Dallas Area Rapid Transit (DART) conducted its second North Dallas Area Focus Group (AFG) meeting on Monday, Sept. 11, 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 & Introduction

Lawrence Meshack, DART Community Engagement, welcomed attendees and introduced John Hoppie, Cotton Belt Project Manager.

Agenda

AFG Concerns:

- AFG seeks binding resolution or codification that freight will be abandoned permanently in North Dallas
- AFG requests elimination of some or all North Dallas stations
- AFG requests that DART consider alternate vehicles such as hydrogen cell which may be quieter
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**
  - Names
    - Northlake Station is now Cypress Waters Station
    - Renner Village station is now Coit Station
    - UTD Station is now UT Dallas Station
  - 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
  - Stations within focus group area
    - Knoll Trail
    - Preston Road
    - Coit Station
    - UT Dallas
    - DART is clearing up to 12 stations environmentally along the corridor but many of them will be deferred
    - North Dallas is the only area where residences are on both sides of the corridor

Environmental Update:

- **Documentation of existing conditions along the corridor:**
  - Land use
  - Parks and recreation
  - Vegetation and water resources
  - Historic resources

- **Noise Mitigation:**
  - 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
  - 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
- Mitigation required at Hillcrest Road and Coit Road

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:
  - 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:
    - Currently have placeholders for trails where some implemented with rail line
    - 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 Monday, Sept. 11, 2017.

Matt Neville - Highland Springs Retirement Community
What is the height of the proposed wall?

John Hoppie
That would be based on the grade next to it and where the wall is. The wall height is yet to be confirmed.

David Dick - Prestonwood Trails
Can you identify where the station would be along Knoll Trail Drive?
John Hoppie
(References the map of the Knoll Trail Station). This is Knoll Trail Drive running north and south here. The Dallas North Tollway is just off of the page here, and then the Cotton Belt crosses just north of Arapaho Road.

Tom Wood - Preston Green Homeowners Association
Where is Fairhill School?

John Hoppie
(References the map of Preston Road Station, pointing to the location of Fairhill School on the map).

Rabbi Aryeh Rodin - Congregation Ohev Shalom
What does mitigation mean?

John Hoppie
Mitigation means to take the impact and lessen it back to where it is now or reduce it even further.

Sandy Greyson – Dallas City Council
Can I see the traffic numbers for Hillcrest Road versus Coit Road and Plano Parkway?

John Hoppie
You will be able to see them all as soon as they are ready. We are in the process of completing them now.

Sandy Greyson, City of Dallas
You must have some idea of what they are because it looks like you are proposing grade separations on streets that are not as busy as Hillcrest.

John Hoppie
Every grade separation that we are suggesting is from what we had in 2010. We will have the new numbers very shortly. The report is being done by our consultant.

Sally Wolfish
Is there any plan to slow the train down where it crosses Davenport Road? A school is across the railroad tracks.

John Hoppie
We would put in safe crossings that would keep people out of the rail corridor.

Sally Wolfish
Right now, there is a speed limit where there is a freight line. Once the passenger rail is installed, will that speed limit still apply?

John Hoppie
We will have to determine exactly what the speed limit was before and what the previous speed limit was for.
Sally Wolfish
I think 35 miles an hour.

John Hoppie
I believe the speed limit was made up under track conditions.

Tim McKay
Let me see if I can answer your question. Freight is a lot different from commuter rail, from the standpoint of how much mass and energy it takes to run. It may take a mile or half a mile before a freight rail stops. I think what John is trying to say is that as we go through the corridor, we look at a lot of things. We look at neighborhoods, crossings, sight lines, visibility and another whole set of criteria. I don’t know that it will be the same speed but we will set that speed to help us achieve safety at crossings and intersections.

When we’re coming into a station, the speeds always go down. When we’re leaving a station, speeds are low. We look at all the conditions across the corridor and try to match them up. What we don’t want to have is a speed profile that goes high and low, then high and low, etc. We usually try and level it out and will be generally conservative. We may design it for higher speeds for safety. We typically match the speeds with environmental needs.

I don’t know what speed the freight trains were doing when they were traveling through neighborhoods. A lot of them have to do with the condition of traffic. So if a track is in what they call a Class 1 condition, that’s like a 10-mile yard track. If it’s Class 2, it goes up to 25 miles. Typically we would design our commuter rails to be Class 4. That means we could go up to 79 miles per hour. The thing is, you look at the locations of the stations and obviously the speed will go anywhere near 79 miles per hour even though that’s where we would be able to design it toward. It is just a safety factor.

We tend to be overly safe with the design and we tend to be overly safe with the speed. We are not there yet because we have not finished all the physical tracks, crossings and grades. We are probably only at five percent when it comes to pulling all of that stuff together. We need a bit of time.

Once we get there, we will sit down with you all and we will give you section by section of what we anticipate to propose for this community. We are not there yet, but yes we will take safety into consideration. Does that help?

Sally Wolfish
Yes.

Bob Moore – Preston Green Homeowners Association
As far as children crossing the rail, what kind of safety measures will be taken?

John Hoppie
We will have pedestrian gates, signals at the crossing with flashing lights that will be activated when a train is coming.
Walt Marston – Hillcrest Manor Homeowners Association
Do you have an example of that already in place?

John Hoppie
We have a light rail system that’s already in place with gates and signals right now. The Cotton Belt rail will probably have a more heightened security than light rail because of the quiet zones and extra requirements from the Federal Railroad Administration (FRA).

Dane Cofer – Congregation Ohev Shalom
Are these the same type that they use for the Denton County Transportation Authority (DCTA)?

Tim McKay
Probably not. In some locations maybe. Quiet zones require you to have quad gates, which are gates that come down in all four quadrants. It requires you to have a raised medium. And then there’s communication train signals that are sent back and forth in a continuous manner. There are eight criteria you have to meet for a quiet zone. All those criteria will be met. Part of it is visibility, speed, timing of the gates, close proximity to a bunch of crossings. There may be an area where you would have two crossings that are close together and essentially the gates will activate within a few seconds from each other only because they’re that close. As we go through that, typically on the sidewalks, you would have the gates positioned to where they could come down on the sidewalks and can have a physical barrier on the sidewalks. This is so that you would not to have a situation where there would be a gate for traffic and not on the sidewalk. Does that make sense and help answer your question?

Dane Cofer – Congregation Ohev Shalom
Yes it does. I just wanted to know whether there are existing examples.

Tim McKay
There are several along the Trinity Railway Express (TRE). There are a few up there along Denton County. We can get you some examples of what some of those might be. Just understand that some of those examples may not be the criteria that you are concerned with here. Just because it is a quad gate, it does not necessarily mean that it is by a school or just because it is a quad gate it has to do with noise. It does not mean that there are other protective barrier at the crossing. Those things all have to be uniquely applied.

Sandy Greyson
Who pays for the gates and improvements your need to get a quiet zone?

John Hoppie
DART will be paying for that. We would have to do an application with the city, but it is not city funded.

Tim McKay
It is DART funded. We will package everything up and work with jurisdictional authorities and cities. The city actually has to submit for the quiet zone.
Sandy Greyson
That’s fine. I just want to make sure we are not going to pay for it.

John Hoppie
It will be part of our fund for mitigation.

Bob Moore
John, at what point will ridership break even? What will your ridership numbers be before you break even?

John Hoppie
We don’t break even. Transportation doesn’t pay itself off. Do you mean what is the trade-off between one station from another station?

Bob Moore
Yes.

John Hoppie
Ridership becomes part of the contributing information and it will tie in with other stations that have low ridership, poor access, no parking, etc. We do have light rail stations that have low ridership, and projected low ridership. It really depends on site-specific conditions and information.

Josh Cohen – Attendee
What additional information will you have for the open houses?

John Hoppie
There will be no new information at the open houses. It will not be more than what we have today. We are opening it up to the entire corridor, not just this area focus group

Dennis DeShazer – Prestonwood Homeowners Association
At the last meeting, this issue of double tracking was left open for input from the community. I know DART’s position on that is if we do it now, we do not have to do it later. But I’m not sure what the consensus is now. The way you’re presenting tonight makes it look like double-track is for sure.

John Hoppie
Double-tracking is still open for discussion right now.

Sally Wolfish
On the issue of trails, will there be trails in people’s backyards? The topic of trails along the Cotton Belt seems like there will be both a train and a trail in my backyard. That is a lot of public access there.

John Hoppie
It is a wide corridor. We are planning for a 100 foot wide corridor. There will be room for two tracks, a trail and an access road within our corridor. If you don’t want a trail, speak up and we would be glad to listen to that.
David Dick
What side of the soundwall would the trail be?

John Hoppie
It would be on the outside of the train.

Tim McKay
Here’s the thing. It depends on how the zone is profiled in that area. If you say that if the soundwall was off to the side, then there should be something that separates the hike and bike trail. We cannot have people just crossing wherever. If that’s the case, we will get folks out there what will go and jump some tracks. We have not determined exactly where the trails will go right now. We are in the sound modeling process. We are working with Craig Janssen (Craig Estates Homeowners Association) who actually lives along that corridor. He took his own duplicate readings. His baseline results are essentially the same as ours. Both groups are working through some calculations. If you’re interested you can sit down and talk with him and he would be able to give you a better picture. This is not based on any model. This is just a possible configuration. It may mean that those walls will be close to the tracks in order to mitigate the noise that come from the rail. Or, they may be farther away. We are just not there yet.

David Dick
The bike trail will not be inside the sound wall will it?

Tim McKay
It depends. Some walls are for sound and some are for visual reasons. It could be inside depending on the sound model. They would still have to be separated from the track.

David Dick
So there could be a wire fence that is inside of the wall, and another fence between the trail and the rail track? If the fence is outside of the mitigation wall then there should be an additional wire fence to the side of the bike trail in order to prevent any of the bike riders to go off the trail.

Tim McKay
When you look at the slide that shows the right-of-way, it is meant to show you how much space we will have along the corridor, but the configuration on how it is all actually set up has not been determined yet. So it is good that you are sharing this with us now.

David Dick
I am a bike rider and I use the trails. It is the only thing about this project that I am interested in.

Dennis DeShazer
What is the time period of when you will be able to lay out the potential configuration of things?

Tim McKay
My suspect is that it’s probably going to be about 60 days from now to pull all that together. So I would say November or December time period. We are actually going to start laying those out for you. Keep in mind that we are looking at a design-build project delivery. What’s important is that we get things fixed
as much as we can. As design is finished, we are still going to have dialogue. We will probably only go up to 10 percent design before we put it out for design-build solicitation. We want to try to fix as much as we can, but some those things may still have to move as we work toward the final design process.

Please understand that while we are going to start laying things out to you, we might still say we do not know all the answers as of yet. Does that make sense?

Dennis DeShazer
Thank you. Yes, that does help. It is just the only way we will know where everything is. We will actually know how far walls, creeks and rail are. It all gets real at that point.

Jack Daniels – Highland Springs Homeowners Association
Are you still considering UT Dallas and Coit Road stations?

John Hoppie
Yes, both are still under consideration.

Deb Tarantino – Highlands of McKamy Homeowners Association
In our 2.6-mile north Dallas corridor, do you know for sure there is room for everything that you are talking about?

John Hoppie
There is room for all of it. There is no freight rail in your area, but there are more opportunities for trail in North Dallas than other areas. Plus there is significant areas of right-of-way in this area as well.

Tim McKay
The answer to your question is that we haven’t pinned down all of what will be included in the right-of-way yet. We need another 60 days until we can put all the locations in perspective.

Aryeh Rodin
I believe you said there are two potential stations that do not have parking accessibility or drop-off locations to the station. Wouldn’t that knock those two places out? Why would we have stations if we can’t have accessibility to it?

John Hoppie
Not necessarily. They have handicap access in both locations. They have pedestrian access and promotes neighborhood walking.

Aryeh Rodin
Are you talking about people within walking distance? See that’s very limited. To make a station only for people to walk there is probably not a good idea.

Matt Bach – North Dallas Neighborhood Alliance
Now that we are somewhat familiar with the plans, I will tell you that neighbors and homeowners I’ve talked to, and myself to a certain extent, are still shaking their heads that the Cotton Belt project is not
going through LBJ Expressway. How would you explain to a neighbor why this is not going down LBJ? All of these mitigations would go away if you used LBJ. Why are we not looking at this?

**John Hoppie**
LBJ is an additional corridor, but not a preventative corridor. If you look at the travel demand for the Cotton Belt corridor, it is separate from the LBJ corridor.

**Matt Bach**
LBJ clearly has 10 times the demand that the Cotton Belt corridor.

**John Hoppie**
It is also possible that LBJ is 10 times more expensive.

**Sally Wolfish**
I just want to point out the obvious on the Preston Road station. If one thing about the rail is to promote getting people to the airport, then people are not going to walk up with their luggage to go to Preston Road station and get on a train. There is not a density in housing there for people to walk. I live on the other side of the creek from that and I just don’t understand why any money will be expended in that station.

**John Hoppie**
I am happy to discuss that. I tend to agree with most of what you said, except for that the number one used corridor is commuter traffic, as opposed to airport traffic. Yes there are limitations to the Preston Road station. I acknowledge it. We’ve heard you say it. Our board will know your opinion about this.

**Bob Moore**
It is just concerning. It is next to a school. There is no parking. We have residential closeby. Quite frankly, that traffic circuit is very dangerous. If you can take it out now, you can certainly do so.

**John Hoppie**
I hear what you’re saying. I try to make an effort to eliminate the station, but we still have to keep it due to the resolution that was passed. However, it is not likely to be advanced.

**Steve Salin**
Let’s talk about this a little bit. There is a City of Dallas resolution that says there should be three stations in North Dallas. All we are trying to do is carry forward the wishes and desires of the Dallas City Council from 2006. We have also received a lot of feedback from folks just like this group that says especially the station at Preston Road does not make sense. We are working to eliminate it, but we have to go through a process to be able to make the case back to the Dallas City Council that even though we have a resolution that says we have to build a station here, the public is saying that it is not really a good idea. If we ask people right now for a show of hands who would like to eliminate the Preston Road station, I’d see an awful lot of hands go up. Staff would be saying the same thing. Please work with us as we go through this process and finish up the design. Then we would have to go through the environmental process. After that, we would then be able to go back to city council.
Dennis DeShazer  
Wasn’t this the resolution that took the rail under ground?

Steve Salin  
That’s the difficulty that I am dealing with. I’ve got parts of a resolution that say one thing, but that’s also how we get to the vehicle, which has the Tier 4 environmentally friendly design. It’s not that I am picking and choosing but I am trying to help make up for your cases for some of the things that you have said that you do no want to see. We have already gone through the issue that the trench aspect is just not going to happen. What we are going through is a process to demonstrate that many of the things that went into various resolutions, whether it’s from the DART Board or the city council, has kind of gotten us to this point. We are trying to find the best fit of the project in North Dallas that minimizes impacts. I have heard that there may be some desire to eliminate hike and bike trails. Yet, the City of Dallas also passed a resolution where we are supposed to accommodate the North Central Texas Council of Governments (NCTCOG) regional plan for the trail in the Cotton Belt corridor. This is just a discrepancy that we have to work through. There are things relative to the stations, grade separations, the walls and other mitigations. As we go through our design and environmental process, you will find that there will have to be a little give and take with all of the resolutions and how the project comes into fruition. As we said, there is still about 60 days worth of work to get up through the end of November where we will start to be able to show very specific details about how fast the train would operate and where the stations will be.

Aryeh Rodin  
How many stations did it specifically say in the resolution?

Steve Salin  
It said three stations: west of Coit Road, Preston Road and Knoll Trail.

John Hoppie  
They followed up with a resolution last year that said all stations in Dallas would be within three miles.

Steve Salin  
Some of those things were done right before we did the design work. It may have been a bit premature. We are trying to work through the details. It is a good idea to have stations in North Dallas, but not necessarily at the three stations that we are planning on.

Aryeh Rodin  
Will that mean you still might have two other locations?

Steve Salin  
We might say that the station at Knoll Trail might make the most sense, but even if we put the station at Knoll Trail, it is still awfully close to the station in Addison. Even if it is in a commercialized area that would have more walking, but still allowed for bus transfers and that sort of thing, that’s a better station than the one located at Preston Road for the exact same reasons that have been named.
Thomas Roshelle – Attendee
What is the maximum frequency of vehicles per hour and per day for single track versus double track? What is the top speed for single versus double track?

John Hoppie
We are doing the modeling now, but the frequency of the train will vary whether we will have one track versus two tracks. Enough double track areas within the corridor will achieve 20 minute headways or frequency in each direction. We are projecting to open the system at 30 minute headways. We are going to have some single track and some double track sections. It will maintain the same speeds.

Thomas Roshelle
Why is there so much emphasis in matching the vehicle to the one in Fort Worth?

John Hoppie
We share two stations with them. We have to match vehicle height exactly or at some variation. We are also looking at how some of the trains will enter the stations going into the airport so that our train can stop at their stations.

Thomas Roshelle
Have there been any discussions on having the existing DART vehicles stopping at the airport and then that person would then transfer onto the Fort Worth vehicle? Would that open up more opportunity?

Tim McKay
We are going through that exercise right now. There is probably five or six rail vehicle manufacturers that meet the criteria here in the United States. There is really nobody that manufacturers them here unless they ship the parts and then are assembled here. However, they are getting closer. All of the distance between tracks meet general standards for passenger rail here in Texas. For platform clearance, we have to look at the width of the vehicle to make sure we don’t have big gaps. This is generally not considered as structural, but more so cosmetic.

It is not just limited to copying whatever Fort Worth has. I will tell you the same thing that I have told them. For circumstances that are really their business, not mine, they are paying way more for that vehicle than they should be. I don’t think it would be a good idea for us or anybody else to walk into a sole source like that. I just don’t think you’re going to get competition.

In about 30 days, I will be in Atlanta meeting with the group of manufacturers. We have a 60 percent specification for the vehicle that will be done next week. We are going to put it out for an industry review. I will go and talk to all of the manufacturers that have expressed interest to make sure that we truly get the best vehicle.

The interest in doing this is that we will actually have the noise profiles for all of this. This will have an impact on which vehicle to choose from the standpoint of mitigation. All of this is kind of interrelated. We are in that part where we are providing input and sift out the best things for the plan, that work for all of us. We can then make the recommendation, either to the DART Board or Dallas City Council, and say this is the attributes of our project that seem to work very well.

Cookie Peadon
I think one of the frustrations that everybody here feels is that rail is going to be built in our backyards.
We also do not see any viable usable station for our benefit. We see the proposed Preston Road station that has no parking, which eliminates a lot of usage. The point is, I do not think we are against having a rail in North Dallas, or at least have some service, but it has to serve as a usable benefit.

I almost came out of my chair when someone said we did not want any trains in North Dallas. If we were going to have to put up with the trains, it would be nice to use the trains. We are not seeing it as a realistic option at this point. Maybe it’s time for a self-driving car.

**Tim McKay**
Fair enough. We have been focused in the North Dallas locations. Steve and I were just talking. We will put a little extra brain power to see if we can come up with alternate ideas. If that is something that you’re interested in, we would be more than happy to take a look. It may very well be a trackless corridor.

**Frank Polma – Homeowner**
Do you have some sort of contract with Adventure Landing? Presumptively, if you put a station there, I would like that. I would use Uber to get there. Do you have some sort of eminent domain?

**John Hoppie**
At this point, we are not allowed to have any discussion about that. The property still has to go through the environmental process. There are a few exceptions such as if the property owner is going through hardship because of the project. We identify what the property is and begin dialogue with the property. We do not have eminent domain powers ourselves. We go through the City of Dallas when that is needed.

**Walt Marston**
How will the community open houses be advertised?

**Lawrence Meshack**
It will be on the communicated through normal measures such as the DART website, word of mouth, email notifications and the media.

**Walt Marston**
It will not be mailed out?

**Lawrence Meshack**
No sir. There is an electronic mechanism for some folks but not conventional mailing. Isn’t that right Rosa?

**Rosa Rosteet**
That’s correct. We are not going to mail any. Let us know if you want us to mail it to a particular neighborhood. We will also post them on social media and email blasts. We do a lot of social networking and digital forms of communication, including in Spanish.

**Walt Marston**
One thing that I think people are going to want to know is where we are in the project and what we have learned so far. People are going to want to know what is next, and what kind of timeline to expect. Is that going to be presented?
John Hoppie
(References slide with project schedule information)

**Susan Thompson – Campbell Green Neighborhood Association**
Will the train start running in 2022?

**John Hoppie**
Yes, end of 2022.

**Tim McKay**
Let me clarify so that you do not leave with a misimpression. In order to do revenue service in 2022, we will need to do test trains and we will be safety certified. You will start to see activity probably in late 2021 or early 2022. There will be vehicles out there that we will be testing, trying to make sure all of the systems are lined up and working together prior to service.

**Susan Thompson**
How many vehicles will be running when the service begins?

**Tim McKay**
There are some vehicle manufacturers that say we operate with as few as eight vehicles. Because you have to have maintenance on some, my suspect at this point in time is eight to 12 in order to run service at continuous headways. Think about this from a single and double track standpoint. One of the benefits of double tracking means that they can actually do maintenance during the day because we can use the other track.

You can think about that in regards to how it can have an impact in your community. If we have just a single track through there when we have to do maintenance, that means we would need to close the rail at night. There are some benefits to double tracking. It does not always mean we are going to push more train. It may also mean that we are able to perform some maintenance activities during the day because we can essentially shift tracks and run on a single track. So there are some operational flexibility to think about there as well.

**Scott Gorenc – Attendee**
You will need to do maintenance at night right?

**Tim McKay**
There are some things on single track that we have to do at night. This is a discussion that I want to have at the next focus group meeting. We will have more information on the modeling. In some areas where you only have a single track, it is often times unavoidable.

**Frank Polma**
What kinds of things need to be done at night? Are you going to address grinding?

**Tim McKay**
Grinding is one of the things that we have to do. We are going to get a profile of the rail and a profile of the wheel. Periodically, we’re going to have to grind that rail in order to keep that interface as minimal as possible. Ideally, the wheel contacts the rail, kind of an elliptical looking down. That is the only
interface with the rail. That gets wider because the track is on a profile and it brings more noise. Grinding is an excruciating thing for some of you. There is always never a right time to do it.

Another task is track dressing. When they need to adjust the track, you may want to check that the track is in a good alignment vertically, as well as horizontally. This will reduce the noise and make for better rides.

These are the predominant things, and of course regular maintenance.

**Frank Polma**
Just hearing all of your points, I think it is a good idea to do double track.

**Tim McKay**
Think about it for a minute. I don’t want to make any decisions for you. I want to give you enough information.

**Susan Thompson**
Is double tracking more cost effective?

**Tim McKay**
Absolutely. Not only will it be cost effective but it is also less disruption for your community. Right now, because there are no concrete decisions, we are going to design completely so that whatever we put into place, we will not need to re-align anything. In the event that you might think through this, we hope you find it a bright idea from a less disruption standpoint.

**Deb Tarantino**
In one of the NCTCOG meetings, I heard somebody say that they love the idea of people travelling from Fort Worth to Plano. If we do that on the same track, one per seat, are there the same noise abatements for our neighborhood?

**John Hoppie**
We are using the FLIRT vehicle that TexRail is putting in as part of our noise analysis.

**Tim McKay**
That has to do with all the vehicle numbers and the noise profiles. The smart thing for us to do is use the existing train out there to use something more conservative than the mitigation. That’s the reason why we are interested in which train makes the most noise. We have to know all the profiles of the trains that enter the corridor.

**Deb Tarantino**
Are the TexRail vehicles going to have the same standard as the one the being used along our corridor?

**Tim McKay**
The answer is yes. More importantly, we wanted to plan our mitigation for anything and everything that’s out there.

**Deb Tarantino**
Are all these trains going to have security cameras? People may be traveling early in the morning or really late at night.
Tim McKay
Yes they will.

John Hoppie
Councilwoman Greyson, do you have anything to add?

Sandy Greyson
I just wanted to touch on a couple of points. First of all, I believe that there are virtually no chances that there is going to be anything other than what you saw. The NCTCOG has a group called the Regional Transportation Commission (RTC) that makes policy on the entire north central Texas region. I’ve been on their policy board for 15 years and they have said for years that they want the trains to be the same on every commuter rail line. They want the commuter rails to be exactly like TexRail or almost exactly like it. They want the same train to be able to go through every commuter rail line in our whole region. They want to do more commuter rail lines than just the Cotton Belt, for example, they want to do a north-south rail. One of the main reasons why they want the same vehicle is because they want to attract the vehicle manufacturer to come to our area.

I believe their goal is to make all the rail cars the same. There may be tiny little differences. Tim says he is going to talk to a bunch of manufacturers, but basically what DART showed you is what you are going to get. I don’t think we are going to have a whole lot of ability to change what that vehicle looks like.

I also wanted to mention to you that the 2006 City of Dallas resolution called for light rail on the Cotton Belt corridor. There are just a whole lot of things that have changed in the 11 years since that came out of the Dallas City Council. At the same time that resolution was being talked about, there was also a discussion at city hall about DART updating its system plan, which are the plans for what to build in the future, when to build it and which rail lines will be done first. The Dallas City Council submitted a list of 10 projects that they wanted to see done in Dallas. These included rail lines in the southern and northern parts of the city. They prioritized them. They wanted some rail lines in the southern part of the city to be done first. There is only so much money so there was a discussion had about LBJ Freeway.

I agree with Matt earlier that it makes absolutely no sense to do the Cotton Belt when you can do a line at LBJ. The Cotton Belt might help the suburbs but it doesn’t do anything for Dallas. An LBJ line would be a wonderful benefit to help us redevelop that corridor. It may be a costly solution compared to the Cotton Belt. Our two North Dallas representatives picked the Cotton Belt to be number three on the list of projects out of 10, whereas LBJ fell at either nine or 10 on the list. Those representatives basically told DART that they better do the Cotton Belt before even thinking about doing an LBJ line. Looking back at it, I have to tell you that I am very unhappy with the decisions. This is why we are where we are today.

I also wanted to ask DART about the funding sources.
(Sandy references the exhibits listing funding information)

You see something there for $100 million from the Federal Transit Administration. That’s money coming to DART from this RTC group. Michael Morris, the director of RTC, has promised that RTC will get $100 million in those kinds of funding if DART agrees to do innovative financing. Where is DART on that?
I will tell you guys that innovative financing is like a public-private partnership. If you bring in a private group, that gives you say so in how that line is designed, developed and operated. He who has the money will make the rules.

Tim McKay
As you can imagine, in the middle of a solicitation, we are trying to get teams lined up. When we had a meeting recently with the RTC, we had a team who showed up without a proposal, which was very concerning to us. We sat down with Michael Morris and explained to him our financing.

I was not part of the conversation but what I was told was that he has accepted our financing package as being innovative enough. There is apparently an agenda item coming up this Thursday at the RTC where it is expected that he will say that. Initially he was pushing for a public-private partnership.

Sandy Greyson
Right, he said he would not give you the $100 million, and that’s going to lead to my next question, which apparently is moved now so that’s a good thing. If Michael Morris did not give you the $100 million, how are you going to finance it?

Tim McKay
I will stay away from that one, unless Thursday turns out how we do not want it to turn out.

Sandy Greyson
So he has agreed now that DART’s funding and financing is innovative enough. That’s really a good thing. We should be happy that DART did that. That means that’s no private participation. As much as DART makes me so angry most of the time, in this particular instance, I find it a good thing that they went to Michael and they said no public-private partnership.

The last thing I want to talk to you about was the format for the meeting two weeks from now on Sept. 25. When I walked into that meeting last May, I had about 30 angry people run up to me that did not approve of the format. They said they are not getting anything out of this. They were getting conflicting answers, and they felt it was not what they needed in order to get the information they wanted.

I think Cookie would agree. She got a lot of input after the meeting from people who said the open house format was not for us. I wrote a letter to Gary Thomas, DART President and Executive Director, asking him to change the format from an open house to a presentation with a questions and answers session like this meeting tonight. I found it very useful. I think what’s going to happen at this open house format is the attendance is going to be poor. People told me last time that they are not coming back to anything like it again because it was not useful to them.

I asked Gary to change the format to a presentation with Q&A. DART has an advertisement in the newspaper and have things everywhere that says it is an open house. I hope they respond favorably because I really feel it is not very useful to have an open house. We will see what he says.

When we have an answer, I will discuss it with Cookie and she will help disseminate the information on the Cotton Belt Concerned Citizens Coalition information page. I just want to let you all know that because I surely don’t want to get people coming to a meeting and leaving as angry as they were last time.

Danelle Erickson - Attendee
Sandy, why do you think DART chose to do an open house format anyway?

**Sandy Greyson**
DART believes open houses are a good way to get the information out.

**Deb Tarantino**
It was a poor way to get the information out. Maybe in Addison, they just want to see the pretty pictures of what might be. However, this thing is in my backyard and I want to know what is going on. No, I don’t just want to see the pretty pictures that may or may not even come into fruition. For our neighborhood, I had so many people calling me angry.

**Sandy Greyson**
The thing that disappointed me was that I mentioned it to Gary after the last meeting and so did his board member who was there. So did a lot of people. He is still scheduling an open house, which I told him in the letter may be fine with the other communities. They might like that, but we don’t like that. I will let you know once I get a response from him and hopefully it is the right response.

**Bob Moore**
What do you think are the odds of getting rid of some of these stations?

**Sandy Greyson**
I think the odds are pretty good. At some point, I am going to the Dallas City Council to vote on a resolution about stations, mitigation and different things. You see how much resolutions work when they change things up from 2006. However, I think at this point in their design and planning, DART will pay attention to the resolution from the Dallas City Council and we will have to figure out which stations we think we want.

If DART approaches the city and asks for eminent domain for Adventure Landng, I am going to say no 100 times. Remember, they cannot do it without our approval. There will probably be a Knoll Traill station. There are like 1,000 apartments near Knoll Trail if you talk about transit oriented developments. I think even DART agrees that the Preston Road station makes no sense whatsoever. We can continue discussions about the Coit Road station. It also doesn’t make sense for commuter rail lines to be that close together. We have like five stations in 4 miles.

**Lawrence Meshack**
Thank you Ms. Greyson. We hope to see each of you in two weeks. Although we have to be out of the building in a few minutes, we will be around for any questions you might have. Thank you for coming out.
A FG Concerns

• AFG is seeking further assurance through binding resolution or codification that freight will be abandoned permanently in North Dallas
• AFG has requested elimination of some or all of North Dallas Stations
• AFG requests that DART consider alternate vehicles such as hydrogen cell which may be quieter.

A FG Concerns

AFG is seeking further assurance through binding resolution or codification that freight will be abandoned permanently in North Dallas
• DART has actively sought and achieved the abandonment of freight in North Dallas through Surface Transportation Board action (January 27, 2010)
• DART has no plans to reintroduce freight into the corridor
• Current design focuses on community integration of passenger rail only. Freight is not part of the environmental documentation in North Dallas

City of Dallas Resolution

City of Dallas Council Resolution #161692, October 11, 2016

Section 1. That the City Council has identified its highest immediate priorities for improved transit services, and urges the DART Board to include these projects for priority implementation in their 2017 20-Year Financial Plan in this order:

2. Expedited implementation of expanded bus services targeted toward the transportation needs of low income and transit-dependent riders. The City Council requests that DART develop, adopt and implement a Level of Service policy consistent with transit industry best practices including but not limited to the following service area metrics:

   e. Transit rail stations should be within 3 miles of all service areas within the City of Dallas to support multi-modal transportation options;
AFG Concerns
AFG requests that DART consider alternate vehicles such as hydrogen cell which may be quieter.
• Hydrogen cell vehicle are being tested in Germany but have not been qualified for use in the USA.
• Proposed vehicle is state-of-the art for Regional Rail available in USA
• Vehicle procurement will not exclude qualified alternative vehicle*

Regional Rail Vehicle
• Regional Rail Vehicle
• Environmentally and Community Friendly
  – Tier 4 EPA Emissions Standards
  – Noise similar to LRT
• Meets FRA Standards
• Compatible with TEX Rail (FLIRT)
• Self-propelled

Design Update: Engineering
Revised Drawings: (Double Track Scenario)
• Horizontal alignment
• Vertical alignment
• Typical sections
Typical Sections: Double Track

Typical Sections: Initial Build

Typical North Dallas Cross-section

Design Update: Stations
Revised Station Location and Length (350-foot)
- Side Platform Concept
- Center Platform Concept
- Conceptual Architectural Rendering
- Station Plan Views
Traffic Analysis (DRAFT)

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*Mitigation could include: Signal synchronization, intersection improvements, or adding capacity

Proposed Traffic Mitigation

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

**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.
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 recommended at residential areas along corridor

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.
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

COTTON BELT CORRIDOR
Project Implementation Schedule

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<td>Kathleen Gorenc</td>
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<td>Dennis DeShazer</td>
<td><a href="mailto:ddeshazer@gmail.com">ddeshazer@gmail.com</a></td>
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<td>Neil Tinkelman</td>
<td><a href="mailto:neiltinkelman@email.com">neiltinkelman@email.com</a></td>
<td>Willow Grove Council</td>
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<td>Danielle Enycon</td>
<td><a href="mailto:danielleenycon@ccglcentral.net">danielleenycon@ccglcentral.net</a></td>
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<td>Josh Cohen</td>
<td><a href="mailto:josh979@gmail.com">josh979@gmail.com</a></td>
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<td>Lida Bairey</td>
<td><a href="mailto:lindabairey@ccglcentral.net">lindabairey@ccglcentral.net</a></td>
<td>Willow Grove</td>
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<td>Thomas Koehler</td>
<td><a href="mailto:tkoehler@hotmail.com">tkoehler@hotmail.com</a></td>
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<td>Tanya Brooks</td>
<td><a href="mailto:tanya.brooks@dallasitehall.com">tanya.brooks@dallasitehall.com</a></td>
<td>City of Dallas</td>
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Please join us as a member of the

DART

North Dallas Area Focus Group (AFG)

Cotton Belt Regional Rail Project

2nd Meeting

North Dallas AFG

Monday, September 11, 7-9 PM

Campbell Green Recreation Center

16600 Park Hill Drive

Dallas, TX

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

Please join us on Monday, September 11 at 7 PM to hear updates, ask questions and express comments directly to project representatives.
RSVP to Stefanie Tapke
stapke@kstrategies.com or 214-599-9766

To learn more about the Cotton Belt Corridor, visit www.DART.org/CottonBelt
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.
Flip Chart Notes
North Dallas
Area Focus Group Meeting
Monday, Sept. 11, 2017

- Height of proposed well
- Location of mall Trail Station
- What is mitigation?
- Traffic analysis D.C.T.A. and other locations
- Train speed near schools/other areas
- Child/pedestrian safety
- Comparison to D.C.T.A.
- Who pays for quiet zones?
- Ridership "break even" point
- Time for additional mitigation measures

- Trails adjacent to neighborhoods
- Location of noise wall (can it be intra?)
- UT Dallas Station
- Is there room for a train?
- Parking / Kiss-N-Ride capability at 2 stations
- LRT Scenario
- Preston Rd Station feasibility
- Danger of station placement
- CBD 200 Resolution elements
- Single vs double track
- Emphasis of vehicle in Ed White
- Resident station viability
- Adventureland property

- Meeting/Open House notification
- Project timeline
- Review Service dates
- How many vehicles will operate in the corridor
- Track maintenance activities
- DB1 fraud, budget implications
- MTs format
- DART/RTA vehicle into Co. Control
- Security Cameras K&K
- Innovative financing (NITCOG)