Meeting Summary Notes

Project: DART Cotton Belt

Subject: Plano / Richardson Area Focus Group Meeting

Date: Thursday, August 24, 2017 at 6:30 PM

Location: Plano Technology Services – 1520 K Avenue, Plano, TX (Training Room)

Attendees:
- DART
  - Chad Edwards, AVP Capital Planning
  - John Hoppie, Cotton Belt Project Manager
  - Lawrence Meshack, Community Affairs
  - Rosa Rosteet, Community Affairs
- General Planning Consultant (GPC6)
  - Tom Shelton, Project Engineer
  - Amanda Stahlnecker, Sr. Railroad Engineer
  - Kris Lloyd, Environmental Planner
  - Luke Gublo, Rail Engineer in Training
  - Stefanie Tapke, Public Information Coordinator

Dallas Area Rapid Transit (DART) conducted its second Plano-Richardson Area Focus Group (AFG) meeting on Thursday, Aug. 24, 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
Lawrence Meshack, 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
    ▪ UT Dallas
    ▪ City Line / Bush
    ▪ 12th Street
    ▪ Shiloh Road

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

Traffic Update:
• Traffic analysis not complete
• Waterview Parkway (Richardson)
  o The northbound queue length extends beyond the Synergy Park Boulevard intersection during the evening peak hours and the southbound queue length extends beyond the Frankford Road intersection during the morning peak hours
  o Mitigation is required
• Custer Parkway (Richardson)
  o The northbound queue length extends beyond the TriQuint Semiconductor Driveway intersection during the evening peak hours and the southbound queue length extends beyond the Greenside Drive intersection during the morning peak hours
• Alma Road (Richardson)
The northbound queue length extends beyond the Driveways on the south during the evening peak hours and the southbound queue length extends beyond the SH 190 intersections during the morning peak hours.

- Physical constraints to grade separation

### Grade Separations

- **2010 Proposed Grade Separations**
  - Synergy Park Boulevard (existing)
  - Renner Road (existing)
  - US 75
  - Plano Parkway
  - President George Bush Turnpike

- **2017 Crossings Requiring Mitigation (three additional crossings):**
  - Waterview Parkway
  - Custer Parkway
  - Alma Drive

#### 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

#### Davis Cemetery

- On May 30, 2017, DART encountered an unmarked grave within DART Cotton Belt right-of-way (ROW) adjacent to the Davis Cemetery. There is concern that additional graves are also located in the ROW
- DART has amended plans to avoid any modification of rail adjacent to Davis Cemetery
- On Aug 22, 2017, the DART Board approved a resolution to convey DART ROW to Davis Cemetery

#### 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
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. 24, 2017.

Chad Edwards
John, could you explain why the trains are different lengths?

John Hoppie
The reason they are different lengths is because of different configurations we can have for the trains. TexRail’s vehicle, the Fast Light Innovative Regional Train (FLIRT), that we’re looking at is a single unit nose cone to nose cone, but we can add sections to it depending on what vehicle we choose. When we’re running a vehicle that would be interlined with Tex-Rail, potentially these could run all the way to Fort Worth, we have to match their platform length. The shorter version, which is 266 feet, would be the vehicle we’d use. But, if we are not going into Fort Worth, we could have a longer version, or the TexRail could ultimately get a longer version, depending on how their ridership goes. TexRail could actually add a unit to their cars so we could all run the same vehicle end-to-end. We have a couple different versions of it. In the beginning we will likely end up with this vehicle because we will be interlining with the Tex-Rail. We will have an interface with them at DFW North, but we will have our own platform. The DFW Station itself will be long enough to handle either vehicle. So, we have a couple different train length concepts.

Chip Pratt – Canyon Creek Homeowners Association
So, I assume the center platforms are for the elevated stations?

John Hoppie
No, sir. There are no elevated stations in this concept. Depending on the amount of ROW we have and where the tracks are in the ROW, typically, end-of-the-line stations will be a center platform. That is typical of our light rail as well. If you go to Westmoreland Station, it is a center platform. We do have a few in-line center platforms, but for the most part, we use side platforms. A lot of times, side platforms are more conducive to serving development around them.

Vance Bryson – The Vance Bryson Company
Are these platforms restricted, meaning, you have to have a ticket to be on the platform?

John Hoppie
We have an honor system right now, and I think we’re going to continue to use an honor system. We are not going to have to go through a turnstile or anything of that nature. The board has considered different things in the past as far as putting in barriers, but right now we are a barrier-free system.
Vance Bryson
I just wondered for security reasons if perhaps that was in the works.

Chad Edwards
Those types of platforms are always being considered. We are modeling the design off of what we currently have as far as a system. The board, as he said, will continually identify future security needs.

John Hoppie
You are supposed to have to have a ticket to be in the stations, but some of our light rail stations are city streets. The UT Dallas Station is going to be integrated into the campus, and the 15th Street Station in Plano (the Red Line) is integrated right into a housing development. So, a lot of times it is difficult to manage that sort of thing.

Mirna Lynch – Historic Downtown Plano Association (HDPA)
Would these trains come already outfitted with cameras and more security provided from the get-go?

John Hoppie
The new system, I believe, will have cameras. That is in the specifications we are using for bidding. That is all part of what would be coming on the trains.

Robert Pannell – Plano Masonic Lodge
At the 15th Street Station there is generally always a Plano police officer in a car in that parking lot right by it. Which brings up another question of parking areas adjacent to the stations.

John Hoppie
*Referenced that he would get to more details about this further into the presentation.*

Mirna Lynch
In that top design (referencing design concept image shown on screen), are those ticket machines?

John Hoppie
These would be windscreens right here (referencing marker on design concept image on screen). It meets our criteria for amount of coverage for canopies. I think it is actually a little more coverage than is required per the board’s specifications. Windscreens help to keep things safe and see through but also help to protect riders from the elements.

Cliff Miller – City of Richardson
Can you speak to which of those stations are center versus side platforms?

John Hoppie
*Reference that he would get to more details about this further into the presentation.*

Cliff Miller
John, before you move on, can you explain to Chip that this is a side platform?

John Hoppie
Yes. That is correct. This is a side platform here. In 2010 we had this as a center platform and it didn’t
work as well. This lends itself better to development on either side than a center platform. This is the 12th Street Station, again the 12th Street Station is side-loading. The north is to your right. We have a significant amount of parking here, about 310 spots.

**Jack Carr – City of Plano**
John, you said you’re not adding parking there (referencing City Line/Bush Station). Do you know how many parking spaces, off the top of your head?

**Chad Edwards**
There are 1,200 spaces.

**Chip Pratt**
Is any of the alignment in a trench?

**John Hoppie**
No, sir. When we cross Coit Road, we are going to depress the rail line slightly and elevate Coit Road over the rail line. It is not a trench. We have been directed to do an at-grade or above-grade alignment throughout the corridor.

**Chip Pratt**
I know that the water became an issue with the trench.

**John Hoppie**
Water was a very significant issue with the trench.

**Cliff Miller**
How did you choose your noise impact measurement sites?

**John Hoppie**
Our noise experts chose the sites. The same people chose a lot of them back in 2010, and they tried to duplicate those so we would have more redundancy in the measurement. They take what they perceive as representative samples that cover the whole area. Sometimes if there are issues with property owners or other accessibility issues, they may choose another area nearby.

**Vance Bryson**
Who owns the freight-only section that was cut out between Alma Road and 12th Street?

**John Hoppie**
Referenced that he would get to more details about this further into the presentation.

**Vance Bryson**
The reason I ask is because the original plan stated the alignment needed a grade separation at US 75 where it crosses Plano Parkway and North Stemmons Freeway. The queuing is a big issue there, so are we just going to ignore that now that you’re going the other way?

**John Hoppie**
We are not adding any additional impact to that area. It is not part of the Cotton Belt project.
Vance Bryson
Ok. It is not part of this project at all?

John Hoppie
No, it is not.

Dr. Calvin Jamison – The University of Texas at Dallas
Is that number origination ridership?

John Hoppie
This is total ridership, on’s and off’s.

Dr. Calvin Jamison
At UT Dallas you only have a 200-person daily increase between projected first-day ridership and 2040 ridership? What did you base that on?

John Hoppie
We have a model that the NCTCOG controls. It includes all demographics and development, and it probably doesn’t take into account all of the plans of what’s happening at UT Dallas. That is what I am saying, the ridership projections are pretty accurate in regards to line ridership, but individual station ridership is going to vary quite a bit. The model is constrained by the whole-area population. Things are going to be a little bit different. We know that UT Dallas is a booming area. We know the number of students is ever increasing, and we think that there is going to be significantly more ridership at that location.

Chad Edwards
The ridership is a tool for us to identify how big we need stations, as far as parking is concerned, and where they are located. The demographics that John has been talking about are built five to six years ahead of when you actually have to use them. So, it takes some time. For example, the development plans that occur at City Line/Bush Station, you can see there is only a 400-person increase. When the demographics were created, the plans for State Farm were not included in those demographics. This is part of our issue as we move through this process. It takes a long time to develop transportation plans and a long time to develop demographics. So, when the information actually gets through the process and we get to use it, it is a little dated. What we are trying to do is identify those. There are opportunities for us to modify demographics if need be, to help account for this. We can also run sensitivity tests on them to give you a better idea of what those ridership numbers might be.

Mirna Lynch
What is your timeline for those adjustments? How does the 12,000 plus ridership compare with the number of parking spaces? What are going to be kiss-and-ride type parking lots and what are going to be longer-term parking lots in relationship to the ridership?

Chad Edwards
What we’re trying to do in our plan here is maximize the number of parking spaces at each of the
stations, based on the available amount of land. As we phase in the parking over time, there may be an opportunity to start small and grow big based on some of those numbers.

Mirna Lynch
My concern, and the reason I asked the question, is the timeline for getting data on ridership and growth on projects that are planned in the next five years that will affect this. By that time, parking lots are already in, land is already being encroached on and expansion becomes an issue. That is what’s happened along the DART lines in Dallas.

Chad Edwards
We are planning for as large of parking lots as we can, knowing that things are changing in the area. Lots of people are coming to the region. There are opportunities for different types of ways to get to work, and we are trying to be mindful of all those things. Our sensitivity testing here can be done at any point in the next several months to make sure that will fit in with our schedule.

John Hoppie
There is always opportunity for parking structures as opposed to lots.

Robert Pannell
Will there be a limitation as to how long you can park in one of these parking facilities?

John Hoppie
The policy is that you can’t park overnight. However, since you can take it to the airport that will change. The thing is, we do not have 24-hour security in our parking lots. We have parking lots with lights and cameras, but it is not something that is completely monitored at all times.

Mirna Lynch
So in other words, if I were to go on a 10-day vacation and didn’t want to spend $30 a day parking at Dallas Fort-Worth (DFW) Airport, I could park in one of the DART lots, take the train and be fine?

Chad Edwards
Yes, you could.

Robert Pannell
That covers one of your parking spots for a length of time, too.

John Hoppie
Yes, correct.

Chad Edwards
It will take up one of our parking spots, that is right. Part of this will have to be similar with what we do with the Belt Line Station at DFW Airport. We monitor the number of cars that are out there over duration to see where they’re parking, how long they’re parking there and if they are taking up too much space. If we end up identifying at any of these stations that there are a lot of cars parked there over an extended period of time, we’ll have to do some work to try to figure out if we should carve that
out as airport parking or other types of parking. We will have to see how it works because this will be a new rail line for all of us to get to the airport.

**Chip Pratt**
I applaud your efforts to maximize parking, but I think it would be really interesting to see what your updates look like when you get them from demographics. Look at what happened with City Line/Bush Station. Within the first year, they were at two times the numbers they had planned for and justified the freeway for. So, at two times the projected numbers, we already had interchange problems at US 35 and US 75. Bad numbers mean bad results.

**Chad Edwards**
The numbers are the numbers we get. Since we’ve worked along this corridor, we understand that the demographics are not as good as they could be, and that is where the sensitivity tests come in, to help us modify those. There are all sorts of FTA rules on what official demographics are, and those come from the NCTCG.

**Chip Pratt**
I will reiterate, some of those same rules were used for the Dallas North Tollway, and we saw what the results were. This should be a wake up call.

**Chad Edwards**
We understand. That is why we are talking about it.

**Jack Carr**
How do those projected Cotton Belt ridership numbers compare to the ridership numbers on the DART Red Line?

**Chad Edwards**
If I remember correctly, the Red Line has about 38,000 riders per day. The total light rail system per day has about 125,000 to 128,000 riders.

**Jack Carr**
What about particular stations?

**Chad Edwards**
It varies. Some stations are going to have 3,000 to 5,000 people, and we have some that are down to 100 – 200 people.

**John Hoppie**
This would be more comparable to the Trinity Railway Express (TRE) Line with less frequent service. It may have service with a 30-minute headway (running every 30 minutes) as opposed to the light rail that has a 15–minute headway in either direction and runs every 7 ½ minutes.

**Mirna Lynch**
It sounds to me like an algorithm needs to be done. Everything else is an algorithm.
Chad Edwards
Those are the algorithm numbers.

Vance Bryson
Are the upcoming open houses going to be the same format as the previous ones with no presentation and just boards and rollout maps?

John Hoppie
That is the plan, however, there may be a very short presentation, which has been requested, but we will have to figure out how we are doing that. It is difficult to mix the types of formats, one having open seating, one having only displays, it is a science fair versus science lecture type of thing. It is difficult to mix and match those, so we will have to see.

Chip Pratt
Can you talk about the current state of funding, and what the next step is for the project to move forward?

John Hoppie
The DART Board is moving forward with considering a debt resolution to fund both the Cotton Belt and D2 projects on Sept. 12. The Cotton Belt resolution that did not pass earlier this summer does not mean it was rejected, but it means they wanted to tie the two projects together and move them forward at one time.

Dr. Calvin Jamison
There is a large amount of undeveloped land along this line. At UT Dallas we are going to have a transit-oriented development. So, with this next generation of people who Uber everywhere, there is a good possibility we will not need as much parking space. As you look along the rail line, where are the opportunities for development and where is there already development? This will affect the amount of parking that is needed. In the planning process, I would be looking at addressing your parking issue, but also, have courage in the process, knowing that once you build the line, development around it is going to take off.

John Hoppie
A really good example of what you are talking about is the Kiss and Ride. The Kiss and Ride, when we started 30 years ago, was a requirement by the City of Dallas. We had to have a certain number of them at each station. With the new age of cellphones, Kiss and Rides are becoming less necessary. People are not waiting in the Kiss and Ride because they know exactly what time you will be arriving. Uber is the same in terms of necessitating the evolution of things. We are working with shared vehicles and shared bicycles. We are integrating all of that into DART’s process. It will not all necessarily be integrated into this process yet, but it is something that will continue to evolve. We will be working with Toyota out in Plano. They want to work with us on shared vehicles. There are a lot of things that are evolving and that will come to fruition, but it can take a while for everything to sync up with the project.
Vance Bryson
So, you are talking about them having this resolution on Sept. 12, what is the best-case/worst-case timeline?

Chad Edwards
As far as the funding of the project?

Vance Bryson
Yes. What are you all envisioning?

Chad Edwards
We are planning revenue service for this project at the end of 2022. The DART Board will identify a high-level debt resolution. We are using a Railroad Reinvestment and Infrastructure Loan (RRIF), with the Federal Railroad Administration (FRA), that will help fund this project. That should close early to middle of 2018, and then we will have that funding so that we can start construction and begin implementation. It will be very quick over the next several years.

Vance Bryson
How does it work with freight and passengers on the same lines? Freight trains seem like they’re a lot bigger than a passenger train. Coming through the station at 60 mph, how safe is that?

Chad Edwards
They should not be going that fast.

Vance Bryson
Well, hopefully not, right? It still seems like it’s dangerous.

John Hoppie
In general, it is short line railroad that serves the corridor. The exception is downtown Carrollton, where the Burlington Northern goes southwest to north, but we have completely segregated that line from ours. In places where we’re shared, it is a short line hauler, which loosens taxing of trains and breaking down, moving them place-to-place.

Chad Edwards
The trains you’re going to see will be about 30 feet long.

Vance Bryson
I have seen some fairly long trains go across Custer Road.

Tom Shelton
A few years ago in response to a tragedy similar to what you are mentioning with shared lines, Congress enacted a federal law that requires Positive Train Control (PTC). PTC is a technology system integrated into a rail line that prohibits what you just described. Both the freight trains and the passenger rail trains will be equipped with transponders and sensitive devices that will be tied back to our maintenance facility and dispatch control, which will control all of that freight activity. With a combination of dispatch
control and the placement of high-sensitivity technology on the tracks, we have a system that overrides human behavior and prohibits what you described.

Mirna Lynch
I don’t want to rain on your parade, but Congress can dictate a lot of things. That doesn’t mean train companies, or whoever, have necessarily put aside the money, bought it and put it in their equipment. Are you saying that our trains are going to have that put in from since day one?

Tom Shelton
Gary Slagel, a DART Board member, is here. Correct me if I am wrong, but there is no single issue more important to the DART Board than safety.

Gary Slagel
Correct.

Tom Shelton
DART is already committed to funding this project, and the safety measures I’ve just described are part of that.

John Hoppie
As well as mandated.

Mirna Lynch
The reason I brought it up is because I see on the news things about how Congress has mandated something but that doesn’t necessarily mean it has been implemented.

Tom Shelton
Agreed. I was simply setting the new law as context. That aside, the DART Board has already stipulated this money go to implementing these safety measures.

John Hoppie
I want to point out that we are going to be the dispatching as well. We will be keeping the longer freight trains out of the corridor during heavier periods and then regulate the movements of freight when the tracks are less occupied.

Vance Bryson
Will there be some areas that are only one track, did you say?

John Hoppie
Yes.

Vance Bryson
How will you do the construction with freight movement, then?

John Hoppie
We will have to figure out how to do it. There are techniques. There are flyovers and other things that we can do. There are areas along the corridor that do not have freight at all. We do have it from Renner
Junction, which is just East of UT Dallas Station, to Shiloh Road Station in Plano. We also have it elsewhere. We are going to have to do some investigation. There may be different periods of time where freight is not using the corridor as we do the construction.

Tom Shelton
Just to add to John’s response, remember that in the off-peak hours, not in the morning and not in the evening, but midday, our trains will only be running once every hour. One hour is quite enough time for us to slide in a freight operation if need be. Quite frankly, freight operations generate a third of the revenue for the agency, so we want to make it work. There are a lot of industries serving your cities that want that freight delivered, as well. Safety is number one, but we think that with the number of trains on passenger rail, we can slide in freight trains and make that work.

Vance Bryson
If these trains run on the same tracks, is there any thought or concept of extending the passenger service out to Farmersville?

Chad Edwards
DART owns the Cotton Belt Corridor from Wylie almost all the way down to Fort Worth. We are doing the Cotton Belt Project in phases. Our service area only extends to Plano at this time. We have got to work with those cities to see if they want trains, if they want passenger rail, if they want public transit and if they want to pay for it. That is part of our planning efforts, to find out who, outside of our current service area, wants to participate in, and benefit from the system that we have. We have a long-range transportation plan. We work with NCTCOG on their long-range transportation plan, as well try to identify how far out we’ll take this. Right now, this is just to Shiloh Road, but that does not mean that in the future it doesn’t go further.

John Hoppie
It also has to be funded.

Robert Pannell
John, did I understand that you all will control the usage on this rail line?

John Hoppie
We will control the dispatch. The freight operators have operating rights and they are allowed to be on it for so many hours a day. We can’t prohibit them from being on it, but we can try to segregate some of their traffic from our traffic. We are going to be cooperative with them as far as giving them opportunities to have service.

Chad Edwards
DART owns the corridor and DART will dispatch the trains, as John said. How those trains and when those trains occur, will be worked out between DART and the operators.

Robert Pannell
So there is a single governor over both of the tracks?
Chad Edwards
As far as dispatch goes, yes, there is.

John Hoppie
There are four short-haul operators in this area: Kansas City Southern Railway, Fort Worth & Western, Dallas Garland & Northeastern and Burlington Northern. We are working with each of those operators. In the Plano/Richardson area, it is the Kansas City Southern.

Dr. Calvin Jamison
What is the capacity of the trains and how frequently will they be running?

John Hoppie
They are designed to operate initially with a 30-minute headway. Eventually, we are going to get up to a 20-minute headway at the peak. The number of seats is probably 200 or so, and crush load would be about 400. However a vehicle has not been selected at this time.

Chip Pratt
At the last meeting we spoke about some of the likely amenities to be included on the trains such as overhead luggage storage, Wi-Fi, etc. Are these still being considered?

Chad Edwards
Yes, those are still being considered. Knowing that it is a 26-mile corridor, there will more than likely be restrooms on board as well.

John Hoppie
The vehicle used by the Fort Worth Transportation Authority (The T) has luggage racks, level boarding and areas for suitcases on board the train. It is likely we are going to have the same vehicle.

Chip Pratt
Does it have Wi-Fi?

Chad Edwards
Yes, it does. We have Wi-Fi on the TRE right now.

Vance Bryson
How will it connect to DFW Airport?

Chad Edwards
At DFW Airport you’ve got Terminal B and Terminal A. We are going to come in on the Terminal B side. Currently, the Orange Line comes in on the Terminal A side. DFW Airport is building a station for the Fort Worth Transportation Authority and their TEX Rail project. We will be sharing that station with them. From there you will be able to catch a bus to get into the terminal link. You can walk over to the Terminal A Station and on over to Terminal A to get in if you need to access American Airlines.

Mirna Lynch
Are those going to be covered walkways?
John Hoppie
There is a covered walkway area now between the station and Terminal A.

Chad Edwards
More than likely it will be very similar to what is on the Terminal A Orange Line Station.

Camille Garcia – State Farm, Public Affairs Manager
Just to clarify, when we are talking about center versus side platform, can you go over the reasoning behind it? Also, how do you access those platforms, as it relates to security, and can you discuss whether the current security camera system will be expanded? What does the future of security look like?

John Hoppie
A platform being center versus side is often due to its proximity to other features. For example, our Dallas Zoo Station is a center platform station because of the columns of South Marsalis Avenue. There are sometimes geographic features that help to dictate whether it must be a center or side platform.

Chad Edwards
Speaking to the security cameras, we are working with the DART Police Department and local jurisdictions to determine where those cameras need to be. We are early on in the process as the platforms get developed and the canopies are designed. As we get further, we will be able to better identify how many cameras need to be on each platform, what the angles are, the coverage area and the percentage of coverage. Cameras will be built into the specifications on our new trains, so they will come with them built-in.

John Hoppie
Each of our stations will go through what is called Crime Prevention Through Environmental Design (CPTED). They will go through and look at where there are blind spots and other opportunities for crime to likely occur, and try to eliminate those. We have not gone through any of the CPTED with our new canopy design. We do not know how this swooping design works with camera placement. There are a lot of things that can change.

Chip Pratt
Last time we talked about one of the neighborhoods near Synergy Park. I didn’t get a chance to look at the map and see if it was one of the noise study areas.

John Hoppie
It’s actually part of the overall noise analysis (referencing the noise monitoring graphic). It is this one right here, LT 16. The existing noise condition is fairly loud. The overall analysis will take a look at what all of the noise-sensitive receptors are, where they are in relation to the noise-generation (the tracks), where the existing noises are and the distances and the projected noise at that level and whether there is an impact. That is still a lot to be done.

Chad Edwards
We are going through the analysis of that right now.
Chip Pratt
I just need to make sure that wherever we’re doing that study, it incorporates that area.

John Hoppie
We look at every noise-sensitive receptor along the corridor.

Lawrence Meshack
Thank you everyone for your participation. DART staff and project consultants would be around to answer any further questions you may have.
Cotton Belt Corridor

Area Focus Group (AFG)
Richardson/Plano
August 24, 2017

John Hoppie, Capital Planning

Agenda

• Design Update
• Environmental Update
  – Documentation of Existing Conditions
  – Noise
• Traffic Update
• Ridership
• Community Integration
• Davis Cemetery
• 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

Richardson/Plano Stations
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 - Next Phase

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

2010 Proposed Grade Separations

2017 Crossings Requiring Mitigation

Traffic Update

Cotton Belt Ridership

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>DAILY RIDERSHIP</th>
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<td>North of F W Station</td>
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<td>Addison Station</td>
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<td>Shiloh Station</td>
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<td><strong>Total</strong></td>
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</tbody>
</table>

Community Integration

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

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

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

Cotton Belt Regional Trail (NCTCOG)

Davis Cemetery

On May 30, 2017, DART encountered an unmarked grave within DART Cotton Belt right-of-way (ROW) adjacent to the Davis Cemetery.

There is a concern that additional graves are also located in the ROW.

Davis Cemetery

DART has amended plans to avoid any modification of rail adjacent to Davis Cemetery.

Davis Cemetery

On August 22, 2017, the DART Board approved a resolution to convey DART ROW to Davis Cemetery.
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
<table>
<thead>
<tr>
<th>FIRST NAME</th>
<th>LAST NAME</th>
<th>ORGANIZATION</th>
<th>TITLE</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>ZIP</th>
<th>PHONE</th>
<th>EMAIL</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>Madonna</td>
<td>Reliant Rehabilitation Hospital - North Texas</td>
<td>HR Director</td>
<td>3201 Waterview Pkwy</td>
<td>Richardson</td>
<td>75080</td>
<td>(972) 508-8570</td>
<td><a href="mailto:barbara.thomas@residential.com">barbara.thomas@residential.com</a></td>
<td></td>
</tr>
<tr>
<td>Barbara</td>
<td>Thomas</td>
<td>Hudson Heights</td>
<td></td>
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</tr>
<tr>
<td>Bernard</td>
<td>O'Brien</td>
<td>Quinn</td>
<td>Facilities Manager</td>
<td>500 W. Hanner Rd</td>
<td>Richardson</td>
<td>75083</td>
<td>(972) 994-8280</td>
<td><a href="mailto:bernard.obrien@quinn.com">bernard.obrien@quinn.com</a></td>
<td></td>
</tr>
<tr>
<td>Bill</td>
<td>Spraud</td>
<td>Richardson Chamber of Commerce</td>
<td>President</td>
<td>1111 Bell Creek Drive</td>
<td>Richardson</td>
<td>75083</td>
<td>(972) 792-2800</td>
<td><a href="mailto:bill@richardsonchamber.com">bill@richardsonchamber.com</a></td>
<td></td>
</tr>
<tr>
<td>Bob</td>
<td>Bruce</td>
<td>Frazier Street Village Homeowners Association</td>
<td>Director</td>
<td>800 E. 15th St</td>
<td>Plano</td>
<td>75071</td>
<td>(972) 466-7513</td>
<td><a href="mailto:bobbruce@thebrucetinet.net">bobbruce@thebrucetinet.net</a></td>
<td></td>
</tr>
<tr>
<td>Bonnie</td>
<td>Shea</td>
<td>The Historic Downtown Piano Association</td>
<td>President</td>
<td>PO Box 880841</td>
<td>Plano</td>
<td>75085</td>
<td>(972) 543-8810</td>
<td><a href="mailto:bonnie.shea@verizon.net">bonnie.shea@verizon.net</a></td>
<td></td>
</tr>
<tr>
<td>Calvin</td>
<td>Jamison</td>
<td>The University of Texas at Dallas</td>
<td>Senior Vice President</td>
<td>800 West Campbell Road, RD 3, 415</td>
<td>Richardson</td>
<td>75083</td>
<td>(972) 883-3223</td>
<td><a href="mailto:caljam@utdallas.edu">caljam@utdallas.edu</a></td>
<td></td>
</tr>
<tr>
<td>Camilla</td>
<td>Garcia</td>
<td>State Farm</td>
<td>Public Affairs Manager</td>
<td>1251 Street Drive</td>
<td>Richardson</td>
<td>75080</td>
<td>(972) 732-3160</td>
<td><a href="mailto:camillagarcia@stafarm.com">camillagarcia@stafarm.com</a></td>
<td></td>
</tr>
<tr>
<td>Carol</td>
<td>Armasung</td>
<td>Haggar Park HOA</td>
<td>President</td>
<td>1603 H Ave</td>
<td>Plano</td>
<td>75014</td>
<td>(214) 657-7811</td>
<td><a href="mailto:misscasa@yahoo.com">misscasa@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Chip</td>
<td>Pratt</td>
<td>Canyon Creek Homeowners Association</td>
<td>Community Relations Director</td>
<td>2700 West Prairie Creek Drive</td>
<td>Richardson</td>
<td>75083</td>
<td>(214) 663-1399</td>
<td><a href="mailto:chip.pratt@novia.com">chip.pratt@novia.com</a></td>
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</tr>
<tr>
<td>Chris</td>
<td>Ryan</td>
<td>Air Liquid America</td>
<td>VP of Sales and Marketing</td>
<td>9101 L红 Freeway, Suite 800</td>
<td>Dallas</td>
<td>75241</td>
<td>(972) 301-5200</td>
<td></td>
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</tr>
<tr>
<td>Chris</td>
<td>Luna</td>
<td>MetrolPCS Communications</td>
<td>Staff Vice President &amp; Assistant General Counsel</td>
<td>1250 Lakeside Boulevard</td>
<td>Richardson</td>
<td>75008</td>
<td>(214) 570-4810</td>
<td><a href="mailto:clura@metropcs.com">clura@metropcs.com</a></td>
<td></td>
</tr>
<tr>
<td>Clarence</td>
<td>Ford</td>
<td>HiFa Chapel Chief Church</td>
<td>Pastor</td>
<td>11131 Ave</td>
<td>Plano</td>
<td>75076</td>
<td>(972) 423-8100</td>
<td></td>
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</tr>
<tr>
<td>Cliff</td>
<td>Miller</td>
<td>City of Richardson</td>
<td>Assistant City Manager</td>
<td>411 W. Arapho Road</td>
<td>Richardson</td>
<td>75083</td>
<td>(972) 744-6236</td>
<td><a href="mailto:cliff.miller@cor.gov">cliff.miller@cor.gov</a></td>
<td></td>
</tr>
<tr>
<td>Daniel</td>
<td>Long, Sr.</td>
<td>Piano Homeowners Council</td>
<td>President</td>
<td>PO Box 86403</td>
<td>Plano</td>
<td>75083</td>
<td>(972) 607-7021</td>
<td><a href="mailto:dtlong8124@ast.com">dtlong8124@ast.com</a></td>
<td></td>
</tr>
<tr>
<td>Dave</td>
<td>Carter</td>
<td>City of Richardson</td>
<td>Traffic and Transportation Director</td>
<td>431 W. Arapho Road</td>
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<td>75083</td>
<td>(972) 744-6335</td>
<td><a href="mailto:dave.carter@cor.gov">dave.carter@cor.gov</a></td>
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</tr>
<tr>
<td>David</td>
<td>McCall</td>
<td>Gay, McCall, Isaac, Gordon, May &amp; Roberts, P.C.</td>
<td>Partner</td>
<td>777 E. 15th Street</td>
<td>Plano</td>
<td>75078</td>
<td>(972) 424-8320</td>
<td><a href="mailto:dmcclla@nemexzo.natoys.com">dmcclla@nemexzo.natoys.com</a></td>
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</tr>
<tr>
<td>David</td>
<td>Montoya</td>
<td>Fairfield of Piano</td>
<td>President</td>
<td></td>
<td>Plano</td>
<td>75074</td>
<td>(214) 474-0211</td>
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<tr>
<td>Dick</td>
<td>Sparkman</td>
<td>Pheasant Landing HOA</td>
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<tr>
<td>Drew</td>
<td>The Woodlands of Piano</td>
<td>Manager</td>
<td>1370 Riggs Dr</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 423-1110</td>
<td></td>
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</tr>
<tr>
<td>E. Kenneth</td>
<td>Hutchenski, J.</td>
<td>Richardson Regional Medical Center</td>
<td>President</td>
<td>411 West Campbell Road</td>
<td>Richardson</td>
<td>75080</td>
<td>(972) 498-0400</td>
<td><a href="mailto:charltonwong@gmail.com">charltonwong@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Frank</td>
<td>Turnier</td>
<td>Urban Opportunity</td>
<td>Principal</td>
<td></td>
<td>Plano</td>
<td></td>
<td></td>
<td><a href="mailto:frank@urbanopportunity.com">frank@urbanopportunity.com</a></td>
<td></td>
</tr>
<tr>
<td>Gary</td>
<td>Slagle</td>
<td></td>
<td>Former Richardson Mayor and Member of DART Board of Directors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:gary.slagle@straplak.com">gary.slagle@straplak.com</a></td>
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<tr>
<td>Gayle</td>
<td>Glosser</td>
<td>Tenth Street Industries</td>
<td>Co-Owner</td>
<td>1200 East Piano Parkway</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 578-5155</td>
<td><a href="mailto:Gglosser@regalresearch.com">Gglosser@regalresearch.com</a></td>
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<tr>
<td>Grace</td>
<td>Vela</td>
<td>Woodlands of Piano (formerly East Meadow Apartments and Cinnamon Trail)</td>
<td>Property Manager</td>
<td>1370 Riggs Dr</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 423-1110</td>
<td><a href="mailto:woodlands@pacificwrengtmg.com">woodlands@pacificwrengtmg.com</a></td>
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<td>Gray</td>
<td>Mayes</td>
<td>Texas Instruments</td>
<td>Public Affairs Mgr</td>
<td>300 W. Renner Rd</td>
<td>Richardson</td>
<td>75080</td>
<td>(214) 567-4423</td>
<td><a href="mailto:gmayas@ti.com">gmayas@ti.com</a></td>
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<tr>
<td>Jeff</td>
<td>Sorea</td>
<td>Precision Technology, Inc.</td>
<td>Owner</td>
<td>3600 E. Plano Pkwy, Suite 200</td>
<td>Plano</td>
<td>75074</td>
<td>(214) 343-0121</td>
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<tr>
<td>Melissa</td>
<td>Robinson</td>
<td>Small Miracles Daycare</td>
<td>Director</td>
<td>2790 S. Riggs Dr</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 424-6879</td>
<td><a href="mailto:mroBINson@smallmiraclesacadiemy.org">mroBINson@smallmiraclesacadiemy.org</a></td>
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<tr>
<td>Harri</td>
<td>Kessell</td>
<td>The University of Texas at Dallas</td>
<td>Assistant to Senior Vice President</td>
<td>800 West Campbell Road, RD 3, 415</td>
<td>Richardson</td>
<td>75080</td>
<td>(972) 883-2191</td>
<td><a href="mailto:browne4000@utdallas.edu">browne4000@utdallas.edu</a></td>
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<tr>
<td>Jack</td>
<td>Carr</td>
<td>City of Plano</td>
<td>Deputy City Manager</td>
<td>P.O. Box 803938</td>
<td>Richardson</td>
<td>75080</td>
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<td><a href="mailto:jnc15@plano.gov">jnc15@plano.gov</a></td>
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<tr>
<td>Jamiee</td>
<td>Jolly</td>
<td>Piano Chamber of Commerce</td>
<td>President</td>
<td>1300 E. 15th Street</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 424-7547 x222</td>
<td><a href="mailto:jjolley@planocambor.org">jjolley@planocambor.org</a></td>
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<tr>
<td>Jeannie</td>
<td>Stone</td>
<td>Richardson ISD</td>
<td>School Superintendent</td>
<td>400 S. Greenville Ave.</td>
<td>Richardson</td>
<td>75081</td>
<td>(469) 591-4200</td>
<td><a href="mailto:nie@isd.org">nie@isd.org</a></td>
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<tr>
<td>Jeffrey</td>
<td>Cano</td>
<td>Texas Health Resources Pano</td>
<td></td>
<td>6300 W Parker Rd # 106</td>
<td>Plano</td>
<td>75025</td>
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<tr>
<td>Jeremy</td>
<td>Thomason</td>
<td>Canyon Creek Homeowners Association</td>
<td>President</td>
<td>508 W. Lookout Dr., Ste 1A-102</td>
<td>Richardson</td>
<td>75080</td>
<td></td>
<td><a href="mailto:jeremy.j.thomason@ge.com">jeremy.j.thomason@ge.com</a></td>
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</tr>
<tr>
<td>Jim</td>
<td>Wilf</td>
<td>BC Station Finland</td>
<td>Partner</td>
<td>4933 W. Lovers Lane</td>
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<td>75209</td>
<td>(214) 224-3701</td>
<td><a href="mailto:jwilf@3g55.com">jwilf@3g55.com</a></td>
<td></td>
</tr>
<tr>
<td>Joe</td>
<td>Bruce</td>
<td>Transwestern</td>
<td>Managing Director</td>
<td>5001 Spring Valley, Ste 402</td>
<td>Dallas</td>
<td>75234</td>
<td>(214) 277-2052</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe</td>
<td>Ferrier</td>
<td>Blue Cross and Blue Shield of Texas</td>
<td>Facility Superintendent</td>
<td>780 Shiloh Rd.</td>
<td>Plano</td>
<td>75024</td>
<td></td>
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<tr>
<td>Joe</td>
<td>Allamore</td>
<td>Bush/TS Partners</td>
<td>Manager</td>
<td>4801 West Lovers Lane</td>
<td>Dallas</td>
<td>75209</td>
<td>(214) 739-8533</td>
<td><a href="mailto:joe@parliamentgroup.com">joe@parliamentgroup.com</a></td>
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<tr>
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<td>St. Claire</td>
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</tr>
<tr>
<td>John</td>
<td>Jacobts</td>
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<td>Senior Vice President</td>
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<td>75080</td>
<td>(972) 792-2802</td>
<td><a href="mailto:john@richardsonchamber.com">john@richardsonchamber.com</a></td>
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</tr>
<tr>
<td>John</td>
<td>Jacobts</td>
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<td>Senior Vice President (Alternate member)</td>
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<td>(972) 792-2802</td>
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</tr>
<tr>
<td>Juyal</td>
<td>Sittes</td>
<td>Argent Property Company</td>
<td></td>
<td>4890 Alpha Road, Suite 110</td>
<td>Dallas</td>
<td>75244</td>
<td>(214) 363-6217</td>
<td><a href="mailto:jites@argentproperty.com">jites@argentproperty.com</a></td>
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</tr>
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<td>Higginsbatham</td>
<td>La Foaaro</td>
<td>Partner</td>
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<td>75214</td>
<td>(972) 433-7121</td>
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<td></td>
</tr>
<tr>
<td>Kevin</td>
<td>Whitlef</td>
<td>Drury Hotel</td>
<td>Sr. V.P. Design/Development</td>
<td>13332 Coler Loop East</td>
<td>San Antonio</td>
<td>78236</td>
<td>(210) 490-4779</td>
<td><a href="mailto:kevin.whitlef@druryhotel.com">kevin.whitlef@druryhotel.com</a></td>
<td></td>
</tr>
<tr>
<td>Kitha</td>
<td>Voss</td>
<td>Douglas Community Neighborhood Assoc.</td>
<td>President</td>
<td>1207 N Place</td>
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<td>75074</td>
<td>(469) 369-1420</td>
<td><a href="mailto:douglascommunity101@gmail.com">douglascommunity101@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Lindsay</td>
<td>Billingbay</td>
<td>Alliance Residential Company</td>
<td></td>
<td>8111 Preston Rd., Suite 700</td>
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<td>75231</td>
<td>(214) 722-7288</td>
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<tr>
<td>Mark</td>
<td>Titus</td>
<td>City of Richardson</td>
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<td>431 W. Arapaho Road</td>
<td>Richardson</td>
<td>75001</td>
<td>(972) 744-4333</td>
<td><a href="mailto:mark.titus@cityofrichardson.org">mark.titus@cityofrichardson.org</a></td>
<td></td>
</tr>
<tr>
<td>Martin</td>
<td>Jackson</td>
<td>Copnet</td>
<td>Vice President</td>
<td>1301 Avenue K</td>
<td>Plano</td>
<td>75074</td>
<td>(972) 881-3179</td>
<td><a href="mailto:martin@copnet.com">martin@copnet.com</a></td>
<td></td>
</tr>
<tr>
<td>Matt</td>
<td>Jackson</td>
<td>Copnet</td>
<td>President</td>
<td>1301 Avenue K</td>
<td>Plano</td>
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<td>ORGANIZATION</td>
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<td>ADDRESS</td>
<td>CITY</td>
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* Charles Gillett HPDA  
* Peter Brister, Co., Plano  

Chairman of Bd.  
Member  
Director  

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peterbrister@plano.gov
Subject: Invitation to Participate in Second Area Focus Group for Plano/Richardson

Date: Wednesday, August 16, 2017 at 3:29:06 PM Central Daylight Time

From: Stefanie Tapke

To: chip.pratt@nokia.com, warren@homesnorthtexas.com, bill@richardsonchamber.com, cherylannwong@mhd.com, cjamison@utdallas.edu, hnk140030@utdallas.edu, michael.spicer@cor.gov, jackc@plano.gov, dave.carter@cor.gov, cliff.miller@cor.gov, gary.slagel@capitalsoft.com, joe@parliamentgroup.com, cluna@metropcs.com, misscaa@yahoo.com, gmayes@ti.com, camille.garcia.hd71@statefarm.com, walt.mountford@kdc.com, reid.caldwell@transwestern.net, sbancroft@tc.com, kevin.whitfield@drurysouthwest.com, ryan.binkley@createchurch.com, president@dnehoa.org, douglasscommunity101@gmail.com, mhayes@principal-mgmt.com, barbara.thomas@fsresidential.com, president@medina-villas.org, lbillingsley@allresco.com, jwills1955@gmail.com, frank@urbanopportunity.com

CC: Rosa Rosteet

Please join us as a member of the

DART

Plano/Richardson Area Focus Group (AFG)

Cotton Belt Regional Rail Project

2nd Meeting

Plano/Richardson AFG

Thursday, August 24, 6:30 PM

Plano Technology Services (Training Room)

1520 K Avenue

(15th and Municipal Avenue)

Plano, TX

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

Please join us on Thursday, August 24 at 6:30 PM to hear updates, ask questions and express comments directly to project representatives.

RSVP to Stefanie Tapke

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

Cotton Belt Regional Rail Corridor Project

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

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

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

Dates & Locations

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

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

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

For More Information
Please visit DART.org/cottonbelt or contact
DART Community Engagement at 214-749-2522.
Flip Chart Notes
Plano/Richardson
Second Area Focus Group Meeting
Thursday, August 24, 2017

- Center Platform vs at-grade (Grab set)
- Barrier Free Access
- N & V Methodology
- UT Ridership #s
- Status of funding for project
- Land use/impact on parking (Uber)
- Project timeline
- Freight & Regional Rail in same Corridor
- Positive Train Control