



Open House Summary Notes

Project: DART Cotton Belt Regional Rail Project

Subject: Richardson Community Open House

Date: Wednesday, Sept. 20, 2017 at 6:30 PM

Location: Richardson Civic Center, 411 West Arapaho Rd., Richardson, TX 75080

Attendees:	<u>DART</u> David Leininger, Chief Financial Officer Tim McKay, Executive Vice President, Growth and Regional Development Michael Miles, Vice President, Government Relations Chad Edwards, Assistant Vice President Capital Planning John Hoppie, Cotton Belt Project Manager Kay Shelton, Capital Planning Project Manager Victor Ibewuike, System Planner II Annka Robinson, Chief Engineering Officer Judson Meshack, Community Engagement Rosa Rosteet, Community Engagement Chris Walters, Community Engagement	<u>General Planning Consultant (GPC6)</u> Tom Shelton, HDR Mark Martin, HDR Chris Phonpituck, HDR Israel Crowe, HDR Kris Lloyd, HDR Sara Moren, HDR Amanda Stahlnecker, HDR Derwin Brouchton, KAI Veronica Castro de Barrera, KAI Emily Riggs, K Strategies Dianne Tordillo, K Strategies
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These notes document the Richardson community open house and presentation for the DART Cotton Belt Project held at the Richardson Civic Center on Wednesday, Sept. 20, 2017 at 6:30 p.m. Several attachments are included as listed below.

Attachments

- Community Meeting Notification
- Presentation
- Sign-in Sheets

Overview

A series of three community open houses were held Sept. 18-25, 2017 in North Dallas, Richardson and Carrollton. The Richardson community open house included display boards and roll plots, which are detailed below and can also be viewed online at www.dart.org/cottonbelt.

- Alignment plan and profile maps
- Specific alignment coordination areas (DFW Airport, Cypress Waters, Downtown Carrollton, CityLine, facilities)
- Stations (platform concepts and site layouts)



- Noise and vibration (methodology, measurement sites and existing conditions)
- Environmental topics (historic, water resources, etc.)
- Project topics (vehicle, schedule, ridership, etc.)
- Funding and financing

There were 94 members of the public recorded on the sign-in sheets, including DART Board Member, Gary Slagel.

Attendees were able to meet one-on-one with project staff and DART representatives during the open house portion. At approximately 7 p.m., Lawrence Meshack invited attendees to sit for the formal presentation given by John Hoppie. Prior to the presentation, a video was shown that included Gary Thomas, DART president and executive director. The video can be viewed at www.dart.org/cottonbelt. The presentation included:

- Overview of the corridor
 - Potential station locations
 - Headways
- Preliminary grade separation analysis, proposed grade separation at:
 - South Belt Line Road
 - BNSF
 - Midway Road
 - Coit Road
 - US 75
 - Plano Parkway
- Community Integration
 - Fences
 - Walls
 - Trails
 - DART will work with cities across the corridor on implementation
 - Will be in DART right-of-way (ROW)
 - Working in cooperation with the North Central Texas Council of Governments (NCTCOG)
 - Typical sections
 - Landscaping
- Process Overview
 - Currently in the Preliminary Engineering/Environmental Impact Statement (PE/EIS) process
 - Develop engineering to 10 percent design to support EIS and future design-build work
 - Details on the EIS and what it will accomplish:
 - Will clear the project for full double-track (initial project will be single-track with some double-track)
 - Will document the project design
 - Will identify impacts
 - Will outline mitigation commitments to address impacts
- Schedule overview
 - Working toward 10 percent preliminary design in 2017
 - PE/EIS phase expected to be complete in spring 2018
 - Design-build with final design and construction is expected to begin in 2018 with final completion at the end of 2022



- Testing is scheduled to occur throughout 2022
- Revenue service is expected to begin in December 2022
- Key milestones in the PE/EIS
 - August 2016: project kick-off
 - May 2017: Concept design and identify key issues for draft EIS
 - September 2017: Five percent PE and draft EIS existing conditions
 - Fall/Winter 2017: Five percent to 10 percent PE and Draft EIS
 - Early 2018: 10 percent PE and Draft EIS public hearings
 - Spring 2018: Final EIS
- What happens after the PE/EIS
 - DART will engage final design team
 - DART incorporates Mitigation Monitoring Program (updated quarterly and reported to Federal agencies)
 - Community and agency involvement throughout Design-Build process
- How to stay involved and informed

A questions and answers session followed the presentation. Below is a summary from this portion of the evening:

Larry Chasten, UT Dallas (2176 E Campbell Rd., Richardson, TX 75081)

How are the Cotton Belt and Downtown Second Alignment (D2) projects working together and is it confirmed that both projects are moving forward? If so, how are they both being funded?

David Leininger

There was been a lot of concern surrounding the two projects and how they would be financed from the City of Dallas and the DART Board. Last year, funding both projects was approved using nearly \$650 million in grants. With changes on the DART Board, there were some additional concerns about the security of these grants and if they would materialize. With these concerns, DART staff was asked to how D2 would be funded without grant monies. A back up plan was created for D2 funding that would allow us to take on debt to move forward on D2 so it could be operational by 2024.

Cotton Belt funding remains unchanged and will include a 30-year loan from the Federal Railroad Administration (FRA) at a very low interest rate of 2.82 percent. However, DART will have to have the final EIS and a record of decision before the final application for this loan can be submitted.

We are ready to get this all locked down. Request for Proposals (RFP) for the design-build phase will be going out next week and DART is looking to award the project around the time the record of decision is made (around spring of 2018).

Bill Campbell (3912 Sandia Dr., Plano, TX 75023)

Will dirt be churning by the end of next year?

Tim McKay

We will be at approximately 10 percent design when we begin to solicit the project and by June 2018, we hope to be at 30 percent design. Dirt should be churning by the end of 2018 beginning with utility relocations and site preparations.

John Davis (2535 Big Horn Ln., Richardson, TX 75080)

Will eminent domain be used?



John Hoppie

There may be a few places where it could be needed, however generally we are with right of way that DART already owns. We will go through purchase negotiations prior to any eminent domain rights are used. DART actually does not have full eminent domain rights and we will have to go through the cities.

Chad Edwards

Eminent domain will be used as a last resort.

John Hafkfer (Richardson, TX)

Will the same DART sales tax be in effect?

Chad Edwards

Yes.

Eric Poole (6428 Embers Rd., Dallas, TX 75248)

It is my understanding that lowering the speed of the train is the best noise mitigation tool. Why isn't that being discussed on these boards?

Chad Edwards

We haven't fully gotten to what noise mitigations will be. Right now we are studying current situations, then will look at future impacts and mitigations such as the speed.

Richard Hurt (3146 Hudnall St. Apt. 191-6, Dallas, TX 75235)

How far will a station be from the Prestonwood Shopping Center and will buses coordinate with the train and stations?

John Hoppie

I will get with you after. I am not sure off the top of my head, but believe it is about two blocks. We will be working with DART bus operations on future routes. We do not imagine any major re-routing, but will work to incorporate the stations into stops.

John Davis

Will Richardson's taxes increase because of the debt?

David Leininger

No.

Sarah Depew (1620 Aldridge Dr., Plano, TX 75075)

Will Carrollton be contributing any money?

David Leininger

Cities are contributing different things. Carrollton is working with us on land transfers, and same with Coppell. Most cities are doing something to augment funding; either in-kind or contributing cash.

Did not disclose name

I notice that daily ridership in 2040 is at 12,000. Is that an adequate figure that accounts for the growing population and what can be done to increase that ridership number?



Chad Edwards

We have based our ridership on the North Texas Council of Governments (NCTCOG) model. It is a conservative model. We use their demographic information to determine ridership. It does not account for transit-oriented development or other commuter lines feeding into it. These types of items could push that ridership number up and we will work through this to better calibrate it.

Don Ingram (2013 Chestnut Hill Ln., Richardson, TX 75082)

We live near Spring Creek with four watersheds. We cannot take on any more water from developments and construction. What will DART do to address storm water runoff?

John Hoppie

Since this is an existing rail corridor, I do not anticipate much change in drainage. Water runoff will be addressed by the final designer.

Tim McKay

With these projects we do not have the ability to get this information on our own. The US Armt Corps of Engineers does that with cities. My promise is not to make things better, but we will work to ensure we do not make circumstances worse through DART's footprint. We will have to get to 30 to 65 percent design before we know more.

Did not disclose name

Assuming you have success from day one, do you have adjacent property ownership that will allow you to expand parking?

Chad Edwards

We will certainly be looking into this. We will identify immediate needs and then future needs. Part of the challenge will be knowing this by using the ridership numbers we discussed earlier.

Mark Flynn (1138 Brandy Station, Richardson, TX 75080)

We live in the Cottonwood Creek area. Most people I know will be taking cars to get to the UT Dallas Station, however it is hard to get to from the HOV lanes since there is no exit. That needs to be fixed.

Chad Edwards

DART does not control the roadways or HOV lanes, but we will pass this comment along to TxDOT.

John Davis

You indicated that station locations have not been confirmed. Is the UT Dallas Station confirmed?

John Hoppie

The UT Dallas station is very firm. We are working with the university and on their future development. That platform is set.

Mike Rose (no address provided)

How far north does DART own the Cotton Belt?

John Hoppie

DART owns the Cotton Belt corridor through Wylie, Texas.

Chad Edwards



DART owns about 60 miles of the Cotton Belt corridor, from north Fort Worth to Wylie.

Did not disclose name

How will the buses stop at stations?

John Hoppie

At this point we are not planning a major re-routing of buses, but we will coordinate with our bus operations so that buses can be feeders into the Cotton Belt rail stations.

Chad Edwards

We may be modifying routes, but there will not be major changes.

Forrest Blaney (603 Greenleaf Dr., Richardson, TX 75080)

The word mitigation has been used a lot tonight. Can you explain what that actually means?

John Hoppie

The federal government sets guidelines of impacts. DART then goes out and identifies where those impacts are in the corridor. These impacts, which can range from water resources, noises, historical resources, etc., must be avoided or reduced, meaning mitigation measures must occur. It is a way of taking care of impacts.

Lawrence Meshack concluded the question and answer session and invited attendees back to the open house portion of the evening to address any additional questions with staff and consultants.