Meeting Minutes

Project: DART D2

Subject: Interagency Coordination Meeting for D2

Date: Wednesday, December 16, 2015

Location: DART, 1401 Pacific Avenue, Dallas, TX

Attendees:

- Steve Salin, DART
- Ernie Martinez, DART
- Chad Edwards, DART
- Kay Shelton, DART
- John Hoppie, DART
- Chris Walters, DART
- Tom Shelton, GPC6 Program Manager
- Steve Knobbe, GPC6 D2 Project Manager
- Luke Bathurst, GPC6 Deputy Program Manager
- Michelle Dippel, GPC6 Environmental Lead
- Israel Crowe, GPC6 D2 Engineering Lead
- Ian Bryant, GPC6 Engineering Team

These meeting minutes document the presentation and the question and answer discussion for the Interagency Coordination Meeting held for the D2 project, which reinitiated the environmental process under NEPA. The meeting minutes summarize the presentation points made by DART staff during the meeting, and note the question and answer discussion as it occurred during the course of the presentation. Several attachments are included as listed below.

Attachments

- Agenda
- Presentation
- Handout
- Display Boards/Maps
- Sign-in Sheets
- Invitation Letter and Agency List

Welcome & Introductions

- DART opened the meeting by welcoming attendees and having the group introduce themselves. The D2 Project Team was also introduced. Steve Salin and Ernie Martinez then initiated the meeting by providing an overview of the purpose of the meeting and project background.
Purpose

- Technical meeting to begin discussion on ideas, issues and concerns related to the D2 Locally Preferred Alternative (LPA) alignment for consideration during the Environmental Impact Statement (EIS) process. First of many meetings during project development.
- Kick-off 2-year FTA Project Development phase to refine LPA and consider a couple of design options, utilizing both design and environmental considerations within the NEPA process.

Project History

  - AA developed the project in the 1-2% range of conceptual design.
  - Economic downturn led to project being differed.
  - Several changed factors including the City of Dallas and Downtown Dallas Inc. 360 Plan, Dallas Streetcar, High Speed Rail (HSR) and public comments led to additional AA efforts.
  - D2 AA - Eastern third of LPA not evaluated fully in previous study. Only Young Street was evaluated. LPA (Jackson) and Wood option not assessed yet.
- New Map 21 legislation created Core Capacity Capital Investment Grant program.
- DART Board selected LPA on September 22, 2015.
- DART submitted D2 to Federal Transit Administration (FTA) and on November 5, 2015 DART was authorized to proceed into Project Development phase (2-years), which will take design to 30% completion.
- Current D2 budget considerations are for a total of $650 million, federal funding application for Core Capacity program funding at $325 million.

Project Development Phase

- Federal requirement that project complete 30% Preliminary Engineering within two years.
- Project will also supplement and update the DEIS that was completed in 2010. Will complete environmental review process for the LPA and design options.

City of Dallas Parks Department employee John Reynolds Comment: Dallas Parks Department prefers Jackson/Young alignment; Wood alignment would kill planned Harwood Park.
Dallas Staff Question: Is it safe to take one alignment to 30%? When will east option be picked?

DART Answer: The east segment will be confirmed after evaluation of the LPA and design options in SDEIS process.

Dallas Staff Question: Will you seek approval from City of Dallas for alignment?

DART Answer: Yes, and will also brief City Council throughout the project as needed.

City of Dallas Urban Design Studio employee, Brent Brown Question/Comment: Outside of engineering requirements, urban design is a main priority for the City. Would like to understand how the City can help work through issues. Don’t want to react, but have a strong working relationship.

DART Answer: DART will incorporate City input into details at all levels.

Dallas Staff Question: Why aren’t there design options at the north end?

DART Answer: Only the east end had a new alignment selected as part of the LPA decision.

Dallas Staff Comment: Focus is holding the horizontal path and getting to the details. The east end needs to be affirmed since it’s a new option. AA was done on the north end.

Schedule

- The year 2016 is critical for all parts of the project. Engineering will work in tandem with environmental. Anticipate by late 2016 there will be a recommendation on the east end alignment within the SDEIS.

Project Development Phase – Environmental Impact Statement (EIS)

- Original DEIS published in 2010, assessed multiple alternatives.
- EIS can be broken into two major categories, Social Resources and Natural Resources.
  - Natural – wetlands, soils, endangered species, not critical in urban area.
  - Social - Parks, historical resources, noise, traffic.
    - Project area covers four current parks and one planned park.
  - Historical Resources – can be considered potentially historic if 50 years or older at date of project completion (train in service, anticipated end of 2021).
- SDEIS for eastern segment will assess full LPA with design options, as well as the tunnel spur to the convention center and HSR. Supplemental EIS will include public meetings/hearings with a formal comment period.
- Noise & Vibration.
  - Process will document noise impacts in multiple steps.
- Identify land uses where quiet is essential (example: amphitheaters, recording studios); where people sleep (example: homes, condos, hotels, hospitals); institutions with regular hours (example: churches, libraries, museums).
- Three step process to evaluate noise/vibration.
  - Field measurements for current noise levels to create base line.
  - Estimate levels that project would create (with vehicles, traffic, rail).
  - Mitigation of impacts (example: insulating buildings and windows, treatments to track for vibration).

- Traffic/Transportation.
  - Traffic analysis to be conducted to identify current traffic issues and review already identified issues.

**Plano Staff Question:** The LPA combines two stations into one station. Is journey to work access for riders considered as part of the EIS?

**DART Answer:** Journey to work and access to stations will be considered. Last mile/accessibility issues like these are the feedback DART wants from agencies and stakeholders.

**Plano Staff Question:** Will street/sidewalk quality to new stations be reviewed with the City?

**DART Answer:** DART with work with City to assess these issues. Some off-site mitigation may be needed to address issues.

**Dallas Staff Comment:** The City can send DART information on TIF dollars, 360 plans, and complete streets in relation to D2 stations/alignments.

**TxDOT Comment:** Keep in mind potential changes on IH 345.

**CAC Member Comment:** Ridership is important, need to bring that information to the public.

**Your Role in Project Development**

- Help identify key issues for SDEIS.
- Review and comment on Preliminary Engineering (PE) design and potential environmental impacts.
- Continue to meet with DART staff (regular meetings will be set-up).
- Discussion of ridership realities (how riders will really get to where they want to go).
Dallas CBD Second Light Rail Alignment (D2)

Interagency Coordination Meeting
December 16, 2015

Agenda

• Welcome/Introductions
• Project History
• D2 Project Overview
• Project Development (PD) Phase
  – Preliminary Engineering (PE)
  – Environmental Impact Statement (EIS)
• Your Role in PD
• Schedule
• How to Stay Involved

Why are we Here?

• To kick off the 2-year Project Development (PD) phase for the D2 project
• To explain what Project Development entails and how you can be involved
• To collect your comments on issues for consideration during the environmental process

Why are we Here?

• To kick off the 2-year Project Development (PD) phase for the D2 project
• To explain what Project Development entails and how you can be involved
• To collect your comments on issues for consideration during the environmental process

Project Team

• DART Team Members
  – Steve Salin, Vice President
  – Ernie Martinez, D2 Project Manager
  – Chris Walters, D2 Community Engagement

• Consultant Team Members
  – Tom Shelton, Program Manager
  – Steve Knobbe, Project Manager
  – Michelle Dippel, Environmental Lead
  – Israel Crowe, Engineering Lead

Number of Options

Level of Project Detail

Number of Options

Planning Project Development Engineering
DART Board Resolution

- Direction included:
  - DART will continue to examine LPA routing options and station locations as required by federal funding process
  - DART will continue to review feasibility for an extension of D2 as a tunnel spur to the Convention Center and proposed High Speed Rail
  - DART staff will advance these elements into Project Development

Project Development Phase

- Project Development is the first phase of the federal funding process

Project Development Phase

- What is Project Development?
  - Two year phase of the FTA process
  - Preliminary Engineering (PE) to a 30% level
  - Environmental Impact Statement (EIS) in accordance with National Environmental Policy Act (NEPA)

- Why is it important?
  - Establish Project Budget for the Federal Grant
  - Identifies Project Impacts and Mitigation Commitments
  - Refines the project for Engineering and Construction Phase

Project Development Phase

Environmental Impact Statement (EIS)

- Original Draft EIS published in March 2010
  - Initial assessment of potential impacts for multiple alternatives
- Supplemental Draft EIS will be prepared for the D2 Project – Why?
  - To address public, agency, stakeholder comments on the DEIS
  - To use more current data to reassess potential impacts within the project corridor
  - To assess potential impacts of additional options in the East segment not included in 2010 DEIS
How will East Segment design options be assessed in the EIS process?

• Supplemental DEIS will:
  — Assess Full LPA Corridor, Design Options, and tunnel spur

• SDEIS Review Period
  — 45-day comment period and Public Hearings

• Final EIS will:
  — Document the Full Project with final alignment
  — 30-day notice of availability

Your Role in Project Development

• Identify key issues for the SDEIS
  — Documentation of your comments is important in the EIS process

• Review and comment on PE design progress

• Review and comment on potential environmental impacts

• Provide feedback on mitigation options to address impacts
How to Stay Involved

• Attend project meetings
• Request Group/Organization briefings
• View materials and progress on www.DART.org/D2
• Comments? Email D2@DART.org
  – Provide comments early on key issues that DART should address in the process

Agency Participation

• Review presentation materials and displays
  – Schedule/Process
  – Environmental Issues
  – Traffic/Engineering
• Share your comments with D2 team members
• Provide written comments for the record
• Coordinate with DART on agency specific issues throughout the process
DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the Dallas Central Business District (CBD). The D2 Study focused on identifying the second phase of major transit improvements in Downtown Dallas. The improvements will ensure high quality transit service as the DART system expands to meet growing needs by providing additional capacity and operational flexibility in the Central Core. In addition, it is about improving mobility and circulation to, through and within the CBD, serving local and regional mobility needs.

The D2 Study was advanced and completed in two phases. Phase One of the study included an Alternatives Analysis (AA) and four alternatives were selected for further study and included in a Draft Environmental Impact Statement (DEIS). The AA/DEIS effort was completed in May 2010 after a 45-day comment period on the DEIS. Phase Two continued the AA effort due to public and agency comments on the AA/DEIS and changed conditions in downtown Dallas. These changed conditions include the new Dallas Streetcar and the proposed High Speed Rail, which led to new and refined alternatives. The Phase Two effort culminated with the selection of a Locally Preferred Alternative (see Page 2) after an evaluation process and public comment.

**PROJECT BACKGROUND**

D2 Project Development Phase

**PROJECT HISTORY**

2007  D2 Study launched by DART and Federal Transit Administration (FTA) to evaluate a range of transit improvements in Downtown Dallas, including a Second Light Rail Alignment.

2010  Phase One of the study included an Alternatives Analysis (AA) and concluded with a Draft Environmental Impact Statement (DEIS). Economic downturn results in the D2 project being deferred to post year 2030.

2013  D2 project identified as candidate for new FTA Core Capacity Funding Program. DART held public meetings to present the alternatives and refinements.

2015  DART held public meetings to present evaluation results for the Phase Two AA effort. The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street. FTA gives approval to DART to initiate project development (PD) for the D2 project.
OVERVIEW OF PROJECT CORRIDOR

The DART Board of Directors approved the Locally Preferred Alternative for the Second CBD Light Rail Alignment (D2) on September 22, 2015. The LPA is Alternative B4 Lamar-Young with a Modified Jackson Alignment (see figure below), which incorporates an alignment shift from the original B4 Alternative east of Dallas City Hall to address potential impacts along Young Street. The resolution passed by the Board states that:

- DART will continue to examine LPA routing options and station locations as required by the federal funding process.
- DART will continue to review feasibility for an extension of D2 (a tunnel spur to the south), as well as other options, to provide access to the Dallas Convention Center and High Speed Rail.
- DART staff will advance these elements into Project Development including Preliminary Engineering (PE) and Supplemental Draft Environmental Impact Statement (SDEIS) documentation.

For this effort, the study area will be divided into three segments: West, Central, and East. The SDEIS will address a no build alternative to serve as a baseline, the full project corridor, and design options in the East segment. A description of each segment is below:

WEST SEGMENT | VICTORY STATION TO METRO CENTER STATION
This segment includes the alignment between Victory Station and the proposed Metro Center Station. The alignment follows the DART owned right-of-way to the proposed Museum Way Station immediately north of Woodall Rodgers Freeway and then generally follows Lamar Street in a below-grade alignment to the proposed Metro Center Station in the vicinity of the existing West End Station.

CENTRAL SEGMENT | METRO CENTER STATION TO GOVERNMENT CENTER STATION, INCLUDING THE CONVENTION CENTER TUNNEL SPUR
This segment continues under Lamar and transitions back to the surface in the vicinity of Field and Young and ends at the proposed Government Center Station near Dallas City Hall. This segment also includes the proposed below-grade light rail connection under Lamar to the existing Convention Center Station and proposed High Speed Rail.

EAST SEGMENT | GOVERNMENT CENTER STATION TO DEEP ELLUM STATION
This segment is the longest and includes the LPA corridor and two design options. From the Government Center Station, the at-grade LPA alignment transitions Jackson Street and continues to IH 345. The two design options between Ervay Street and IH 345 include Wood Street and Young Street. The SDEIS will evaluate all three corridors and the inclusion of up to two potential stations between Government Center Station and the Deep Ellum junction.

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2) | DALLAS, TX
WHY ARE WE DOING A SDEIS?

The original Draft EIS identified the need and purpose of the project, a range of alternatives to be considered, and the potential social, economic and environmental impacts of the alternatives. Positive, negative and temporary impacts were evaluated. The DEIS was an initial assessment of the project and key issues - such as noise impacts, economic effects, historic resources, air quality, parks, and traffic.

FTA and DART are initiating the development of a SDEIS for two primary reasons. First, based on comments received from the public and stakeholders, additional alternatives analysis has been conducted and as a result, new design options on the east end of the project as well as a potential connection to the Convention Center need to be considered and evaluated. Second, the AA/DEIS was published over five years ago and the project area conditions have changed since that time. The data used to analyze the impacts identified in the AA/EIS may need to be updated and incorporated into the SDEIS.

WHAT IS PROJECT DEVELOPMENT?

Now that an LPA has been approved, DART has been authorized by the FTA to enter the Project Development phase. Project Development is an approximately 24-month effort and will include preparation of the SDEIS to assess the benefits, impacts and costs of the project and of routing options in the eastern end of downtown. The SDEIS will be made available to the public for review and comment, during which time DART will hold public meetings and a formal public hearing on the project. Based on the SDEIS and public input a single project will be documented in a Final EIS/Record of Decision (ROD). The Final EIS/ROD will outline mitigation commitments to address identified impacts, and following approval from FTA, the environmental process will conclude. A mitigation monitoring program will be established and incorporated into Engineering and Construction as the project proceeds.

The FTA Process is shown below:
PUBLIC PARTICIPATION

Project Development will be kicked-off through a round of public meetings in December. Project updates will be provided as well as details regarding the Project Development phase and the proposed schedule for D2.

**Project Development Kick-Off Meetings**

- **Thursday December 17, 2015**
  - 12:00pm - 1:30pm | DART Headquarters, Board Room, 1401 Pacific Ave
  - 6:30pm - 8:00pm | Downtown Dallas First Presbyterian Church, Byrd Hall, 1835 Young Street

In addition to Public Meetings, DART will be holding regular meetings with a Stakeholder Working Group. This group consists of agency and city staff, property owners, and developers, as well as others with a specific interest in the project. An inter-agency meeting focused on the issues to be assessed in the SDEIS will also be held in December.

WHAT HAPPENS NEXT?

Additional meetings and opportunities for public and stakeholder comment will be provided throughout the process. Project Development will focus on developing more detailed Preliminary Engineering (PE) to support the SDEIS. The PE/SDEIS effort will refine the preferred alternative, as well as evaluate additional routing options along Young, Wood and Jackson Streets within the EIS process.

PROJECT DEVELOPMENT SCHEDULE?

The FEIS/ROD is expected to be approved in the Summer of 2017.

HOW CAN I PROVIDE COMMENTS?

Anyone who has an interest in the D2 Project is encouraged to participate in Project Development. DART will use your input to refine the LPA and analyze the potential impacts and benefits of the proposed project. Please submit written information and comments to:

**COMMENTS**

Attention: Ernie Martinez
DART Planning
P.O. Box 660163
1401 Pacific Avenue
Dallas, Texas 75202-7232
D2@DART.org

If you prefer, you can e-mail comments to D2@DART.org or visit www.DART.org/D2 for more information.
Dallas CBD Second Light Rail Alignment (D2)

Meeting Display Boards

December 2015 Meetings

Does not include scroll plot maps used at the meetings.
PROJECT HISTORY

2007
D2 study launched by DART and Federal Transit Administration (FTA) to evaluate a range of transit improvements in downtown Dallas, including a second light rail alignment.

2010
Phase one of the study included an alternatives analysis (AA) and concluded with a draft environmental impact statement (DEIS).

2013
Economic downturn results in the D2 project being deferred to post year 2026.

DART initiated Phase Two of the project to continue the AA study based on public comments on the AA/DEIS and changed conditions. New D2 alternatives, as well as refinements, are considered. DART held public meetings to present the alternatives and refinements.

D2 project identified as candidate for new FTA Core Capacity Funding Program.

2015
DART held public meetings to present evaluation results for the Phase Two AA effort.

The DART Board approves the locally preferred alternative (LPA) as B4: Lamar/Youn/Jackson Street.

FTA gives approval to DART to initiate project development (PD) for the D2 project.

PROJECT DEVELOPMENT

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**Anticipated Key Milestone Meetings**

1. Kickoff Meetings
2. Public Meeting: Existing Conditions/Issue Identification at 10% Preliminary Engineering
3. Impact Assessment Finding/Mitigation Options at 20% Preliminary Engineering
4. Public Hearing for DEIS

*The mitigation monitoring program will continue through project design and construction.*
ENVIRONMENTAL CATEGORIES
FOR ANALYSIS IN THE SUPPLEMENTAL DRAFT EIS

- Land Use & Zoning
- Displacements/Relocations
- Historic Resources
- Water Resources
- Community Facilities & Resources
- Economic Effects
- Parkland
- Hazardous Materials
- Socioeconomics & Demographics
- Air Quality
- Visual Effects
- Traffic/Transportation Impacts
- Environmental Justice
- Noise & Vibration
- Ecological Resources
- Energy Impacts
- Construction Impacts
- Cumulative Impacts
- Soils & Geology
- Safety & Security Considerations

NOISE & VIBRATION

NOISE & VIBRATION ASSESSMENT PROCESS

1. Document existing noise and vibration levels at locations representative of sensitive land uses
2. Estimate noise and vibration levels with the project
   - Operating Plan
   - Vehicle Specifications
3. Identify impacts and propose mitigation consistent with FTA and daily guidance

WHAT KINDS OF LAND USES ARE CONSIDERED SENSITIVE?

- Land where quiet is essential to purpose
  - Apartment buildings
  - Recording studios
  - Some historic properties
- Places where people sleep
  - Homes
  - Apartments
  - Hotels
  - Hospitals
- Institutional uses with daytime/evening use
  - Churches
  - Libraries
  - Schools
  - Theaters
  - Cemeteries
  - Museums
  - Historic sites/parks

TYPES OF MITIGATION

MITIGATION FOR NOISE IMPACTS IF WARRANTED
If noise or vibration impacts are identified, mitigation measures may involve treatments:
1. At the noise source
2. Along the source-to-receiver propagation path, or
3. At the receiver

Typical noise mitigation techniques include:
- Stringent transit vehicle and equipment noise specifications
- Rail vehicle treatments to minimize noise
- Task treatments (e.g., noise-controlled windows and sound-reducing mechanical systems)
- Enhanced maintenance
- Restricted vehicle speeds or operating hours
- Installation of sound barriers (noise walls)
- Alignment modifications
- Insulation of affected buildings

MITIGATION FOR VIBRATION IMPACTS IF WARRANTED

Common vibration mitigation measures are similar to those for noise, but may include:
- Stringent transit vehicle and equipment specifications
- Rail vehicle treatments
- Task treatments (e.g., noise-controlled windows, resilientfasteners, balance mats, resiliently-supported ties and floating track slabs)
- Enhanced maintenance
- Restricted vehicle speeds
- Use of deep trenches
- Alignment modifications
- Building vibration isolation (for new construction)
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<td>Frank Turner</td>
<td>Plano</td>
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<td>972-941-7465</td>
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<td>Jack Casey</td>
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</tr>
<tr>
<td>Tanya Brooks</td>
<td>City of Dallas</td>
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<td>214-643-2685</td>
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<td>Brent Brown</td>
<td>City of Dallas</td>
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<td>Dave Brosig</td>
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## Database for Inter-Agency Scoping Letters

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<td>Tuggle</td>
<td>Benjamin</td>
<td>Acting Director</td>
<td>U.S. Fish and Wildlife Service, Region 2</td>
<td>P.O. Box 1336</td>
<td>Albuquerque</td>
<td>NM</td>
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<tr>
<td>Keller</td>
<td>Mary</td>
<td>NEPA Coordinator</td>
<td>Bureau of Indian Affairs</td>
<td>2091 Metcalfe drive</td>
<td>Boston</td>
<td>VA</td>
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<tr>
<td>Walker</td>
<td>Tony</td>
<td>Regional Director</td>
<td>Texas Commission on Environmental Quality</td>
<td>Dallas/Fort Worth Region</td>
<td>2309 Gravel Drive</td>
<td>Fort Worth</td>
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<tr>
<td>Jewell</td>
<td>Sally</td>
<td>Secretary of Interior</td>
<td>Department of the Interior</td>
<td>1849 C Street, NW</td>
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<tr>
<td>Henderson</td>
<td>Linda</td>
<td>History Reviewer</td>
<td>Texas Historical Commission</td>
<td>P.O. Box 12276</td>
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<tr>
<td>Toffer</td>
<td>Jonathan</td>
<td>County Manager / City Manager</td>
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<td>411 Elm Street, 4th Floor</td>
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Sample Interagency Letter sent to the Agency Database
Ms. Sally Jewell  
Secretary of Interior  
Department of the Interior  
1849 C Street, NW  
Washington, DC 20240

SUBJECT:  
Dallas Area Rapid Transit (DART) Interagency Coordination Meeting for the Dallas Central Business District (CBD) Second Light Rail Alignment Project (D2) – Dallas, Texas

Dear Sally,

Dallas Area Rapid Transit (DART), in cooperation with the Federal Transit Administration (FTA), has recently initiated Project Development (PD) efforts for the D2 project, which includes preparation of a Supplemental Draft Environmental Impact Statement (SDEIS). The 2.4 mile project includes up to five new rail stations, and extends from the existing Victory Station to the existing Deep Ellum Station (see project map at www.DART.org/D2). The proposed project would establish an additional light rail transit (LRT) line through downtown Dallas to increase core capacity, reduce crowding, increase schedule reliability, provide operational flexibility when incidents occur and improve access to currently unserved downtown markets.

DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the CBD. The D2 Study was done in two phases. Phase One of the study included an alternatives analysis (AA) and concluded with a Draft EIS in May 2010. Phase Two of the study built on the original effort in response to comments received from the public on the AA/DEIS and addressed changed conditions in downtown Dallas. These changed conditions included the new Dallas Streetcar (Union Station to Oak Cliff line) and planned extensions, the Downtown Dallas 360 Plan, and proposed High Speed Rail from Houston to downtown Dallas. Comments on the AA/DEIS and the changed conditions led to new D2 Alternatives as well as refinements to those considered in the AA/DEIS. In February 2013, DART held public meetings to present the alternatives and refinements, and in June of 2015, DART held additional public meetings to present the preliminary evaluation results which supported the selection of a preferred alternative. Phase Two concluded in September 2015 with the approval of the Locally Preferred Alternative (LPA) by the DART Board of Directors. The LPA is Alternative B4: Lamar/Young/Jackson Street (see attached). DART is considering three design options on the eastern end of the LPA in response to comments from the public. Consideration of these options will be included in the SDEIS.

DART invites you or your representative to join us for an interagency coordination meeting, scheduled for **December 16, 2015 from 11:00 am to 1:00 pm** at DART Headquarters (1401 Pacific...
Ave. Dallas, TX 75202). At this meeting, we will review the project, including the three design options, in more detail and provide an opportunity for open discussion. Your agency is being asked to reinitiate coordination with DART during the Project Development phase as the SDEIS will update the original DEIS and examine a variety of potential impacts under the National Environmental Policy Act (NEPA) including those potentially under your agency’s responsibility.

Please note that if you cannot attend the meeting, additional information will be forthcoming during the development of the SDEIS. You may also submit any comments in writing to the attention of Ernie Martinez, 1401 Pacific Avenue, Dallas, TX 75202 or at D2@DART.org. If you have questions regarding this invitation, please contact me at 214/749-3201.

Sincerely,

Ernie G. Martinez  
D2 Project Manager

Attachment

C: Ronisha Hodge, FTA Region VI
   Stephen L. Salin, AICP, DART
   Chad Edwards, DART
   Michael Miles, DART
   Chris Walters, DART
Tribes receiving D2 Coordination Letters

Ms. Tamara Francis-Fourkiller, Chairperson  
Caddo Nation  
P.O. Box 487  
Binger, OK 73309

Mr. Wallace Coffey, Chairman  
Comanche Nation of Oklahoma  
P.O. Box 908  
Lawton, OK 73502

Mr. Don Patterson, President  
Tonkawa Tribe of Oklahoma  
1 Rush Buffalo Road  
Tonkawa, OK 74653

Ms. Terri Parton, President  
Wichita and Affiliated Tribes  
P.O. Box 729  
Anadarko, OK 73005
Sample Letter sent to Tribes
December 1, 2015

Ms. Tamara Francis-Fourkiller, Chairperson
Caddo Nation
P.O. Box 487
Binger, OK 73309

SUBJECT: Dallas Area Rapid Transit (DART) Interagency Coordination Meeting for the Dallas Central Business District (CBD) Second Light Rail Alignment Project (D2) – Dallas, Texas

Dear Chairperson Francis-Fourkiller:

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We respectfully ask that you inform us if you have any concerns regarding traditional cultural properties or sacred sites as part of this project. Should you have any concerns regarding this project, please contact DART within 30 days of receipt of this letter so that we might address or incorporate those concerns as soon as possible. We look forward to hearing from you.

Comments should be directed to Ronisha Hodge, FTA Community Planner, 819 Taylor St Rm 14A02, Fort Worth, TX 76102, ronisha.hodge@dot.gov, or 817/978-0576. You are also welcome to attend an interagency coordination meeting, scheduled for **December 16, 2015 from 11:00 am to 1:00 pm** at DART Headquarters (1401 Pacific Ave. Dallas, TX 75202). At this meeting, DART will review the project, including the three design options, in more detail and provide an opportunity for open discussion. Please note that if you cannot attend the meeting, additional information will be forthcoming during the development of the SDEIS.

Sincerely,

[Signature]

Donald R. Koski  
Director of Planning and Program Development

Attachment

cc: Stephen Salin, AICP, DART  
    Chad Edwards, DART  
    Ernie Martinez, DART