Meeting Summary Notes

Project: DART Dallas CBD Second Light Rail Alignment (D2 Project) – D2 Subway
Subject: Stakeholder Committee Meeting (Kick-off)
Date: Thursday, June 21, 2018 at 4:00 PM
Location: Westin Hotel – 32nd Floor - Pecan Ballroom

Attendees:
- DART
  Ernie Martinez, D2 Project Manager
  Kay Shelton, DART Environmental Lead
  Carlos Huerta, Community Engagement
  Chris Walters, Community Engagement
  Victor Ibewuie, Capital Planning
- General Planning Consultant (GPC6)
  James Frye, D2 Project Manager
  Brandi Crawford, Urban Design Lead
  Jory Dille, Public Involvement Lead
  Kris Lloyd, Environmental Lead
  Israel Crowe, Engineering Lead
  Frank Turner, Stakeholder Liaison

These notes document the presentation and the question and response discussion for the D2 Subway Stakeholder Committee meeting (kick-off) held at the Westin Hotel Downtown Dallas, 32nd Floor, Pecan Ballroom Thursday, June 21, 2018 at 4:00 PM. The purpose of the meeting was to outline the project history, project development process and scope, schedule, and public and agency involvement approach for existing and new stakeholders. Several attachments are included as listed below.

Attachments
- Presentation
- Sign-in Sheets
- Stakeholder Invitation Letter
- D2 Subway Newsletter June 2018 (provided at meeting and sent with invitation)
- D2 Subway Public & Agency Involvement June 2018 (provided at meeting)
- Focus Area Interest Handout (provided at meeting)
- Flipchart Notes (photo)

Welcome & Introductions
Carlos Huerta, DART Community Engagement, started the meeting by providing housekeeping items before turning over to Ernie Martinez, D2 Project Manager.

Presentation
Ernie Martinez, Project Manager, opened the meeting by welcoming attendees. Introductions were made around the room including stakeholder representatives. Ernie reviewed the meeting agenda, purpose and introduced the D2 Project DART and GPC6 team members. He gave a summary of the background and history of the project and described the project Locally Preferred Alternative (LPA).
Kay Shelton, DART Environmental task lead, reviewed Project Development efforts. She explained the phases of the federal funding process and indicated that we are currently in the first of three phases. She provided project funding information, explained the project development phase and why it is important and detailed the preliminary engineering for the first stage of design. Kay also provided background on the original Draft Environmental Impact Statement (EIS) and the need to prepare a Supplemental Draft EIS. Kay discussed Urban Design and its important inclusion into this process moving forward based on past stakeholder feedback. Kay reviewed a project schedule. She reviewed the public and agency involvement framework and discussed the stakeholder role. She reviewed the level of involvement requested, emphasizing that close collaboration will be important as the engineering, environmental and urban design elements proceed and turned the presentation over to James Frye, D2 Project Manager.

James reviewed focus areas for the LPA and provided an example of opportunities and concerns that might be discussed specific to a particular focus area. He reminded attendees of the Focus Area Handout provided to attendees when they signed in and encouraged they fill out information for themselves, names and contact information of someone who may not have been in attendance, and turn all information in before leaving. James outlined the three steps that will take place as part of the urban design decisions for the project and reviewed the existing city of Dallas Urban Transit Design Guidelines established by city staff in partnership with Downtown Dallas Inc (DDI) Mobility Committee members with input from DART staff. James reviewed the four principles from this document that will serve as the starting point for the D2 Subway project. James wrapped up this presentation detailing the importance of the stakeholder and focus group meetings and the need for feedback. These focus area meetings will be important to begin discussing details associated with the project. In general, the group agreed with the overall principles.

The following was stakeholder information was recorded.

**Question|Comment and Response**

**Question:** Why is D2 needed? What is the ridership growth anticipated for the project and can I see the ridership numbers?

**Response:** Kay described the Federal Transit Administration Core Capacity eligibility requirements. The system is at/nearing capacity at certain points now and additional capacity is needed in the near future to be able to add trains through downtown. The investment is long term and intended to sustain the system well into the future and provide capacity to add service as the region and ridership grows. Because initially D2 will result in moving Green and Orange to a new alignment, added ridership will primarily be associated with new markets being served and added train service. Over time, this will grow as population and employment grows, or as new service is added. DART noted that ridership information can be provided.

**Question:** Are station locations set?

**Response:** Ernie responded that in general yes, but the detailed location will be refined based on subsurface constraints (buildings/garage/utilities). Final location will be determined as design progresses. The key will be station access points.
**Question:** What is the overall timing for the project and focus area meetings, as well as the timing for Federal funding commitment?

**Response:** Kay referred to the schedule on the newsletter, and noted that this phase should be complete by early 2020. After that we’d enter Engineering phase. This is the timeframe for locking in a grant agreement so a grant agreement by end of 2020 would be the target. The design-build contract would likely be 2020 to 2024 when the project would open. Focus Area meetings are anticipated to start soon; DART would like the first round completed by the end of August. The frequency of them is to be determined and may vary by focus group, but it could be every two to three months.

**Comment:** Walkability, safety, accessibility will be key as the project gets defined to make it easier for people to get around and use transit.

**Response:** Ernie added that the City plans to complete the Central Link streetcar connection which will also enhance movements through downtown and surrounding areas.

**Question:** Who will be the main point of contact for the Focus Areas, or for specific issues like design or access? Will it be the same team members or different members for different focus areas?

**Response:** Ernie responded that he or Carlos will be the main point of contact from DART but that it is a team approach given the range of topics. Kay added that there will likely be a team of five people that attend each focus area meetings so that multiple issues can be discussed. Specific to Urban Design – James Frye and Brandi Crawford will be in attendance at all of the focus area meetings. Frank Turner is also the stakeholder liaison and can discuss specific issues one-on-one or in small groups.

**Question:** What is the plan for the Deep Ellum area and Swiss Avenue given all the new developments in the area? What can be done to accommodate a change in pedestrian movement/pattern/accessibility?

**Response:** Kay and Ernie discussed that the Deep Ellum Station will be removed as part of the project connection to the Green Line along Good Latimer. Connectivity and linkages will need to be made so that access from Baylor Station and the new CBD East Station can be provided to the area. This will be a key part of the urban design plans for this area. James also added that the rebuild of Good Latimer presents an opportunity. The portal location and exact alignment along Swiss will be key discussion items as well given the changing land uses, IH 345 columns, road access and Carpenter Park.

**Question:** What will the alignment look like along Museum Way and how will traffic and access be affected? Will it be similar to what’s near Pearl/Arts District Station with one lane in each direction?

**Response:** Ernie stated that DART owns 35 feet of right-of-way in the center of the street and light rail tracks will be placed in this area. The street design could have one lane only or one lane each direction. Kay added that one of the key topics in the environmental document will be things such as traffic and maintaining access so that design can accommodate the needs or mitigation can be developed.

**Wrap up Presentation**

Ernie concluded the meeting by providing stakeholders with what they could expect to happen next, as well as website and email address information for further/future comment and input.

The meeting ended at approximately 5:00. Team members spoke with several of the stakeholders after the meetings conclusion. Representatives from Victory, TREC, Hunt Realty Investments Consultants, and the Deep Ellum Foundation all volunteered space to accommodate future focus area group meetings or workshops.
Agenda

- Welcome and Introductions
- Project Background
- D2 Project Overview
- Project Development (PD) Efforts
  - Funding and Schedule
- Public and Agency Involvement Framework
  - Your Role
  - Focus Areas
  - Urban Design considerations
- Next Steps and How to Stay Involved
Purpose of Today’s Meeting

• To reinitiate Project Development (PD) phase for the D2 Subway project
• To update existing and bring new stakeholders into the process
• To explain what Project Development entails and how you can be involved
• To collect your comments on issues for the engineering, environmental, and urban design process
• To discuss your role and how you can be involved
Project Team

- **DART Team Members**
  - Steve Salin, Vice President
  - Chad Edwards, Assistant Vice President
  - Ernie Martinez, D2 Project Manager
  - Kay Shelton, D2 Environmental Task Manager
  - Carlos Huerta, D2 Community Engagement

- **Consultant Team Members**
  - Tom Shelton, Program Manager
  - James Frye, Project Manager
  - Kris Lloyd, Environmental Lead
  - Israel Crowe, Engineering Lead
  - Brandi Crawford, Urban Design Lead
  - Jory Dille, Public and Agency Involvement Lead
  - Frank Turner, Stakeholder Liaison
Project Background and Overview
Project Purpose

• Add **Core Capacity** to and through downtown
  – Some trains will be at capacity within a few years
• Provide **Operational Flexibility** for the system
  – Continuity of service during incidents
  – System expansion/added service
• Enhance **Mobility and Access** for existing and future riders
  – Get our riders where they need to go
• Enhance **Economic Development**
  – Add value through context sensitive design
Project History

2007
- D2 study launched by DART and Federal Transit Administration (FTA).

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

2013
- Phase two of the study evaluates new and refined alternatives based on public comments on the AA/DEIS and changed conditions.
- D2 project identified as candidate for new FTA Core Capacity Funding Program.

2015
- The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street.
- FTA gives approval to DART to initiate two-year project development (PD) phase for the D2 project.

2016
- Stakeholder concerns lead DART to consider subway alternatives.

2017
- The DART Board and Dallas City Council approve a refined LPA Subway project using Commerce via Victory/Swiss.

2018
- DART re-initiates local PD efforts for the D2 Subway.

DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.
Locally Preferred Alternative Commerce via Victory/Swiss
**Locally Preferred Alternative**

Connection to the Existing Light Rail System. With D2 in place, the Green and Orange Lines would be shifted from the existing transit mall to instead use the D2 Subway alignment.

**At-Grade Segment Using DART-Owned Right-of-Way.** Key considerations include potential residential impacts, interface between auto traffic, bicycles, and pedestrian activity.

**Museum Way Station.** At-grade station integrated into surrounding land uses.

**North Portal.** Transition between surface to underground. Creates urban design opportunity for development over the portal and pedestrian linkages between Victory and West End areas.

**Metro Center Station.** Subway station serving as major transfer hub for all four light rail lines, bus service at West Transfer Center, and pedestrian connection opportunities on surface to surrounding developments and underground pedestrian tunnel network.

**East Portal.** Transition between underground to surface along Swiss Avenue. Coordination with future plans for Carpenter Park and IH 345. Opportunity for urban design and pedestrian linkages between downtown and Deep Ellum area.

**Commericco Station.** Subway station providing central access to the downtown core including major employers, hotels, restaurants, parks and residential.

**CBD East Station.** Subway station serving this growing part of downtown, including access to Farmers Market, Deep Ellum, education, parks, and entertainment. Connection to bus service at East Transfer Center.

Connection to Existing Light Rail System. Junction will provide option to turn north or south. Current design concept includes rebuilding Green Line along Good Latimer and eliminating Deep Ellum Station. Deep Ellum would be served by enhanced pedestrian connections between existing Baylor Station and future CBD East Station.
Project Development Efforts
Project Development Phase

- Project Development is the first phase of the federal funding process.
- DART is continuing PD locally and plans to request entry into Engineering after this phase is complete.

Legend:
- FTA Approval
- FTA Evaluation, Rating & Approval

**Project Development Phase**

**Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long-range transportation plan.**

**Engineering**

- Gain commitments of all non-New Starts funding.
- Complete sufficient engineering and design.

**Full Funding Grant Agreement**

- Construction
Project Funding

- The Project budget is included in the FY18 20-Year Financial Plan
  - $1.3 Billion estimate
- Since DART did not complete Project Development for original alignment within required two-year timeframe due to change to subway, we are proceeding locally with PE/EIS work
- FTA will continue to provide oversight and be lead Federal agency
- FTA indicated DART can reapply to enter at Engineering phase
- Funding approach will be to seek approximately 50% Federal grant
Project Development Phase

• What happens during Project Development?
  – Preliminary Engineering (PE) to a 30% level
  – Environmental Impact Statement (EIS) in accordance with National Environmental Policy Act (NEPA)
  – Urban Design task included

• 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
    o Alignment
    o Tunnel section
    o Utilities, Subsurface
    o Station Design
    o Street Modifications
    o Right-of-way requirements
    o 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 new areas not included in 2010 DEIS
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
Project Development Phase
Urban Design

• Urban design relates to:
  – Context sensitivity
  – Experience/promotion of quality of life
  – Enhanced access/mobility
  – Recognition and wayfinding

• Good urban design can be a catalytic driver
  – Implementation and success will rely on multi-agency partnerships

• Considers feedback from stakeholders, riders, agencies, and the City of Dallas
Project Development Phase
Urban Design

- Urban design has the potential to:
  - Encourage ridership/desire to use
  - Maximize the purpose of D2 Subway
  - Enhance the livability of downtown
  - Create long term value
  - Integrate D2 Subway into the downtown fabric
Schedule

PUBLIC & AGENCY INVOLVEMENT

PROJECT DEVELOPMENT PHASE

PRELIMINARY ENGINEERING (PE)

10-20% PRELIMINARY ENGINEERING

30% PRELIMINARY ENGINEERING

SUPPLEMENTAL DEIS (SDEIS)

EXISTING CONDITIONS

IMPACT ASSESSMENT

MITIGATION OPTIONS

DOCUMENT DEVELOPMENT & REVIEW

FINAL EIS (FEIS)

MITIGATION COMMITMENTS

FTA RECORD OF DECISION (ROD)

MITIGATION MONITORING PROGRAM

ENGINEERING PHASE

DESIGN-BUILD

REVENUE SERVICE

Note: Schedule is preliminary and subject to change.

ANTICIPATED KEY MILESTONE MEETINGS

1. KICKOFF MEETINGS
2. EXISTING CONDITIONS/ISSUE IDENTIFICATION/10% PE
3. IMPACT ASSESSMENT FINDINGS/MITIGATION OPTIONS/10-20% PE
4. PUBLIC HEARING FOR SDEIS

REVENUE SERVICE - END OF 2024
Public and Agency Involvement
Public and Agency Involvement Framework

**Policy & Management**
- Recommendations • Decisions
  - DART Board
  - Dallas City Council
  - Federal Transit Administration
  - DART Staff

**Public & Stakeholders**
- Issue Identification • Advisory
  - Focus Area Committees
  - One-on-One Meetings
  - Transit User & Public Meetings
  - Service Area Cities
  - DDI Mobility Committee

**Technical**
- Engineering Design • Issue Resolution
  - Technical Committee
    - Utilities/Agencies
    - City of Dallas Staff
    - Dallas Urban Design Peer Review Panel
Stakeholder Role

• Attends meetings regularly
• Share knowledge of downtown with the D2 Subway Team to help ensure the project benefits transit users and the downtown community
• Disseminate project information to your organization/group
• Identify key issues for the SDEIS
  – Documentation of your comments is important in the EIS process
• Review and comment on engineering and urban design progress
• Participate in Focus Area meetings
• Collaborate to develop solutions for key issues
Stakeholder Involvement

• The Stakeholder Committee will meet every 3-4 months to review progress
• Most detailed coordination will occur at Focus Area meetings and one-on-one meetings
  – Alignment/design
  – Stations and access points
  – Urban design plans
  – EIS topics (impacts & benefits)
Focus Areas
Small Group Workshops

Some Focus Areas may be combined
Focus Area 4 Example
Metro Center Station

- Pedestrian access portal locations
- Urban design
- Connectivity with nearby uses, transit facilities, pedestrian tunnel system
- EIS Issues - Safety/security, historic resources, real estate
- Construction approach, traffic and access
- Other Issues/Opportunities?
What we need from you today
Focus Area Interest Handout

• Sign up for a Focus Area committee(s) if desired
• What are the key topics you want to cover at meetings?
• Is there someone that isn’t here today that you’d recommend we contact to participate on Stakeholder or Focus Area committee?

Turn in today so we can prepare for first round of Focus Area meetings
Urban Design Considerations

- Based on input, the team will develop a comprehensive urban design approach that includes:
  - Step 1: Urban design guiding principles
  - Step 2: Evaluation factors
  - Step 3: Conceptual urban design plans

- City of Dallas Urban Transit Design Guidelines are starting point
Dallas guidelines outline four principles:

- Creation of pedestrian friendly stations that are accessible, safe, encourage transit ridership and contribute to the public realm through street-level activation and high quality materials and detailing
- Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping
- Integration of streetscapes that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.
- Enhancement of economic development potential along transit corridors and transit-oriented development around station
Urban Design Considerations
Guidelines Example

Train Portals

- Consider locating stations adjacent to entrance to train portal. Additionally, consider placing portal in center of road/ boulevard.
- Shield entrance to tunnel with decorative, yet protective fencing and roof cover as well as buffering with landscaping.
- Consider making excess land adjacent to tunnel portal a harmoniously designed open space, plaza, or activated, developed parcel.
- Encourage air rights development over portals.
- Provide aesthetically appealing safety measures to prevent access into tunnel by pedestrians and vehicles.
Urban Design Considerations

- **Step 1**: Urban design guiding principles – to establish overall urban design direction to successfully integrate D2 Subway into downtown
  - What are your priorities?
  - What are key opportunities?
  - What are key concerns?
Next Steps
What’s Next

• DART will host a range of meetings over next 3 months to begin to identify issues, opportunities and discuss solutions, options
• Will report back to Stakeholder Committee this Fall
How to Stay Involved

- Visit www.DART.org/D2
- Email D2@DART.org
- Attend meetings regularly
- Sign up for project alerts at www.DART.org/D2
- Request a briefing or meeting with your organization
- Mail the Project Manager
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Thursday, June 21, 2018, 4pm - 5:30pm, Westin Hotel - Pecan Ballroom
DART - 2D Subway Stakeholder Meeting
| Name (Please Print Clearly) | Association | Address | Name | Email | Phone | Date 

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| Chris Callejas | 1300 N. Oklahoma | 4/19/2023 | 1211 S. Warren | chris@ameli.com | 840-590-9523 |
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Thursday, June 21, 2018 - 4pm - 6:30pm Westin Hotel - Pecan Ballroom
DART - 22 Subway Stakeholder Meeting
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4pm - 5:30pm Westin Hotel - Pecan Ballroom

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<td><a href="mailto:Stephanie.Eber@cattleman.com">Stephanie.Eber@cattleman.com</a></td>
<td>Relocation Coordinator</td>
<td>330 Olive St, Suite 210, 1200 McKinney Street, Dallas, TX 75247</td>
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<td>Steven L. Chen</td>
<td><a href="mailto:Steven.Chen@DART.org">Steven.Chen@DART.org</a></td>
<td>Director of Operations</td>
<td>330 Olive St, Suite 210, 1200 McKinney Street, Dallas, TX 75247</td>
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Thursday, June 21, 2018 4pm - 5:30pm Westin Hotel - Pecan Ballroom
DART - D2 Subway Stakeholder Meeting
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<tr>
<th>Name (Please Print Clearly)</th>
<th>DART Start or D2 Project Team Member</th>
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<tr>
<td>Frank Turner</td>
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<td>Kristie Lloyd</td>
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<td>Israel Crowe</td>
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<td>Vic Ira Bellucci</td>
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<td>Thomas Prince</td>
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<td>Harrington</td>
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<td>Joey Till</td>
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<td>Chris Mathes</td>
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Thursday, June 21, 2018, 4pm - 5:30 pm, Westin Hotel, Pecan Ballroom

DART - D2 Subway Stakeholder Meeting
June 7, 2018

Dear D2 Subway Stakeholder:

Dallas Area Rapid Transit (DART) is reinitiating project development efforts for the D2 Subway, which will add a second light rail transit (LRT) line through Downtown Dallas. In September 2017, the DART Board of Directors and the Dallas City Council approved the Commerce Alternative, which connects to the existing LRT system via DART-owned right-of-way through Victory in the west and along Swiss Avenue in the east. The enclosed newsletter provides an overview of the project, next steps, and schedule.

As a downtown stakeholder with interests or property near the alignment and/or stations, DART is requesting your participation on the Stakeholder Committee, and possibly also on area-specific Focus Area Committees. To learn more about the project and consider participating in the process, we invite you to attend our Stakeholder Committee Kick-off Meeting on Thursday, June 21 from 4:00 to 5:30 PM at the Westin Hotel (1201 Main St, Dallas, Texas 75202) in the Pecan Ballroom (32nd Floor). Discounted hotel parking (self-$10; valet-$15) is available, and it is accessed off Elm Street.

At the Kick-off Meeting we will discuss the following:
- Project development schedule and key milestones
- Alignment and station overview
- Key issues to consider during design and environmental review
- Public and agency involvement framework and the role of the Stakeholder Committee
- How you can sign up to be involved in Focus Groups

If you have questions, please contact Carlos Huerta, DART Community Engagement representative at 214.749.2721 or via email at chuerta@dart.org. You can view project information at www.DART.org/D2. Thank you for your interest in the D2 Subway project and we look forward to working with you.

Sincerely,

Stephen L. Salin, AICP
Vice President
Capital Planning

Enclosure

c: Timothy H. McKay, DART
   Chad Edwards, DART
   Kay Shelton, DART
   Ernie Martinez, DART
D2 SUBWAY ALIGNMENT APPROVED

In Fall 2016, DART initiated a Locally Preferred Alternative (LPA) refinement process to redefine the D2 project as a predominantly subway alignment based on direction from the DART Board of Directors and Dallas City Council. Working with technical staff and downtown Dallas stakeholders, a range of alternatives was developed and evaluated. In September 2017, two key actions took place to advance the D2 Subway as the Commerce alignment (see map next page):

- Dallas City Council approved a resolution on September 13, 2017 recommending the D2 Subway using the Commerce via Victory/Swiss alignment; and,
- DART Board of Directors approved the Commerce via Victory/Swiss alignment on September 26, 2017.

PROJECT HISTORY

Planning for D2 began in 2007 and has continued over time to respond to changing conditions and stakeholder input. The graphic below illustrates where we've been and where we are now.

DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.
**WHAT’S NEXT?**

Now that a refined LPA has been approved, DART is re-initiating the Project Development phase for the D2 Subway. Project Development is an approximately 18-24-month effort (see schedule on back page) that includes:

- Development of Preliminary Engineering (PE) plans to provide additional details on the alignment design, tunnel portal concepts, and station locations/access points.
- Preparation of an Environmental Impact Statement (EIS) to assess the potential impacts of the project and recommend mitigation.

The EIS serves as a decision-making document and informs the public of potential environmental, social, and economic impacts of the project compared to a "no-build" option. Key issues that will be important for this project include noise, vibration, accessibility, safety/security, socio-economic effects, real estate acquisitions, visual/aesthetic resources, historic resources, parks, and traffic (for street level sections of the project, as well as at Commerce and Metro Center Subway Stations, both of which are aligned beneath major arterials and may require open-cut construction to facilitate station development).

While much of the project will be underground and out of sight, there will still be several surface level features that will need to be designed to fit within the urban context of downtown Dallas. These urban design elements will be a focus for the next several years, beginning with concepts and preliminary designs in this phase of Project Development, and ending with detailed design including materials, finishes and colors during more in-depth design-build efforts, also called engineering.
GET INVOLVED!

Throughout Project Development, the public and stakeholders will have several opportunities to engage with DART and the D2 Subway Study Team to stay informed, ask questions, and provide comments including:

- SIGN UP FOR PROJECT UPDATES AT WWW.DART.ORG/D2 TO BE SURE YOU GET ALERTS FOR NEW INFORMATION OR UPCOMING MEETINGS
- VISIT WWW.DART.ORG/D2 TO STAY UP TO DATE
- EMAIL D2@DART.ORG WITH COMMENTS AND QUESTIONS
- ATTEND PROJECT MEETINGS
- REQUEST A PROJECT BRIEFING FOR YOUR GROUP OR ORGANIZATION BY CONTACTING DART COMMUNITY ENGAGEMENT REPRESENTATIVE CARLOS HUERTA AT 214-749-2721 OR CHUERTA@DART.ORG
- SEND COMMENTS TO: ERNIE MARTINEZ, D2 SUBWAY PROJECT MANAGER DART CAPITAL PLANNING P.O. BOX 660163 DALLAS, TX 75266

PROJECT SCHEDULE

The schedule below highlights key milestones over the next 18-24 months. After this phase of Project Development, the D2 Subway will enter the Engineering phase when a design-build team will advance the project into construction. Based on the Final EIS, a mitigation monitoring program will be in place to during design-build to ensure the commitments in the EIS are implemented. The FEIS/ROD is expected to be approved by early 2020.

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Note: Schedule is preliminary and subject to change.

ANTICIPATED KEY MILESTONE MEETINGS

1. KICKOFF MEETINGS
2. EXISTING CONDITIONS/ISSUE IDENTIFICATION/10% PE
3. IMPACT ASSESSMENT FINDINGS/MITIGATION OPTIONS/10-20% PE
4. PUBLIC HEARING FOR SDEIS

REVENUE SERVICE - END OF 2024
The goal of the D2 Subway Public and Agency Involvement Plan is to actively inform, educate, and involve the public, stakeholders, and affected agencies to support advancement of the D2 Subway project through the Preliminary Engineering/Environmental Impact Statement (PE/EIS) process, known as Project Development. Feedback will assist the project team in developing a project that is supported by the broad range of interests along the corridor as well as transit users. Committees and area-specific groups will be formed to create consensus-building opportunities for the areas that have the potential to be most affected by the project.

Figure 1 illustrates the overall framework for the plan, highlighting the proposed work groups and committees, agency coordination, and role of the DART Board of Directors. Ultimately, feedback will go to the DART Board to support decision-making throughout the process.

The **Policy & Management** group consists of the decision-making bodies (DART Board and Dallas City Council), and the lead Federal agency (Federal Transit Administration). DART staff will manage the project and make technical recommendations. These decision-making bodies will be briefed regularly on progress.

The **Public & Stakeholders** group will be advisory and focus on issue identification to inform the environmental review and engineering/urban design process. This group will be involved through one-on-one meetings, focus area committees (see Page 2), public meetings, and briefings.

The **Technical** group will consist of professionals from a range of disciplines that will help to resolve issues related to engineering and design. This will include topics such as utilities, historic buildings, tunnel design, urban design, pedestrian access to stations, traffic considerations and more.
D2 SUBWAY FOCUS AREA COMMITTEES

One of the primary methods to obtain feedback and support project development will be establishment of D2 Subway Focus Area Committees. Participants will sign-up based on their interests in the specific area (property owner, major employer, residential association representative, transit user representative, etc.).

Seven areas (see Figure 2) have been defined as focus areas. Some of these may be combined if appropriate. This approach will allow a smaller group of stakeholders to focus in on key design/access issues related to a specific station area or segment of the project, as well as discuss issues related to temporary construction needs and overall long-term vision of integrating the D2 Subway into downtown.

FIGURE 2: D2 SUBWAY FOCUS AREAS

For more information visit www.DART.org/D2 or email D2@DART.org
D2 Subway Stakeholder Kick-Off Meeting June 2018
Focus Area Interest

Name_________________________________ Organization_________________________________

Please check (√) the focus area committee(s) on which you’d like to participate.

1. What are the key topics you want to cover at these meetings?

_________________________________________________________________________________
_________________________________________________________________________________
_________________________________________________________________________________

2. Do you know of anyone else who may be interested in the project or a focus area?

_________________________________________________________________________________
_________________________________________________________________________________

3. Do you have a meeting space in this focus area to accommodate a workshop?

_________________________________________________________________________________
MOBILITY / TRANSIT

PEDS TriAN
CONNECtIONS

0. RIDERSHIP #’S
0. TIMING ON FUNDING & ACQUISITIONS

0. ALIGNMENT OF STATION & TRACKS
0. TRAFFIC FLOW
0. WALKABILITY & PED CONNECTIONS