In 2007, DART initiated a study to identify transit improvements in downtown Dallas, focused on identifying the location for a second light rail alignment. Given strong growth in Dallas and the region, a second line through downtown is critical to ensuring that DART can continue to provide reliable and frequent service to and through the Dallas Central Business District (CBD) well into the future. In 2009-2010, the recession resulted in deferral of an alignment selection and moved the project schedule to a later date. However, a new Federal Transit Administration (FTA) grant program called Core Capacity, and improved local financial conditions led DART to reinitiate the effort, culminating with the selection of a Locally Preferred Alternative (LPA) in September 2015 by both the DART Board of Directors and the Dallas City Council (see LPA map). In December 2015, DART held a series of meetings to kick-off the two-year Project Development phase of the Dallas CBD Second Light Rail Alignment (D2) project. The purpose of the first round of outreach was to discuss the LPA, design options being considered along the eastern section of the alignment, and most importantly, to begin to gather input relative to the key issues and concerns that DART would need to consider during the Project Development phase.

WHAT IS PROJECT DEVELOPMENT?
Project Development is the first step in the Federal Transit Administration (FTA) process to advance a project through their capital investment grant program. DART is seeking a $325M grant, and is working with FTA to complete this phase within 2 years in order to better define the project and advance it into more detailed engineering and design. Project Development approval was provided by FTA on November 5, 2015 and includes two key activities: 1) preliminary engineering (PE) to define the project sufficient to understand benefits, impacts and costs; and 2) preparation of an environmental impact statement (EIS) to document potential impacts and outline mitigation commitments to the community.
Preliminary Engineering (PE) Activities

The D2 Team has been conducting numerous field activities and research to collect data that will support the development and refinement of the D2 alignment. An overview of these activities and how they will be used in the effort is provided below:

Geotechnical. This effort consists of soil borings at locations along the alignment with lab analyses of samples to understand the subsurface conditions including depth and type of soil layers and characteristics. This is especially important for areas where the alignment will be below surface.

Survey. Two types of surveys have been done: Light Detection and Ranging (LIDAR) and some traditional survey. The LIDAR survey uses lasers to map objects, and is a non-intrusive way to obtain an accurate survey of physical conditions along the alignment. This was supplemented by traditional surveying by a field crew. The survey work will support design activities by helping to ensure greater accuracy in the design drawings and allow future stages of the project to be performed in a more efficient manner.

Utilities. The downtown area has an extensive network of utilities. The team is researching utility and drainage facilities to identify potential utility conflicts and develop resolutions for relocation or consolidation.

Supplemental Draft Environmental Impact Statement (SDEIS) Activities

Supplemental Draft Environmental Impact Statement (SDEIS) Activities

The D2 Team has also been conducting field work and research relative to the existing environment and the downtown community. This information is used to establish an understanding of the existing land use and resources, and will help to inform the design effort and provide the basis for assessing the potential impacts of D2 and necessary mitigation to minimize unavoidable impacts. Highlights of recent activities include:

Noise & Vibration. Approximately 540 noise measurements were taken at nine representative locations downtown to update existing ambient conditions. These measurements allow the team to assess potential impacts of the project based on the design (proximity to sensitive uses) and operating plan and vehicle specifications (frequency and noise generated by operations). The potential for vibration impacts on adjacent sensitive uses will also be assessed. This work is being done in accordance with the FTA Transit Noise and Vibration Impact Assessment guidance.

Historic Resources. A team of architectural historians has completed field work and research to identify known and potential historic resources within the Area of Potential Effect (APE). The Texas Historic Commission (THC) confirmed an APE of 300 feet on either side of the alignment, and asked DART to evaluate buildings 45-years or older from the anticipated revenue date of 2021 (1976 or prior). Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act will guide the impact assessment.

Traffic & Transportation. Working with the City of Dallas and their traffic analysis model, the D2 team is taking traffic counts at key intersections in order to analyze the effects of adding light rail operations on roadway capacity and intersection operations. In addition to traffic analyses, this EIS category also assesses potential changes or impacts to parking, building/driveway access, bicycle/pedestrian movements, and transit ridership.

The above is a sample of some of the categories currently being assessed in the SDEIS. It is important to remember that the development of engineering plans and the SDEIS are coordinated and are proceeding concurrently. This allows the design to be refined to minimize potential impacts.
DART has established a Public and Agency Involvement Program that outlines key milestones, outreach methods and comment tracking procedures. Since December 2015, DART has had nearly 50 meetings with the DART Board of Directors, Stakeholder Work Group (SWG), FTA, individual property owners, utility companies, City of Dallas staff, and interested organizations. These meetings, some of which have been on-site tours to understand issues first-hand, have been critical to the D2 Team in terms of gathering input and information. In addition to the meetings, the D2 Team has established a “comment tracker” to summarize written comments submitted regarding the project. This allows the team to document the comment and assign the issue(s) to a specific team member so that the issue is taken into consideration as part of design or as part of the Supplemental Draft EIS document.

SOME OF THE KEY ISSUES THAT WILL BE CONSIDERED AS THE PROJECT MOVES FORWARD ARE:

- **Tunnel Construction Method and Its Impact to Utilities and Surrounding Properties**
- **Interaction of Light Rail At-Grade with Cars and Pedestrians**
- **Access to Adjacent Properties Once Light Rail Is in Place**
- **Assessment of Noise and Vibration Impacts Based on More Detailed Design**
- **Assessment of Potential Impacts to Historic Resources and Determination of Effects**
- **Assessment of Potential Visual/Aesthetic Issues and Use of Urban Design Elements**

**JUNE PUBLIC MEETING INFORMATION**

The next round of public meetings is on **June 15, 2016**. Key objectives for this milestone are to:

- **Review Existing Conditions Information**
  Maps and other visual aids will be available with new information to establish the baseline for the analysis of potential impacts.

- **Discuss the Approach for Conducting Impact Analysis**
  This is for various environmental categories such as noise/vibration, historic resources, traffic, visual and more.

- **Review Design Progress and Concepts**
  Alignment maps and cross sections at key locations along the alignment will be available for review.
PUBLIC MEETING INFORMATION

Please attend one of these meetings to review the latest information on D2. The same information will be presented at each meeting.

**D2 Progress Meetings**
Wednesday June 15, 2016
12:00pm - 1:30pm | Scottish Rite Temple, 500 S Harwood St, Dallas, TX
6:30pm - 8:00pm | Scottish Rite Temple, 500 S Harwood St, Dallas, TX

In addition to Public Meetings, DART is holding regular meetings with a Stakeholder Work Group. This group consists of agency and city staff, property owners, and developers, as well as others with a specific interest in the project.

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

PROJECT SCHEDULE & EASTERN ALIGNMENT DECISION TIMEFRAME

DART will continue to advance preliminary engineering and the impact analyses for the SDEIS over the next several months. Another round of public meetings will be held in late 2016 to review design progress and the results of the impact analysis and proposed mitigation. By this point, the D2 team will have sufficient engineering and environmental information to make a staff level recommendation to either confirm the Jackson Street LPA alignment or recommend the Wood or Young Street design option. A comparison of the LPA and design options will be documented in the Supplemental Draft EIS document to support the recommendation. Pending public review and comment, the DART Board of Directors and Dallas City Council will make a final determination on the alignment concluding Preliminary Engineering.

Once a final recommendation is made, the project would proceed into the next phase of FTA development called “Engineering”. This phase entails much more detailed engineering plans sufficient to support future construction. Mitigation monitoring would occur throughout this effort to ensure the commitments in the EIS are implemented.