Meeting Minutes

Project: DART D2

Subject: Stakeholder Work Group 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 first D2 Stakeholder Work Group meeting. 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
- Save the Date Email

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 agenda and project background.
Agenda

- Meeting to begin discussion of process of D2 project.
  - Recent milestones include September 30, 2015 Federal Transportation Administration (FTA) submission for federal funding and project rating, and November 5, 2015 letter from FTA approval into Project Development (PD) Phase.
  - PD will take current 1-2% design to 30% design.
- Will discuss how to be engaged/feedback process for stakeholders that want to participate during design process. DART will schedule monthly meetings for the next 12-18 months.
  - Desire for DART to seek involvement for early feedback given the tight timeline of the project.
- Will discuss how Locally Preferred Alternative (LPA) was adopted and how it relates to next steps and schedule.

Why Are We Here

- Kick-off 2-year Project Development phase to assess the LPA and design options, utilizing both design and environmental considerations within the NEPA process.
- Stakeholder Role
  - Eyes and ears of project: to bring knowledge to the project to help work through various issues/impacts and help develop solutions for key issues.

Question: Will DART send out the list of attendees to the meeting?

Answer: Yes, a list of attendees will be provided as part of the meeting minutes.

Project History

- 2007- D2 Study launched, with Draft Environmental Impact Statement (DEIS) and Alternatives Analysis (AA) completed in 2010.
  - AA developed the project to the 1-2% range of conceptual design.
  - Eastern third of LPA not evaluated fully in previous study.
  - Economic downturn led to project being deferred.
  - Several changed factors including the Dallas Streetcar, High Speed Rail, City of Dallas and Downtown Dallas Inc. 360 Plan, new hotel and public comments led to additional AA efforts.
  - $700,000 FTA grant used to keep studying change conditions for when economy improved.
• New Map 21 legislation creates bill for transportation funding. Core Capacity Capital Investment Grant program is created for projects to address increased ridership and growth. DART now seeking funding in this fund group (versus previous New Starts funding).
• 2015 – D2 project reinvigorated.
• DART Board selects LPA – 9/22/2015.
• DART submitted D2 project to FTA 9/30/2015 for federal funding, and on 11/5/2015 DART was authorized to proceed into Project Development (two years), and for consideration in the federal fiscal year (FY) 2017 budget.
• Current project development will take design to 30%.
• Will know in early February if we are rated/funded in the President’s budget for FY 2017 to be eligible for funding.

Project Development Phase

• Federal requirement that project complete 30% Preliminary Engineering within two years (of 11/5/15). DART is two of seven projects in the pipeline for funding. If two year deadline is not met, then DART loses place in “funding line”.
• Project will also supplement and update the DEIS that was completed in 2010. Will complete environmental review process for the LPA and design options in the eastern segment.

Question: Is two year schedule required for everything?

Answer: We will achieve a 30% design level and environmental Record of Decision (ROD) by the two year deadline. DART will notify FTA six months prior to deadline that we will be ready to enter next phase of Engineering.

Question: What date will the decision on the eastern alignment be made?

Answer: The date is not set definitely, however, by roughly December 2016 the LPA and design options will have been reviewed and the Supplemental DEIS will be completed on all of them and available for public review.

Process

• Through regular meetings and feedback, DART hopes to get a consensus out of the stakeholder group.
**Question:** How will meeting minutes from stakeholder meetings be distributed, in addition to other meetings? Can they be on the website?

**DART Answer:** Meetings and meeting notes are part of the EIS process and documentation. They can be provided to the group and may be posted on the project website once finalized internally. The Supplemental DEIS will also get posted.

**Locally Preferred Alternative**

- Discussion of LPA and design options on East end and proposed new stations. Also included in PE and EIS process will be a spur to the Convention Center to meet up with High Speed Rail.

**Question:** What caused the Marilla alignment to go away? It was thought to have traction and support in 2008-2009.

**DART Answer:** On September 22, 2015, the DART Board selected Alternative B4: Lamar/Young/Jackson, thereby eliminating several alternatives that included a Marilla segment. Board decision – expense (longer tunnel) made it almost impossible financially and it would not have fared well for federal funding. The Marilla alternatives would have also displaced residents in Farmers Market.

**Project Development Phase – Preliminary Engineering (PE)**

- PE is first phase of design (30% design)
  - Information gathering on all areas, not limited to utilities, soils, alignments, street modifications and impacts.

**Project Development Phase – Environmental Impact Statement**

- Original DEIS published in 2010, assessed multiple alternatives (B4, B4a, B4b, B7).
- Supplemental DEIS will cover LPA and design options, and spur. Per federal NEPA regulations, evaluations of all design options is required.
- EIS can be broken into two major categories, Social Resources and Natural Resources
  - Natural – wetlands, soils, endangered species.
  - Social - Parks, historical resources, noise, traffic.
    - Project area covers 4 current parks and 1 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).
- Supplemental DEIS will include public meetings/hearings with formal comment period.
- Noise & Vibration
Process will document noise impacts in multiple steps:

- Identify land uses where quiet is essential (ex: amphitheaters, recording studios); where people sleep (ex: homes, condos, hotels, hospitals); institutions with regular hours (ex: 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 (ex: 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.

**Question:** Is privately owned open space considered a Park?

**DART Answer:** It is considered a recreational facility.

**Question:** Does the EIS include future parks?

**DART Answer:** Yes we are considering future parks.

**Question:** For design options in east segment, at what point do you make critical refinements that help decide what goes in Supplemental DEIS?

**DART Answer:** The Environmental team will work hand-in-hand with engineering in real time as things change. It is anticipated in mid-Summer 2016 that the teams will have a better idea of how things fit and where station locations will be. DART will meet with stakeholders regarding stations and how they relate to surrounding properties.

**Question:** When doing the EIS, do you take into consideration future planned development?

**DART Answer:** Yes, future development is taken into consideration if it is platted. Team will make assumptions of planned development on a case by case base.

**Project Schedule**

- Project anticipates completion in late 2021 to begin service.

**Question:** Will EIS include how the alignment affects property value?

**DART Answer:** Yes, economic analysis is included and this includes indirect cumulative impacts.
**Question:** If for example, a residential project in an old building needs 300 parking spaces, does project budget include impacts to residential building?

**DART Answer:** Right-of-Way requirements are included in project estimates and at this stage general mitigation budgets are also included in project budgets. DART’s Real Estate department will be involved in working on project and impacts. DART does not have Eminent Domain power, so we would have to work through City Hall for additional negotiations.

**Question:** When do negotiations start?

**DART Answer:** They are ongoing, however DART will not have FTA authority to acquire property until a Record of Decision (ROD) is made by FTA. This is expected in 18-24 months when a Final EIS is complete.

**Question:** If adjacent property is affected, how is this evaluated?

**DART Answer:** Adjacent properties will be evaluated for a range of potential impacts. This information will be shared with stakeholders.

**How to Stay Involved**

- Attend project meetings, invite others to be involved.
- Provide comments early on key issues that DART should address.

**Question:** Will the eastern alignment be known by summer?

**DART Answer:** LPA and design options will be evaluated in the SDEIS and will include a Public Involvement summary and record of meetings. A recommendation will be included in the SDEIS (likely by the end of 2016).

**Question/Comment:** Desire for public to lobby for good urban design that will be key to make/break alignments.

**DART Answer:** DART wants to make sure the alignment is a good fit for the neighborhoods and that DART is a good neighbor. There may be areas of cost-sharing for enhancements around stations and alignment.

**Question/Comment:** DART in north Dallas is different from downtown. Changes at the West End station have not been for the better and the station is not inviting.

**DART Answer:** DART will be looking at improvements to the West End Station as part of the D2 project.
**Question:** What is the most western point of the eastern part of the D2 alignment?

**DART Answer:** Eastern segment of D2 is generally considered from the edge of the Government Center Station to Deep Ellum connection.

**Question:** What is the purpose of the D2 project?

**DART Answer: Two parts:**

- **Capacity** – The existing Bryan-Pacific Transit Mall is accommodating as many trains as it can during the peak periods. A second line allows for increased service frequency or the addition of new lines (i.e. on the existing Bryan-Pacific Transit Mall).
- **Operations flexibility** to keep things moving if an issue arises in part of the system.

**Question:** What about the rest of the DART system?

**DART Answer:** The additional alignment helps riders in all parts of the system with increased system flexibility and capacity.

**DART Comment:** The NEPA process helps to define the best solution, it is not a vote system.

**Question:** Are the outreach programs and other meetings set yet?

**DART Answer:** The overall outreach program is being developed but will be focused around key milestones (refer to schedule). DART will be setting up additional stakeholders meetings but dates not set.

**Comment:** Important to remember that the project is for the benefit of DART Riders and entire system.

**Next Steps**

- Additional meetings to be scheduled.
  - DART will provide more definition to drawings, hold working sessions with smaller groups for greater detail of input.
  - Desire to quickly address adjacent properties and concerns.
MEETING AGENDA

I. Welcome

II. Study Team Presentation
   a. Refreshments: 4:00 – 4:15; Conference Room 1C
   b. Introductions 4:15 – 4:30; Board Room
   c. Slideshow Presentation: 4:30 – 5:00; Board Room

III. Stakeholder Comments
   a. Group Comments 5:00 - 5:30; Board Room
   b. One-on-One Discussion 5:30 – 6:00; return to Conference Room 1C
      i. Schedule/Process
      ii. Environmental Issues
      iii. Traffic/Engineering

IV. Adjourn
Dallas CBD Second Light Rail Alignment (D2)
Stakeholder Work Group Meeting
December 16, 2015

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

Stakeholder Role in Project Development

• Meet regularly with D2 Team
• 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 and mitigation options
• Provide information to D2 Team
• Help develop solutions for key issues

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 Dipple, Environmental Lead
  – Israel Crowe, Engineering Lead

Agenda

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

Number of Options

<table>
<thead>
<tr>
<th>Level of Project Detail</th>
<th>Number of Options</th>
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<tr>
<td>Planning</td>
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<td>Project Development</td>
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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
- Economic downturn results in the D2 project being deferred to post year 2010.

2013
- DART initiates phase two of the project to continue the A/B study based on public comments on the alternatives and changed conditions. New D2 alternatives, as well as refinements, are considered.
- DART held public meetings to present the alternatives and refinements.

2015
- D2 project identified as candidate for new FTA-CORE Capacity Funding Program.
- DART held public meetings to present evaluation results for the Phase Two B study.
- The DART Board approve the locally preferred alternative to be: Lamar/Young/Jackson Street.
- FTA CORE funding is awarded to DART for D2 project development.
- Phase Two B Final Environmental Impact Statement (EIS) complete.
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

Preliminary Engineering (PE)

• PE is the first stage of design
  – Project will be developed to 30% level
    • Alignment
    • Tunnel section
    • Utilities, Subsurface
    • Station Design
    • Street Modifications
    • Right-of-way requirements
    • Construction approach
  – Future phases will do final design from 30-100%

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

Overall Project Schedule

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

What we need from you today

• Review presentation materials and displays
  – Schedule/Process
  – Environmental Issues
  – Traffic/Engineering
• Share your comments with D2 team members
• Provide written comments
  – Turn in comments today or mail to DART
  – Email comments to D2@DART.org
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

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.

### 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 2030.

- **2015**
  
  D2 Project identified as candidate for new FTA Core Capacity Funding Program.

  - 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.
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.
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.
**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

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.

**ANTICIPATED KEY MILESTONE MEETINGS**

1. PD 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 SDEIS

*THE MITIGATION MONITORING PROGRAM WILL CONTINUE THROUGH PROJECT ENGINEERING AND CONSTRUCTION.
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).
- **Economic downturn results in the D2 project being deferred to post year 2020.**
- **2013**: 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/Young/Jackson Street.**
- **FTA gives approval to DART to initiate project development (PD) for the D2 project.**

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**PROJECT DEVELOPMENT**

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<tr>
<th>Project Development Phase</th>
<th>2016</th>
<th>2017</th>
<th>Anticipated Key Milestone Meetings</th>
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<td>Public &amp; Agency Involvement</td>
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<td>1) Kickoff Meetings</td>
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<td>Preliminary Engineering</td>
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<td>2) Public Meeting: Existing Conditions / Issue Identification at 10% Preliminary Engineering</td>
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<td>3) Impact Assessment Finding / Mitigation Options at 20% Preliminary Engineering</td>
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<td>4) Public Hearing for DEIS</td>
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<td>Mitigation Monitoring Program*</td>
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*The mitigation monitoring program will continue through project design and construction.*
ENVIROMENTAL 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 STA AND DAILY GUIDANCE

WHAT KINDS OF LAND USES ARE CONSIDERED SENSITIVE?

- LAND WHERE QUIET IS ESSENTIAL TO PURPOSE
  - Apartment Buildings
  - Recordings Studios
  - Some Historic Properties
- PLACES WHERE PEOPLE SLEEP
  - Homes
  - Apartments
  - Hotels
  - Hospitals
- INSTITUTIONAL USE 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 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 reduce noise
   - Task treatments (e.g., noise-attenuating tires, noise-reducing rail lubrication)
   - Enhanced maintenance
   - Reduced vehicle speed 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 Reduction and Include:
   - Stringent transit vehicle and equipment specifications
   - Rail vehicle treatments
   - Task treatments (e.g., noise-attenuating tires, noise-reducing rail lubrication)
   - Enhanced maintenance
   - Reduced vehicle speeds
   - Use of deep trenches
   - Alignment modifications
   - Building vibration isolation (for new construction)
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### D2 Stakeholders Work Group (SWG) Committee Meeting

DART Headquarters, Board Room Conf. Rm. 1C
4:00 p.m. - 6:00 p.m.

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DART Headquarters, Board Room Conf. Rm. 1C  
4:00 p.m. - 6:00 p.m.

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<td>Ronisha</td>
<td>Hodge</td>
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<td>AT&amp;T</td>
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<td>Hollingsworth, Jr.</td>
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<td>J.</td>
<td>Huddleston</td>
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<td>Name</td>
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<tr>
<td>Buddy Jordan</td>
<td>P.O Box 472771</td>
<td>CARROLL</td>
<td>(214) 773-4574</td>
</tr>
<tr>
<td>Dave Bradley</td>
<td>2133 Canton St</td>
<td>75201</td>
<td>(214) 289-7484</td>
</tr>
<tr>
<td>Edward Lopategui</td>
<td>411 Elm St</td>
<td>75202</td>
<td>214-653-7465</td>
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<tr>
<td>Micah Baker</td>
<td>6611 Hillcrest St</td>
<td>75205</td>
<td>214-680-7692</td>
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<td>John Zlunk</td>
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<tr>
<td>Kurt Walker</td>
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<td>214-720-2253</td>
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D2 - 5W6
Email Invite:

Dear Prospective D2 Stakeholder Working Group Member,

As you know, the DART Board of Directors approved a Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2) in September 2015. The resolution indicates that DART will continue to examine LPA routing options and station locations as required by the federal funding process. More recently, the Federal Transit Administration (FTA) authorized DART into the Project Development (PD) phase. During the PD phase, DART will prepare a Supplemental Draft Environmental Impact Statement (SDEIS) and conduct Preliminary Engineering (PE) to an approximate 10% design level for the LPA and any routing options.

Given your prior participation on the D2 Stakeholder Advisory Committee (SAC) and/or your recent interest in the project and its potential effects, DART is inviting you to participate in a Stakeholder Working Group. This working group will meet regularly over the next 18 to 24 months to review technical information generated during the Project Development process and to support the development of the SDEIS. In the past, one designee typically represented a stakeholder organization. Given that this phase of the project will entail more detail, up to two designees from your group may be appointed.

The D2 Project Development Phase kick-off meeting is scheduled for Wednesday, December 16, 2015 at DART Headquarters from 4:00-6:00 PM, in the DART Board Room located at 1401 Pacific Avenue. At this meeting, we will discuss:
- Role of the Stakeholder Working Group;
- Project Development Process;
- Scope of the SDEIS and PE efforts;
- Project Schedule; and
- Meeting frequency and key milestones.

We hope your representative(s) will be able to attend this kick-off meeting to get an orientation of the process and key issues moving forward. Should you require parking for this meeting, please email Chris Walters at cwalters@dart.org. If you have any questions pertaining to the project, please feel free to contact me.

Sincerely,

Ernie G. Martinez

D2 Project Manager
DART
P.O. Box 660163/ Dallas, Texas 75266-7213 (mailing address)
1401 Pacific Ave/ Dallas, Texas 75202 (physical address)
214.749.3201
214.749.3670 (fax)
emartine@dart.org