D2 SUBWAY REACHES **ANOTHER MILESTONE**

The D2 Subway project continues to make progress by reaching another milestone – 20% preliminary design – on March 6, 2020. DART is now working to prepare the Supplemental Draft Environmental Impact Statement (SDEIS), which will assess the D2 Subway project against a No-Build Alternative and document potential impacts and benefits of the project.

The SDEIS and 20% design will be made available to the public and agencies in Spring 2020 for a 45-day review period, during which public hearings will be held. The development of the 20% design and the SDEIS has taken into consideration feedback from residents, business owners, developers and agency staff. This feedback has helped DART to refine the project over the last year to minimize impacts and also to create an urban design vision along the corridor and around each of the proposed stations.

DART has been working with Federal Transit Administration (FTA) to position the project for federal funding.

**Next steps critical to advancing the project through the FTA Capital Investment Grant (CIG) program include:**

- Advance notice to request entry into the CIG program Engineering phase
- Initiate and begin to deliver a range of “readiness” documents for FTA review
- Provide Core Capacity project submittal to update D2’s prior CIG program rating and be included in the FY22 Annual Report on Funding Recommendations
- Complete 30% design and the Final EIS/Record of Decision
- FTA approval to enter Engineering phase of CIG program

Once the project is approved into Engineering by the FTA, DART will continue to advance the project through detailed design and construction. Public, agency and stakeholder involvement will continue to be integral to the process.
**PROJECT OVERVIEW**

The project will be integrated within DART-owned right-of-way in the median of Museum Way. The proposed cross-section maintains the sidewalk, trees, and pedestrian focus of the street.

The Museum Way Station adjacent to the Perot Museum of Nature & Science presents an opportunity to integrate the station with planned museum expansion and incorporate enhanced pedestrian connections to the surrounding area.

Orange and Green Lines operate on D2 Subway alignment

Red and Blue Lines on existing LRT mall

DART is advancing a concept with a private developer that incorporates the west tunnel portal into the site plan so that it “disappears” below a pedestrian plaza that serves to unite new buildings and link surrounding uses.

Metro Center Station will be the hub for all four rail lines and creates the opportunity to redesign the West Bus Transfer Center as an element of a broader transit-oriented development vision in the area.

A key issue that remains under discussion is interface with I-345. The Texas Department of Transportation is conducting a two-year feasibility study of future options to rebuild or remove the elevated facility. A below-grade configuration for a future I-345 may conflict with the current location of the D2 tunnel portal. Partner agencies meet regularly to ensure D2 would not preclude this potential scenario for I-345.

In cooperation with the City and area stakeholders, DART is proposing temporary use of Pegasus Plaza to mine the Commerce Station under Commerce Street. This presents an opportunity to reimagine the plaza and integrate a permanent station headhouse to activate the space and create a new arrival portal into downtown Dallas, near AT&T Headquarters, hotels, restaurants and other key destinations.

DART is working with the developer of the Epic to integrate the east tunnel portal into their third phase of expansion. This could include development around or over the portal as is being done at the west tunnel portal.

The new junction with the Green Line requires the existing Deep Ellum Station to be shifted north to Live Oak. The community supports retaining a station in this growing area.

The CBD East Station is strategically located in an area of downtown that is beginning to transition from surface parking and underutilized buildings to new mixed-use developments. The East Quarter is a new district to the south. Enhanced pedestrian linkages around the station will help to knit surrounding areas together.
D2 Subway at a Glance

- **Cost Estimate (2018)$**: $1.4B
  - Up to 50% Federal Grant
- **Target Revenue Service Date**: 2025
- **Light Rail Lines (Green, Orange)**: 2
- **Travel Time - Victory to Baylor**: 11 minutes
- **Subway Stations (Metro Center, Commerce, CBD East)**: 3
- **At-Grade Stations (Museum Way & Live Oak)**: 2
- **Jobs Within 1/4 Mile of Stations**: 150,000
- **Victory Station to Good Latimer in Deep Ellum**: 2 miles

**Miles at-Grade**
- 0.7 miles

**Miles Below Grade**
- 1.3 miles

*Project also includes 0.3 miles of reconstructed track on Good Latimer

**Project Timeline**
- **March 2010**: Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS)
- **September 2015**: Lamar/Young/Jackson Approved as Locally Preferred Alternative (LPA)
- **September 2017**: DART Board Approves Commerce Via Victory/Swiss as D2 Subway LPA
- **2018**: Engineering (Design/Build & Full Funding Grant Agreement)
- **2021**: Revenue Service* (Subject to Change)

**Project Development**
- Planning
- FTA Project Development
- Local Project Development
- FTA Engineering & Construction

**Stay Informed & Get Involved**
- Sign up for Project Updates at [www.DART.org/D2](http://www.DART.org/D2) to be sure you get alerts for new information or upcoming meetings
- Visit [www.DART.org/D2](http://www.DART.org/D2) to stay up to date
- Email D2@DART.org with comments and questions
- Attend project meetings
- Send Comments to: Ernie Martinez, D2 Subway Project Manager
  
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DFW Area Rapid Transit