My problem is, I don’t know if you have the funding, and if I go to the City of Coppell, they will likely say that this is a proposed DART property and they are not going to be favorable with a decision to give me a building permit. We have been waiting for this project for several years.

John Hoppie
Yes we talked to you in 2010.

Matt Steer
Is the FLIRT technology much quieter than light rail?

John Hoppie
Actually (references noise graphic), I’m looking here and the DART light rail train, with the length of 50 feet, is at about 80 decibels. The DCTA is at about 79 decibels, which is about the same profile as the proposed Cotton Belt vehicle. The FLIRT will probably be slightly quieter than that.

Matt Steer
Is it faster?

John Hoppie
It can go about 65 miles per hour. On a regular day it will likely travel 35 miles per hour.

Robert Weatherford
Are you considering a quiet zone at the existing rail line at Denton Tap as a possible noise mitigation step?

John Hoppie
That’s still to be determined. It’s not part of our project but it might be part of the overall city’s mitigation. It wasn’t in their resolution, but we have had discussions about it and it could be one consideration.

Guest of Tony Soto (name unknown)
Didn’t you say it was going to be elevated there at Denton Tap and Belt Line Road?

John Hoppie
The Cotton Belt line will be, but the existing crossing is not.

Steve Johnson – Creekview HOA
Regarding the funding – did you say that on Sept. 12 the board will vote for the D2 and the Cotton Belt together?
John Hoppie
They will be joining them together in order to get the funding resolved. They will be approving them in the same resolution, but they remain separate projects.

Steve Johnson – Creekview HOA
So if both get declined then both will fail?

John Hoppie
Yes. So if there’s opposition in one and agreement on the other, there will have to be some give and take there.

Rosa Rosteet
Thank you for your questions. We will be around to answer any more after this meeting. We encourage you to attend one or all three of the open houses that we have coming up. Be on the lookout for an electronic copy of this information so you can share this with your home and neighborhood associations.

Robert Weatherford – Carter Estates HOA
Will there be a copy of these slides available?

John Hoppie
There will be a copy of these slides online that will be posted after our final area focus group meeting in September.
Cotton Belt Corridor

Area Focus Group (AFG)
D/FW Airport/Coppell/Cypress Water
August 31, 2017

John Hoppie, Capital Planning

Agenda

• Design Update
  • Alignment/Cross-section/Stations
• Environmental Update
  – Documentation of Existing Conditions
• Traffic Update
• Ridership
• Community Integration
• Property Acquisition
• Community Open Houses

Design Update: Engineering

Revised Drawings: (Double Track Scenario)

• Horizontal alignment
• Vertical alignment
• Typical sections
Design Update: Stations

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

Focus Area Alignment/Stations
DFW Airport Alignment/Station

DFW North Alignment/Station

DFW North Station

Cypress Waters Alignment/Station

Cypress Waters Station
Traffic Update

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<th>CITY</th>
<th>ANALYSIS RESULTS</th>
<th>MITIGATION REQUIRED</th>
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<td>South Belt Line Road</td>
<td>Coppell</td>
<td>The northbound queue length extends beyond the Airline Drive intersection during the evening peak hour and the southbound queue length extends beyond the Southwestern Blvd intersection during the morning peak hour. Analysis reconfirms need for grade separation of S. Belt Line Road.</td>
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* No other crossing in focus area meets grade separation warrants

Focus Area Grade Separations

Environmental Update

Documentation of Existing Conditions
- Land Use
- Parks and Recreation
- Vegetation and Waters Resources
- Historic Resources

* Image of map showing various locations and analysis results.
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

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.

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**Community Integration**

*City of Coppell Resolution June 13, 2017*

The City of Coppell fully supports the Cotton Belt Rail line throughout Coppell which would incorporate a Southern reconfiguration to provide a station in the Northlake / Cypress Water Campus subject to:

- Grade separation at South Belt Line Road
- Quiet zones... (Throughout Coppell)
- Sound walls and other noise attenuation elements along the route adjacent to single family residential areas...
- Trail by Rail segments along ... route...

**Noise**

- Noise impact analysis will determine where sound walls are required.
- DART will work in cooperation with local jurisdictions for consideration of additional walls
- Quiet Zones will be recommend at residential areas along corridor

**Residential Adjacency**

**Trails**

- DART will work in cooperation with NCTCOG and local jurisdictions for implementation of trails along corridor

**Cotton Belt Regional Trail (NCTCOG)**

**Cypress Waters Trail**
Cypress Waters Trail

Potential Trail Configuration

- Coppell
  - Analyzing extending Cypress Waters Trail north on Sanders Loop then west on Southwestern.
- DART
  - Analyzing Cotton Belt Trail in corridor west of Freeport and east of Fairway.

Property Acquisitions

Acquisition must adhere Federal guidelines regarding acquisition and relocation assistance including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- Fair market value
- Relocation benefits are provided for all dislocated businesses and residents (owner occupants and tenants)
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.
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
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<td>75201</td>
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<td>Billingsley (Community Representative)</td>
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<td>Bill</td>
<td>Walker</td>
<td>Senior Vice President Development</td>
<td>1722 Routh Street, Suite 770</td>
<td>Dallas</td>
<td>75201</td>
<td>(214) 270-0983</td>
<td><a href="mailto:bwalker@billingsleyco.com">bwalker@billingsleyco.com</a></td>
<td>B-W</td>
</tr>
<tr>
<td>Billingsley (Community Representative)</td>
<td>Comm. Rep.</td>
<td>Tom</td>
<td>Holland</td>
<td>Vice President Development</td>
<td>1722 Routh Street, Suite 770</td>
<td>Dallas</td>
<td>75201</td>
<td>(214) 270-0986</td>
<td><a href="mailto:tholland@billingsleyco.com">tholland@billingsleyco.com</a></td>
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<tr>
<td>Billingsley (Community Representative)</td>
<td>Comm. Rep.</td>
<td>Marijke</td>
<td>Lantz</td>
<td>Senior Vice President Investments</td>
<td>1722 Routh Street, Suite 770</td>
<td>Dallas</td>
<td>75201</td>
<td>214-270-0970</td>
<td><a href="mailto:mlantz@billingsleyco.com">mlantz@billingsleyco.com</a></td>
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<tr>
<td>Billingsley (Community Representative)</td>
<td>Comm. Rep.</td>
<td>Guy</td>
<td>Gregg</td>
<td>Director of Landscape Management</td>
<td>3313 Plano Parkway</td>
<td>The Colony</td>
<td>75056</td>
<td>214-919-3137</td>
<td><a href="mailto:gggregg@billingsleyco.com">gggregg@billingsleyco.com</a></td>
<td>G-C</td>
</tr>
<tr>
<td>Billingsley (Community Representative)</td>
<td>Comm. Rep.</td>
<td>Elizabeth</td>
<td>Corbell</td>
<td>Senior Property Mgr. - CVPR Office</td>
<td>8840 Cypress Waters Blvd., Suite 160</td>
<td>Dallas</td>
<td>75019</td>
<td>972-684-5441</td>
<td><a href="mailto:ecorbell@billingsleyco.com">ecorbell@billingsleyco.com</a></td>
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<tr>
<td>Carter Estates</td>
<td>HOA</td>
<td>Robert</td>
<td>Weatherford</td>
<td>President</td>
<td></td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 304-6075</td>
<td><a href="mailto:r.weatherford@verizon.net">r.weatherford@verizon.net</a></td>
<td>C-W</td>
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<tr>
<td>Chateaus of Coppell</td>
<td>HOA</td>
<td>Amit</td>
<td>Sangani</td>
<td></td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 259-7090</td>
<td><a href="mailto:amitsangani@hotmail.com">amitsangani@hotmail.com</a></td>
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<td>Chateaus of Coppell</td>
<td>HOA</td>
<td>Mansi</td>
<td>Mhashelkar</td>
<td>President</td>
<td>Coppell</td>
<td>75019</td>
<td><a href="mailto:mm.mhashelkar@gmail.com">mm.mhashelkar@gmail.com</a></td>
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<tr>
<td>City of Coppell</td>
<td>Municipal</td>
<td>Mike</td>
<td>Land</td>
<td>City Manager</td>
<td>255 Parkway</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 304-3660</td>
<td><a href="mailto:ml.land@coppelltx.gov">ml.land@coppelltx.gov</a></td>
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<tr>
<td>City of Coppell</td>
<td>Municipal</td>
<td>Matt</td>
<td>Steer</td>
<td>Assistant Director of Engineering &amp; Public Works</td>
<td>255 Parkway</td>
<td>Coppell</td>
<td>75019</td>
<td></td>
<td><a href="mailto:m.steer@coppelltx.gov">m.steer@coppelltx.gov</a></td>
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<td>Kent</td>
<td>Collins</td>
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<td>City of Coppell</td>
<td></td>
<td>John</td>
<td>Elias</td>
<td>Parks &amp; Recreation Department</td>
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<tr>
<td>City of Grapevine</td>
<td>Municipal</td>
<td>Bryan</td>
<td>Beck</td>
<td>Director of Public Works</td>
<td>200 S. Main Street</td>
<td>Grapevine</td>
<td>76051</td>
<td>(817) 410-3130</td>
<td><a href="mailto:christine@coppellchamber.org">christine@coppellchamber.org</a></td>
<td></td>
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<tr>
<td>Coppell Chamber of Commerce</td>
<td>Chamber of Commerce</td>
<td>Christine</td>
<td>Douglass</td>
<td>President/CEO</td>
<td>708 Main Street</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 393-2892</td>
<td><a href="mailto:carmen_e_prince@yahoo.com">carmen_e_prince@yahoo.com</a></td>
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<tr>
<td>Coppell Greens</td>
<td>HOA</td>
<td>Carmen</td>
<td>Prince</td>
<td></td>
<td>139 Fallkirk Drive</td>
<td>Coppell</td>
<td>75019</td>
<td></td>
<td><a href="mailto:jprince46@yahoo.com">jprince46@yahoo.com</a></td>
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<tr>
<td>Coppell Greens</td>
<td>HOA</td>
<td>Jim</td>
<td>Prince</td>
<td></td>
<td>139 Fallkirk Drive</td>
<td>Coppell</td>
<td>75019</td>
<td></td>
<td><a href="mailto:vj1999@gmail.com">vj1999@gmail.com</a></td>
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<tr>
<td>Coppell Greens</td>
<td>HOA</td>
<td>Vijay</td>
<td>Vilamuri</td>
<td></td>
<td>213 Fallkirk Drive</td>
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<tr>
<td>Park 'n Fly</td>
<td>Airport Parking</td>
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<td>Lot Manager</td>
<td>800 South Royal Lane</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 471-1194</td>
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<tr>
<td>Summit at the Springs</td>
<td>HOA</td>
<td>Whitney</td>
<td>Heiman</td>
<td>Member</td>
<td>742 Armstrong Blvd</td>
<td>Coppell</td>
<td>75019</td>
<td></td>
<td><a href="mailto:weimann@craftmade.com">weimann@craftmade.com</a></td>
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<tr>
<td>Summit at the Springs</td>
<td>HOA</td>
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<td>P.O. Box 1814</td>
<td>Coppell</td>
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<tr>
<td>Sports Garden DFW</td>
<td>Recreation Center</td>
<td>Marty</td>
<td>Kennard</td>
<td>Owner</td>
<td>1850 East Belt Line Rd.</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 462-7715</td>
<td><a href="mailto:info@yucatanbeachclub.com">info@yucatanbeachclub.com</a></td>
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<tr>
<td>Coppell Greens</td>
<td>HOA</td>
<td>Phillip</td>
<td>LaBerge</td>
<td>President</td>
<td>858 Dalmalley Lane</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 899-1667</td>
<td><a href="mailto:cavalaire@hotmail.com">cavalaire@hotmail.com</a></td>
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<tr>
<td>Coppell ISD</td>
<td>Coppell School District</td>
<td>Sid</td>
<td>Grant</td>
<td>Assistant Superintendent for Business Support Services</td>
<td>1303 Wrangler Circle, Suite 100</td>
<td>Coppell</td>
<td>75019</td>
<td>(214) 496-6024</td>
<td><a href="mailto:sgrant@coppellisd.com">sgrant@coppellisd.com</a></td>
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<tr>
<td>Creekview</td>
<td>HOA</td>
<td>Steve</td>
<td>Johnson</td>
<td></td>
<td>159 Salem Court</td>
<td>Coppell</td>
<td>75019</td>
<td>(214) 912-6067</td>
<td><a href="mailto:steven.r.johnson@csra.com">steven.r.johnson@csra.com</a></td>
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<tr>
<td>Creekview</td>
<td>HOA</td>
<td>Charles</td>
<td>Dale</td>
<td></td>
<td>189 Asher Court</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 393-7986</td>
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<td>Creekview</td>
<td>HOA</td>
<td>Ken</td>
<td>Schwannte</td>
<td></td>
<td>209 Penuel Drive</td>
<td>Coppell</td>
<td>75019</td>
<td>(469) 293-7597</td>
<td><a href="mailto:schwannte@aol.com">schwannte@aol.com</a></td>
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<tr>
<td>Creekview</td>
<td>HOA</td>
<td>Josh</td>
<td>Adrienne</td>
<td>Causey</td>
<td>245 East Bethel Road</td>
<td>Coppell</td>
<td>75019</td>
<td>(214) 682-9890</td>
<td><a href="mailto:causey245@yahoo.com">causey245@yahoo.com</a></td>
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<tr>
<td>Creekview</td>
<td>HOA</td>
<td>Bill</td>
<td>Calvalle</td>
<td></td>
<td>2340 E Bethel Rd</td>
<td>Coppell</td>
<td>75019</td>
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<td><a href="mailto:bcavalle@msn.com">bcavalle@msn.com</a></td>
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<td>Creekview</td>
<td>HOA</td>
<td>Herman</td>
<td>Denner</td>
<td></td>
<td>257 E. Bethel Rd</td>
<td>Coppell</td>
<td>75019</td>
<td># doesn't work</td>
<td><a href="mailto:hdenzer@gmail.com">hdenzer@gmail.com</a></td>
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<tr>
<td>Cypress Waters</td>
<td>Comm. Rep.</td>
<td>Rockie</td>
<td>McMillan-Allen</td>
<td>Operations Manager</td>
<td>3211 Scoc Creek</td>
<td>Dallas</td>
<td>75019</td>
<td>(972) 774-5800</td>
<td><a href="mailto:rallen@cypresswaters.com">rallen@cypresswaters.com</a></td>
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<tr>
<td>Gaylord Texan Hotel &amp; Convention Center</td>
<td>Business</td>
<td>Larry</td>
<td>Slawter</td>
<td>Horticulture Manager</td>
<td>1501 Gaylord Trail</td>
<td>Grapevine</td>
<td>76051</td>
<td>(817) 778-2355</td>
<td>gaylordtexanengineering@marriot tt.com</td>
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<tr>
<td>Grapevine Mills Mall</td>
<td>Shopping Center</td>
<td>Dori</td>
<td>Ruiz</td>
<td>Office Administrator</td>
<td>3000 Grapevine Mills Parkway</td>
<td>Grapevine</td>
<td>76051</td>
<td>(972) 724-4910</td>
<td><a href="mailto:druiz@simon.com">druiz@simon.com</a></td>
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<td>Ingle Rentals</td>
<td>Comm. Rep.</td>
<td>Kathy</td>
<td>Ingle</td>
<td></td>
<td>200 E Belt Line Road # 100</td>
<td>Coppell</td>
<td>75019</td>
<td>(214) 212-9455</td>
<td><a href="mailto:shakeandsupply@verizon.net">shakeandsupply@verizon.net</a></td>
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<tr>
<td>Lakes of Coppell</td>
<td>HOA</td>
<td>Bobby</td>
<td>Finken</td>
<td></td>
<td>1032 Busilwood</td>
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<td>75019</td>
<td>(214) 692-6969</td>
<td><a href="mailto:bobby.finken@aol.com">bobby.finken@aol.com</a></td>
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<tr>
<td>Legacy Resource Group</td>
<td>Business</td>
<td>Huelon</td>
<td>Harrison</td>
<td>Principal</td>
<td>3310 Gayson Dr.</td>
<td>Dallas</td>
<td>TX</td>
<td>(214) 458-8800</td>
<td><a href="mailto:hugh@legacyresourcroup.net">hugh@legacyresourcroup.net</a></td>
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<tr>
<td>Mark Hill, LEED AP BD+C</td>
<td>Business</td>
<td>Mark</td>
<td>Hill</td>
<td></td>
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<td>(972) 679-9517</td>
<td><a href="mailto:markhill@verizon.net">markhill@verizon.net</a></td>
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<tr>
<td>Northlake Woodlands HOA</td>
<td>HOA</td>
<td>Danny</td>
<td>Goulas</td>
<td></td>
<td>905 Crestview</td>
<td>Coppell</td>
<td>TX</td>
<td>(214) 912-6346</td>
<td><a href="mailto:goulas905@verizon.net">goulas905@verizon.net</a></td>
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<tr>
<td>Northlake Woodlands HOA</td>
<td>HOA</td>
<td>Lydia</td>
<td>Goulas</td>
<td>Board</td>
<td>905 Crestview</td>
<td>Coppell</td>
<td>TX</td>
<td>(214) 912-6346</td>
<td><a href="mailto:goulas905@verizon.net">goulas905@verizon.net</a></td>
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<tr>
<td>Parsons</td>
<td>Business</td>
<td>Jorge</td>
<td>Estevez</td>
<td>Principal</td>
<td>1301 W. George Bush Parkway</td>
<td>Richardso  n</td>
<td>TX</td>
<td>(281) 413-5656</td>
<td><a href="mailto:jorge.estevez@parsons.com">jorge.estevez@parsons.com</a></td>
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<td>Parsons</td>
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<td>Bud</td>
<td>Beene</td>
<td>Principal</td>
<td>1301 W. George Bush Parkway</td>
<td>Richardso  n</td>
<td>TX</td>
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<td><a href="mailto:bud.beene@parsons.com">bud.beene@parsons.com</a></td>
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<tr>
<td>Riverchase Golf Course</td>
<td>Business</td>
<td>Randy</td>
<td>Garrison</td>
<td>General Manager</td>
<td>700 Riverchase Drive</td>
<td>Coppell</td>
<td>75019</td>
<td>(972) 462-8281</td>
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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.
Cypress/DFW/Coppell

- How wide will double track be?
  - 100 ft. of ROW
- Will the tracks be in the median?
  - We aren't sure; there is some uncertainty.
- The Cotton Belt ROW does not divide the Coppell 1st Street bridge.
- DART Board will be voting on Debt Resolution on Sept 12 along with D2.
- There is still funding details pending.
- Will know when we know about actual sections (near houses)
  - Scenarios will change between opening year and the future
  - At the end of the overall project determination
  - Wall will be determined after rain analysis
  - Impacts and mitigation should be determined in the GEP

- City of Coppell has track borrows with DART
- City of Coppell tracks: DART will work w/ Union
  - contacting will already ongoing
  - No grade sep C Mackln. 1st SW L.W.
  - Track will cross right (four) lanes at Casson R2.
  - Rift G1 can be Dec./Jan.
  - Schedule: Design Build will begin 2nd quarter of 2019 with opening of
    - Dec. 2022
  - 1 of 2 track construction C one point eat at one
  - public meetings/open house to occur through opening day
  - encouraged for ridership number of things like Uber/Lyft
  - Uber/Lyft have actually complement DART a lot this mode.

- Riderhip accounts for home-based work trips not so much
  - flybrw into DFW
- Train if it could be phased opening
- Only activating Cypress northern
- BNSF need process on has begun - contractor
- BNSF of land will be after record of decision
- If it is determined on land discussions could start soon
- Is DART quicker?
  - about the same as trip RNA
  - can go up to 60 (90 mph) (60 mph than RNA)
- are you considering 3rd rail or Death Trip?
  - the determined