David:
Good evening, my name is David. I will be your moderator tonight. Thank you for joining our live call-in public hearing. As public safety and health continue to be the top priority in these unprecedented times, DART, on behalf of the Federal Transit Administration is hosting this call-in public hearing to provide the public the opportunity to formally comment on the Supplemental Draft Environmental Impact Statement for the D2 Subway project. We hope you've had a chance to visit the project webpage at www.dart.org/d2 to view project related information, the Supplemental Draft Environmental Impact Statement and the pre-hearing informational presentation.

David:
Tonight, we'll be taking as many comments from participants as we possibly can live at this event until 7:30 PM. If you have a comment, you can press *3 on your phone keypad. Again, if you have a comment, please press *3 on your phone keypad. At any time, you'll be placed in line to make your comment. Our screeners will take down your first and last name. The next time you hear your name, you will be live on the call and you will be able to make your comment. The comments from these hearings will be recorded and transcribed. Please note that our panelists will not be answering questions this evening. We will begin this hearing by introducing Carlos Huerta with DART Community Affairs to provide instructions and guidelines on how to comment this evening, as well as introduce the project team that is on the call this evening listening to comments. Carlos, good evening.

Carlos Huerta:
Thank you David, good evening. Good evening everybody, thank you for attending the D2 Subway public hearing. My name is Carlos Huerta, and I would be the hearing officer for today. We also have DART Capital Planning staff on the call to listen, including Steve Salin, Kay Shelton and Ernie Martinez. They will be serving as our co-moderator today. Kay would you like to introduce yourself?

Kay Shelton:
Sure. Thank you, Carlos. Hello everyone. I'm Kay Shelton, Assistant Vice President with DART Capital Planning and we look forward to hearing your comments today. As we go through the hearing, you might hear a few of us chime in with a few project highlights, as we wait for callers to join the call and make their comments. Remember, as David mentioned, you can find a lot more information on our website at dart.org/d2. Thanks again for your interest in the project and taking the time to join us and I'll turn it back over to Carlos to start the hearing.

Carlos Huerta:
Thanks Kay. As David mentioned earlier, DART is conducting this public hearing to receive comments on the D2 Subway Supplemental Draft Environmental Impact Statement. We are currently in the 45 day public review period for the project, which started May 15th and runs until June 29th, 2020. Comments can be submitted in writing until June 29th or verbally at this hearing.

Carlos Huerta:

Los participantes en las audiencias tendrán la oportunidad de comentar en español. Por favor marque el número * seis para hablar. Una persona le preguntará su nombre y lo agregará a la lista de participantes. Por favor sea paciente hasta que llamemos su nombre. Tendrá tres minutos para hacer su comentario. Tendremos su comentario traducido para el registro. Muchas gracias.

Carlos Huerta:

During the public hearing you must follow some guidelines. If you've preregistered on the DART website, you still need to press *3 to get into the speak queue, to comment. If we have you on our preregistration list and we'll make an effort to call on you first. Additional speakers will be called on in order they press *3 so as to enter speak queue. Those who do not wish to speak, please stay on the line to listen or submit written comments. All comments will be included in the official public record.

Carlos Huerta:

There will be a time limit of three minutes per speaker. I will remind you when you have 30 seconds left in your turn. Speakers must address the topics of the hearing, other subjects would not be allowed in this hearing. Questions, interchanges and discussions are not permitted in the hearing. Today's hearing comments as well as those received in writing will be classified and recorded into appropriate subject areas. All comments will be reviewed and subsequent comments will receive responses and be documented in the Final Environmental Impact Statement and record of decision, anticipated to be issued by the Federal Transit Administration later this year.

Carlos Huerta:

This hearing is being recorded and transcribed, so all comments received are a matter of public record. It is now 6:34 PM, Thursday, June 11th, 2020. According to the requirements set forth in DART enabling legislation, this public hearing on the D2 Subway Supplemental Draft Environmental Impact Statement is now open to receive comments and we'll turn it back over to David, to moderate the hearing and call on our first speaker, David.

David:

Thank you, Carlos would be taken tonight as many comments from the public as we possibly can, until the public hearing concludes at 7:30 PM. As a reminder, if anyone new has joined the call, if you have a comment, you can press *3 on your phone keypad at any time, and you'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:30 PM will be given the opportunity to provide their comments verbally to our project team members. Our screeners will take down your name, where are you calling from or who you represent. The next time you hear your name, you will be live on the call, you'll be able to make your comment.
David:
As Carlos stated, to hear as many as possible and provide equal opportunity, each speaker will be allotted a maximum of three minutes. So if you have a question and you'd like to get into queue again, we encourage you to press *3 at this time. We have our first caller on the line or making a comment. I believe we have Mr. Michael Morris, Mr. Morris, you're live on the call. Please spell your first and last name for the record, state your address or organization and you may begin your comment.

Michael Morris:
Thank you very much for the opportunity. Michael, M-I-C-H-A-E-L Morris, M-O-R-R-I-S, Director of Transportation at the North Central Texas Council Governments. The D2 alignment is in the federally required mobility 2045 and in the federally required air quality conformity plans. We gave testimony earlier today indicating our support for the project. If it is environmentally approved, we would like to work with DART to expedite its construction in a post COVID-19 world; getting construction of infrastructure is critical to maintain the economy that we have.

I'd like to focus on one area. DART is assuming that traffic on I-345 will continue in the future as a grade separated facility. I believe that's a correct assumption that DART should assume. Otherwise in the environmental impact study you would need to have had either grade separated the light rail over thoroughfare streets or thoroughfare streets would have to be grade separated over the light rail system. So, I'd like to see DART emphasize that DART needs either I-345 in its current location up in the air or I-345 in a depressed location - either way grade separated so that traffic doesn't come across its at-grade rail line.

Therefore, I think it's critical for DART to continue to work with TxDOT, our office, and see if we can get D2 at-grade at I-345 giving the flexibility of TxDOT being able to lower I-345 in the future, potentially building the D2 section at 345 now as a bridge structure permitting the skinnier, depressed, potentially fewer ramp, lowered I-345 under the existing D2. Thank you.

David:
Thank you for your comment. Wanted to encourage anyone else listening. At this juncture, if you do have a comment, you may press *3 on your keypad at any time to get into queue, to make your comments. We will take as many comments as we can during this live event. Again, please press *3 on your touch tone keypad at any time to get into queue, to make a comment. All comments will be recorded and transcribed for the record. Please note the DART project team members will not be answering questions during the hearing.

David:
Just reminder, if you'd like to get into queue to make your comment, please press *3 on your phone keypad at this time, while we wait for some additional public comments, it looks like we have another individual that's getting into line. Kay would you like to start with a review of any projects or we would like to wait for this person to get screened? I'm going to turn it back over to you Kay, at this juncture.

Kay Shelton:
Let's go ahead and wait for this person to get screened and I'll just give a reminder to everybody that we are accepting comments through June 29th, 2020 and so if you're not participating in one of the hearings that we're having, you can still submit your comments via email to D2@DART.org. All that information is on our website. You can mail them to Ernie Martinez at DART Capital Planning. He's at PO Box 660163, Dallas, Texas 75266 and then for anyone that's out on our system using our buses and trains, we also have postage paid brochures and comment cards on our vehicles that can be used to comment and just sent to Carlos at the DART offices.

Kay Shelton:
Again, all comments are considered equal and we look forward to getting comments by June 29th. So I think we have someone that's ready. So if we want to go back to a speaker, we can do some project highlights later.

David:
That sounds good Kay. At this point in time we do have a commenter Madan Goyal. Will you please spell your first and last name for the record, state your address or organization and you may begin your comment.

Madan Goyal:
First name M-A-D-A-N, last name G-O-Y-A-L. I'm not speaking for any organization, but I'm member of the DART Citizen Advisory Committee. Over the years we've seeing many presentations about the D2 alignment there in our committee meetings and I individually and personally feel that this needs all the support we can provide and I'm very much support of this D2 alignment and the D2 project. As soon as we can get the environmental issues report done, the better it is so we can get started on it. Thank you for the opportunity to participate in this hearing.

David:
We appreciate your comment. At this time, if anyone else is in our listening audience right now, again, it's a very simple process, you can just hit *3 on your touch tone keypad. One of our team members will take down your name and next time you hear your name, you'll be live on the call and you'll have a chance to make your comment public for the record. Kay, if you would while we wait for additional audience members to virtually step up to the podium to make their comment, I'll hand the floor back over to you.

Kay Shelton:
Thank you, David. We do have a few project highlights to review while we wait for the speakers to get into the queue. The first one that we want to talk about is just the overall purpose and need for the project and so I'm going to turn it over to Ernie Martinez and he'll talk a little bit about purpose and need for D2.

Ernie Martinez:
Thanks Kay. Although the D2 Subway project is in downtown Dallas, it is an important project for the entire DFW region. The region is experiencing high growth and increasing traffic congestion. The regional population, for example, is projected to grow from over 7 million today to over 11 million by the year 2045, that's a 55% increase. Jobs are projected to grow by the same percentage to more than 7 million. In a downtown Dallas study area population and jobs...
are forecast to double. Strong growth along with plans for regional transit expansion, increases demand on our system and strains our capacity.

Ernie Martinez:

Right now, DART relies on the existing at-grade Bryan Pacific Transit Mall for all four rail lines and we’re at capacity in terms of what we can operate them. This constrains the ability of both DART and the region to build additional rail projects or improve service levels on the existing light rail lines. Dependence on a single downtown transit mall also increases the risk for system-wide service disruption due to, for example, incidents on the rail on the mall, such as traffic accidents or emergencies on adjacent or in adjacent buildings.

Ernie Martinez:

So the purpose for the D2 Subway project would be to address the core capacity issues and increase operational flexibility, reliability and quality of passenger service through downtown and throughout the entire light rail system. The project would also enhance access to both established and growing markets in downtown. So in summary, we identified five specific transportation needs for the D2 Subway project to address, first being relieve the CBD light rail capacity constraint, two, accommodate growing demand, three, maintain a quality system and service, four, serve new downtown markets and five, enhance land use and redevelopment potential.

Kay Shelton:

Great. Thank you Ernie. So that's the purpose and need of D2 and a snapshot and Chapter 1 of the Supplemental Draft EIS goes into a lot more detail, if any of our listeners today are interested in reading a little bit more about that. I also want to point out too, that the EIS is a 300 page document and maybe not everyone wants to read all 300 pages, but we did do that informational presentation that David mentioned. It is on our website on the DART YouTube channel, and it's also being played on several of our service area cities, public access TV channels. So hopefully you can take a look at that. Right now we'll go ahead and turn it back over to David. See if there's anyone else on the line and talk a little bit about how you can get in the queue to speak.

David:

Thank you Kay. Wanted to remind everyone that there's a public hearing, and if you do have an inclination to make a public comment, you need to hit *3 on your touch tone keypad, you'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:30 PM this evening, will be given the opportunity to provide your comments verbally to our project team members. Our screeners will take down your name, where you're calling from or who you represent. Next time you hear your name, you'll be live on the call, you'll be able to make your comment. As Kay and Carlos has stated, we're going to try to hear as many comments as possible tonight, and we're going to provide equal opportunity. Each speaker will be allotted a maximum of three minutes.

David:

So at this juncture, we are waiting for audience members to step up to the virtual podium. If you have joined us late in this call, my name is David. I'm being the moderator tonight. We welcome you to this event and we thank you for joining our live call-in public hearing. As public safety and health continue to be the top priority in these unprecedented times, DART on behalf of the
Federal Transit Administration is hosting this call-in public hearing, to provide the public the opportunity to formally comment on the Supplemental Draft Environmental Impact Statement for the D2 Subway project.

David:
We hope you had a chance, as Kay mentioned to visit the webpage at www.dart.org/d2, there you can view project related information. The Supplemental Draft Environmental Impact Statement also lives there and the prehearing informational presentation. As we mentioned, we'll be taking as many comments from participants tonight as we possibly can, until 7:30 PM. If you have a comment, simply press *3 on your phone keypad, you'll be placed in line to make your comment. Our team members and screeners will take down your first and last name and the next time you hear your name, you will be live on the call and you'll be able to make your comment.

David:
Please note the comments from these hearings will be recorded and transcribed, also our panelists, will not be answering questions this evening. At this time, while we wait for any other public comments, Kay I might kick it back to you and let you talk about some of the other related information around the DART D2 project, Kay.

Kay Shelton:
We will go to our next topic, which is the FTA capital investment grant program and the core capacity grant that we're seeking and Steve Salin is on the line, he's our Vice President of Capital Planning, and I'd like him to go ahead and give you a little background on this. Steve I'll turn it over to you.

Steve Salin:
Great, thanks and welcome to all of you listening. As Kay mentioned, the project highlight that I'm about to go over is all about the Federal grant that we are pursuing. DART is advancing the D2 Subway project as a core capacity project under the Federal Transit Administration Capital Investment Grant program. Ernie a minute ago, talked to you a little bit about the capacity issues. Projects have to qualify this program by demonstrating that a corridor will be at or near capacity, meaning crowded within the next five years.

Projects also have to show that they will improve the capacity by at least 10%. Although the current COVID-19 situation is temporarily affecting our ridership, some of DART's light rail trains are typically at, or over capacity on certain trips in the peak period, because we only have one transit way mall through Downtown, DART is at capacity and can't add more trains through Downtown without effecting schedule reliability.

What D2 allows is for us to shift the green and orange lines over to the new corridor, which frees up room to add more service on the mall. Overall, this core capacity investment will sustain the DART system well into the future and allow transit service to grow along with the regional demands. The federal process we were following has two key steps, project development, which is what we're in right now, as we complete both preliminary engineering and our environmental document.
Steve Salin:
The second step is engineering. As part of the FTA process, the D2 Subway has been rated previously as a medium high project, and we plan to submit information again later this summer to FTA, to prepare for entry into engineering which is that next phase. During the engineering step, DART would like to do final design and construct the project based on our schedule and we'll talk a little bit about that in a few minutes.

Kay Shelton:
Great. Thank you, Steve. Let's turn it over back over to David and Carlos and review some of our guidelines for the hearing and see if we have anyone else in the queue.

David:
Thank you Kay. Earlier this evening, I had to introduce Carlos Huerta with the DART Community Affairs. Carlos for those who have join us late in the audience, if you would please go ahead and give us an overview on instructions and guidelines on how to comment this evening as well as in Spanish too, for any of our audience that is Spanish speaking, Carlos.

Carlos Huerta:
Yes. Thanks David. Yes, we do have a different process for those Spanish speaking participants. So I'll go to that first.

Carlos Huerta:
Los participantes en las audiencias tendrán la oportunidad de comentar en español. Por favor marque el número * seis para hablar. Una persona le preguntará su nombre y lo agregará a la lista de participantes. Por favor sea paciente hasta que llamemos su nombre. Tendrá tres minutos para hacer su comentario. Tendremos su comentario traducido para el registro. Muchas gracias.

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Carlos Huerta:
Questions, interchanges and discussions, they're not permitted in the hearing. Today's hearing comments, as well as those received in writing will be classified and recorded into appropriate subject areas. All comments will be reviewed and subsequent comments would receive responses and documented in the Final Environmental Impact Statement and there could have decision anticipated to be issued by the Federal Transit Administration later this year. As a reminder, this hearing is being recorded and transcribed, so all comments received are a matter of public record, David.

David:
Thank you Carlos. As we mentioned, we’re going to be taking as many comments from the public. If you’re on the line, please want to comment just you can hit *3 and you’ll be put into queue and placed in line to speak with a member of our staff. We’ll be taking public comments until 7:30 PM this evening. At this juncture too, just know that once you hit *3, you will be put into queue for our screeners and they’ll take down your first name and last name, where you’re calling from and who you represent. The next time you hear your name, you’ll be live on the call, you’ll be able to make your comment.

David:

As Carlos stated, to hear as many as possible tonight and to provide equal opportunity, each speaker will be allotted maximum of three minutes. Kay, at this time we’re still waiting for additional audience members, if they’d like to make the comment, to step forward and hit *3. So it might be a good time to potentially talk a little bit more about some additional projects surrounding the D2, if you would.

Kay Shelton:

Yes, I will. Actually our next project highlight is about project schedule. We’ve talked a little bit about the purpose of the project and the Federal Grant program and I’ll talk a little bit about where we’re going next. So as Steve mentioned, we are preparing to get into the next step of the grant program called engineering and key to that is our schedule and our project delivery method moving forward. Many of you know that DART has a Financial Plan that looks 20 years ahead to help our agency prioritize services and projects. The current DART 20 year Financial Plan has D2 with an opening day around 2024, 2025 right now. So that’s schedule means that we need to keep moving full speed ahead on the project. Since March though, when COVID-19 hit our region, we have seen drops in ridership due to stay-at-home orders and the economy has slowed down.

Kay Shelton:

That does affect sales tax and in turn our revenue. So many of you have seen that we’ve made changes in the services, and that also could mean potential changes to the D2 project schedule. Over this spring and summer the DART Board of Directors is discussing next year’s budget and looking ahead at our 20 year Financial Plan under these new conditions. The good news is, is that our Financial Plan has a smaller Federal Grant assumption of only about 20 to 25% of the project costs, compared to about a 50% grant which is what we are pursuing. One of the changes to our Financial Plan that’s being discussed is a larger grant amount, and that will take some pressure off of the local funds needed.

Kay Shelton:

Even with this larger grant assumption, there still may be some changes to the opening date. It could be a year or two, or it could be more, we are continuing to monitor that situation and our Board of Directors are scheduled to approve a new Financial Plan this September. We did add a new category on our project webpage called Project Schedule, so we will continue to post updates there, or you can continue to monitor our board meetings over the next several months. That’s where we are on schedule and I’ll turn it back over to David, if you want to just see if there’s anyone new that’s joined us. If not, we can come back and talk a little bit more about the project.

David:
Sure. Thank you Kay. For anyone who's joined us later in this call we'll be taking as many comments as we can tonight from the public, from our audience that's on the call tonight and we're going to be open until 7:30 PM this evening. As reminder, if you've just joined the call and you do have a comment, again, it's very simple, just press *3 on your phone keypad at any time, you'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:30 PM will be given the opportunity to provide their comments verbally to our project team members.

David:
Our screeners will take down your name, where you're calling from or who you represent. The next time you hear your name, you'll be live on the call, and you'll be able to make your comment. As Carlos and Kay have stated to hear as many as possible tonight and provide equal opportunity, each speaker will be allotted a maximum of three minutes. We're still waiting for additional comments. Kay, do you want to talk a little bit about how the audience might be able to implement on other avenues and other ways to get their public comments into the record?

Kay Shelton:
Sure, and it might be that we have people on the call tonight that haven't had a chance to look through all the information. So again, you have until June 29th, near the end of this month to get your comments in. I would encourage you to look at the Supplemental Draft EIS and watch the informational presentation and if you don't get a chance to comment tonight, you can email D2@DART.org. Again, you can mail your written comments to Ernie Martinez, our project manager, and all of his address information is on our website. Then we also have those postage paid comment cards, if you happen to be riding a bus or a train, and you can mail those into DART postage paid free of cost.

Kay Shelton:
Again, all of our comment methods are considered equal and we will document the substantive comments and respond to those in our Final Environmental Impact Statement and record of decision later this year.

David:
Thank you Kay.

Kay Shelton:
If we want, we can go ahead and talk a little bit about project history.

David:
I think that's a good time for that now. As we wait for the audience, if anyone needs to hit *3, but let's turn it over to the project history.

Kay Shelton:
While we're waiting for more people to join in, I'll turn it over to Ernie Martinez. He's been involved in the project from the beginning. So Ernie take it away. Give us a snapshot of a DART project history, D2 project history, that is
Ernie Martinez:
Sure Kay. There is some history with the project. In fact, we had some callers earlier today who have been involved in part of the history and part of the earlier planning. For example, planning started on the D2 Subway project in 2007 when we initiated an alternatives analysis and Draft Environmental Impact Statement. Through that process, we reviewed in the number of 16 alternatives and screened those down to four final alternatives.

Ernie Martinez:
FTA and DART published a Draft EIS in March of 2010, however, as many of you may remember the 2008, 2009 recession led to a new schedule, new project schedule. At same time, Dallas was starting to discuss modern streetcar, high speed rail to Houston was a possibility and Dallas was also preparing a new Downtown plan that they refer to as the Dallas 360 plan. Now, all of these factors and change conditions led DART to consider some additional alternatives in the 2012 to 2015 timeframe. As a result of that effort, both DART Board and the Dallas City Council approved a Locally Preferred Alternative or LPA in 2015. This alignment was along the Lamar and Young Street corridor and was mostly in at-grade alignment along Young Street. Now, as we went through the public involvement process for that initial alignment, there was concern from many stakeholders about the upgrade alignment segment or segment through the Young Street corridor.

Based on those concerns, the Dallas City Council approved a resolution in the summer of 2016 supporting the development of a mostly subway project. Now, based on that action, DART conducted a nearly one year effort to refine the project as a subway. Now, we had both stakeholder and technical work group evaluate several different alternatives as part of that effort and ultimately there was broad consensus on the Victory Commerce alignments. In September of 2017, both those bodies, the DART Board and the Dallas City Council approves that corridor as the new subway LPA. Now, since that time we've completed 20% preliminary design and as we've discussed, prepared the Supplemental Draft Environmental Impact Statement, which is the subject of this hearing.

Kay Shelton:
Great. Thank you, Ernie. That's a several years of history in a few paragraphs, describe to you for the project. So let's go back to David and just see if there's anyone new and explain again how to get into the queue and then we can come back and talk about more project highlights.

David:
That sounds good, Kay. For those of you joining our call-in late this evening, we appreciate you joining the call. This is a live call-in public hearing. Again, public safety and health continues to be the top priority in these unprecedented times and DART on behalf of the Federal Transit Administration is hosting this call-in public hearing to provide the public the opportunity to formally comment on the Supplemental Draft Environmental Impact Statement for the D2 Subway project. We hope everyone in the audience that's listening tonight's had a chance to visit the project webpage that's located at www.dart.org/d2. There you can view project related information, also the Supplemental Draft Environmental Impact Statement is there, on top of a prehearing informational presentation. We'll be taking as many comments as we can from our participants tonight until this event up until 7:30 PM.
David:

If you do have a comment, very simple, just press *3 on your phone keypad, at any time you'll be placed in line to make your comment. Our screeners will take down your first and last name. Next time you hear your name, you'll be live on the call and you'll be able to make your comment. The comments from these hearings will be recorded and transcribed. Please note, our panelists will not be answering questions this evening. At this juncture we're still waiting for people to make additional public comments. Kay, if you want to go ahead and take it away and give us some additional information.

Kay Shelton:

Sure will do. Let's talk a little bit about some of the categories in the Environmental Impact Statement, and we will start with cultural resources since the project is in Downtown Dallas, that's one of the key environmental topics of interest to stakeholders in the area. Steve, do you mind talking a little bit about cultural resources?

Steve Salin:

Sure, happy to. As Kay just mentioned because the projects Downtown cultural resources is a key element, so we have two primary Federal Regulations that DART and FTA follow, Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act. Both FTA and DART have consulted with the Texas Historical Commission from the beginning of the project, to establish what we call an APE or Area of Potential Effects. One of these first steps we took was to document the existing historic resources along the corridor, and also to find out if there were new resources that might be eligible for the National Register of Historic Places.

Steve Salin:

This past spring, once we reached about 20% design, we completed a determination of effects report. The Texas Historical Commission has finished their review in mid-May and we also provided this information to the City of Dallas, Historic Preservation Department and Preservation Dallas for their review. Based on the evaluation, two Section 106 adverse effects were identified, one is the St. James AME Temple due to the addition of the Live Oak Station in the median of Good Latimer expressway.

Steve Salin:

While no impacts to the building would occur, we need to acquire a small piece of property to shift the northbound lanes and sidewalk over and the station is also a new visual condition, there in front of the AME church. The second adverse effect would be to the former Magnolia Gasoline Station building, which is now a FedEx office located at 902 Ross. Due to the proposed demolition of that building for construction staging area, if possible, we would like to try to avoid any impact to the Magnolia Gasoline Station.

Steve Salin:

Adverse effects under Section 106, also constitute a Section 4(f) use that requires additional evaluation. That information is contained within the Supplemental Draft EIS. DART and FTA are coordinating with the Texas Historical Commission on a programmatic agreement, that outline how we would mitigate adverse effects as well as outline future design review and the consultation process. This is an important part where were the project elements built near historic resources.
Steve Salin:
We also have some new information that we were just informed about regarding the Dalpark Garage, which was now just been added to the Downtown Dallas historic district as a contributing resource that will be added to the final EIS and covered in the Programmatic Agreement. Dalpark Garage is being considered for a station entrance along Commerce.

Kay Shelton:
Great, thank you for that summary of resources along the D2 corridor. I know that that's a big interest for people in downtown and I'm sure we'll get some comments on some of the potential effects that the project will have. I'll turn it back over to David and Carlos real quick and see if we have anyone else that wants to come into the queue and I think Carlos might review the guidelines again, and then we can come back to some more highlights.

Carlos Huerta:
I wanted to go over the process for our Spanish speaking participants first, it's little bit different than other participants.

Carlos Huerta:
Los participantes en las audiencias tendrán la oportunidad de comentar en español. Por favor marque el número * seis para hablar. Una persona le preguntará su nombre y lo agregará a la lista de participantes. Por favor sea paciente hasta que llamemos su nombre. Tendrá tres minutos para hacer su comentario. Tendremos su comentario traducido para el registro. Muchas gracias.

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David:
Thank you, Carlos. Want to remind the audience it's now 7:10 PM. We will be taking as many comments as we can from the public tonight and the hearing will conclude at 7:30 PM. As a reminder, I know you've heard this before, but if you've joined us late, if anyone new is joined
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verbally to our project team members. Our screeners will take down your name, where you're
calling from or who you represent. Next time you hear your name, you will be live on the call,
you will be able to make your comment.

David:

As Carlos stated, we're going to try to hear as many as possible tonight. We are providing equal
opportunity, so each speaker will be allotted a maximum of three minutes. Kay as we wait for
potential people to join us late or anyone else in the audience that does want to make a
comment, do you want to give us another overview of some additional D2 Subway projects that
the audience could benefit from?

Kay Shelton:

Yes, sure will. I think we have someone that actually is entering the screen right now, so we'll
just get a quick overview while we wait for that person to get screened of noise and vibration
and Ernie, do you want to cover that summary for us quickly?

Ernie Martinez:

Okay. As with all of our capital projects, we conducted noise and vibration analysis for the D2
Subway project, three locations were identified with moderate noise impacts all of those in the
Victory Park area. These include moderate noise impacts to the first one was to 96 units of the
W residences, where there was an increase of 1.6 Decibels. There was a moderate noise
impact of 48 units at the Vista Apartments due to an increase of 1.3 Decibels and a 2.3 Decibel
increase to 32 units at the North End Apartments. All of these noise increases are under three
decibels, so they don't require mitigation under DART or federal guidelines. It is worthy to note
that in an urban area, typical mitigation like noise walls wouldn't be appropriate. We also did
some vibration propagation testing. There are no vibration impacts anticipated after the project
is built and in operations. Some vibration impacts would be associated with construction and
that's discussed in Chapter 5 of the EIS.

Ernie Martinez:

We'd make sure to work with downtown residences and the city to follow noise ordinances and
work to minimize impacts as much as possible. Lastly, sometimes noise impacts are identified
after the start of operations, especially, where there are curves in the track. Now, we actually
had a situation like that when we opened up the Green Line years ago near the Live Oak lofts.
There, there was some wheels squeal due to the curve near the Live Oak Street. In that case,
we added a track lubricator as a mitigation measure to reduce noise. One of our mitigation
measures would be to moderate noise when operation starts to see if there is a need for
measures like them.

Kay Shelton:

Great. Thank you, Ernie. Again, there is a Section in Chapter 4 specifically on noise and
vibration, if anyone is interested that's important because there's a lot of growing residences in
Downtown that we want to be good neighbors to. David, I'll hand it back to you because I think
we have a speaker ready to make a comment.
David:

Thank you Kay and thank you Ernie for the overview. This time we do have a public comment. I believe Mr. Allen Baskind is in queue to speak. Allen, if you would please spell your first and last name for the record, state your address or organization and you may begin your comments.

Allen Baskind:

My name is Allen, A-L-L-E-N, Baskind, B-A-S-K-I-N-D. I represent Pacifico Partners Ltd, P-A-C-I-F-I-C, Partners, P-A-R-T-N-E-R-S Ltd. 18610 Turnbridge Drive, Dallas, Texas 75252. My question is what will the environmental impact be of the tunneling in the Deep Ellum area between 345 and Good Latimer in terms of the soil that's being brought out from the tunneling and where the placement of the soil will be? What will be the effect on the current buildings that are standing there? I was told by Mr. Salin at one time, that all buildings would be leveled in order for the tunneling machine to be able to turn around, and also for the area where all the dirt earth that was brought up could be stored prior to being transported away. Thank you.

David:

Thank you Allen. Yes, and we appreciate your comments. Tonight we will not be answering any questions, but your comment will be part of the public record. At this juncture if anyone else's in on our audience is interested in making a public comment, please press *3 on your touch tone keypad. At any time you'll be placed in line to make your comment. Our screeners will take down your first and last name, next time you hear your name, you'll be live on the call, you will be able to make your comment. The comments from these hearings will be recorded and transcribed. Again, as I mentioned earlier, please note our panelists will not be answering questions this evening. I currently have 7:17 PM, we will be closing out the hearing at 7:30 PM as we wait for additional comments, I'm going to kick it back to Kay. Kay, you have the floor.

Kay Shelton:

All right, thank you David. I think the next topic we'll cover while we wait to see if anyone else wants to comment is a Parkland and there are a couple of different sections in the EIS that talks about these resources in Downtown. So for Parklands, there's two primary regulations that we follow Section 4(f) of the U.S. Department of Transportation Act and also Chapter 26 of the Texas Parks and Wildlife Code.

Kay Shelton:

There are a lot of parks downtown, but there's five parks along the alignment Belo Garden, Pegasus Plaza, Browder Street Mall, Main Street Garden and Carpenter Park. Some of these parks we will impact and some we won't. So if start at Belo Garden that is near Griffin and Commerce Street, at this location the D2 Subway is in a mind tunnel configuration, and we're about 60 to 65 feet below grade and we would be passing under the park. So the project would not affect the surface at all and there is no Section 4(f) impact.

Kay Shelton:

Even though we're underground, this is considered a Chapter 26 use, and we're working with the City of Dallas, Park and Recreation Department right now, to go through the Chapter 26 process to obtain a subsurface mass transit easement at that location. Pegasus Plaza would go through a similar Chapter 26 process for surface easements as well as subsurface easements. DART is actually proposing to use Pegasus Plaza temporarily for construction purposes, so we
can avoid significant cut and cover construction to Commerce Street itself. Then we would reestablish the park with an integrated head house or station access point actually on the Plaza.

Kay Shelton:
FTA has made a preliminary determination that there would be a Section 4(f) di minimis use. This determination is subject to public review through this environmental process, also requires approval by the City of Dallas. A Section 4(f) di minimis impact basically means that after taking into account avoidance, minimization, mitigation and enhancement measures, there would be no adverse effect to the park. There are three other parks that would not have any impacts, those other three that I mentioned. If you're interested specifically in how we're proposing to establish the head house on Pegasus Plaza and any of the other parks, we encourage you to look at Sections 4.5 and 4.17 of the Supplemental Draft Environmental Impact Statement and there's a lot more information there for you to read about it. David I'll turn it back over to you since we're getting close to the end and I'm certainly able to come back and go over another couple project highlights if needed.

David:

Thank you Kay, I appreciate that. Wanted to remind our audience if you've joined us late, we're trying to take as many comments from the public as we can this evening. We were going to be open for public comments but concluding at 7:30 in 10 minutes. As a reminder again, if you have just joined the call, if you do have a comment and you'd like to speak publicly, it's a very simple process, just press *3 on your phone keypad. At any time, you will be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:30 PM, will be given the opportunity to provide their comments verbally to our project team members. Our screeners will take down your name, where you're calling from or who you represent. The next time you hear your you'll be live on the call, you'll be able to make your comment.

David:

As we stated before, we're here to get as many comments as we can and we're going to provide equal opportunity and that means that each speaker will be allotted a maximum of three minutes. At this time Kay, I think as we continue to wait for anyone that does want to make a comment, again, they do not have to, they can just listen, but this is a good forum to make your public comment. If you want to go ahead and give us some additional information.

Kay Shelton:

Sure. I'm going to actually turn it over to Steve and unless we still have time, this might be our last project highlight of the evening. But I'm going to turn it over to him to talk a little bit about construction of the project and this is a topic of great interest to a lot of people about how it will be done, Steve.

Steve Salin:

Thanks Kay. As you can well imagine the D2 Subway project will be a major infrastructure investment downtown with a fair amount of disruption to the local area. The project includes at-grade construction, retain cut construction for the tunnel portals, cut and cover construction where streets will be rebuilt in subsurface mind construction. Subsurface construction may be done either by a Tunnel Boring Machine, also known as a TBM or a method called Sequential Excavation, that's SEM. The selected method will be based on the most cost effective and least disruptive approach. The different construction contractors will have different approaches based
on their expertise and specialties. So we've left the method for the tunneling open at this point in the process. DART will also use a variety of measures to mitigate or to minimize construction impacts based on best practices and specifications, as well as federal, state and local guidance or ordinances.

Steve Salin:

Because D2 will be such a large construction project, we dedicated a chapter to construction in the SDEIS which is Chapter 5. That chapter shows proposed construction staging areas, haul routes that may be used, and other information. We also show a few areas identified for construction staging one Woodall Rodgers Freeway, another near the West Transfer Center and the West Transfer Center itself. Pegasus Plaza including the construction associated with the Commerce Street station may have a potential muck house along Akard Street. This would be between Swiss – I’m sorry and one near Swiss and Good Latimer area to the East.

Steve Salin:

Most of the excavated material will be removed from the tunnel portal location, so that it would be easy to access the freeways. The proposed muck house along Akard Street would allow for truck traffic and equipment to be contained within a small building on the street to minimize noise, dust and light pollution impacts to nearby residents and hotels. The DART East Transfer Center north of the Live Oak Street is also identified and could potentially be used for construction staging. The areas that we need will largely be dependent on the construction method and the equipment needs, so the environmental document is clearing several locations to allow for flexibility in the approach.

Kay Shelton:

Oops, had to take myself off mute. Thank you, Steve. I appreciate that. I'll turn it back over to David, just to remind everyone, see if there's anyone else that wants to get in the queue. But I do have one more project highlight when you're done David, that we can come back to before we close out.

David:

Super. Thank you very much Kay. I want to remind our audience and if you've just joined us, we're going to be taking as many comments as we can tonight from the public. The hearing will conclude at 7:30 PM, that's in five minutes. As a reminder, again, if you just joined the call, if you do have a comment, you can simply press *3, that's *3 on your touch tone keypad. At any time, you'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:30, will be given the opportunity to provide your comments verbally to our project team members. The screeners will take down your name, where you're calling from and who you represent. Next time you hear your name, you'll be live on the call, you'll be able to make your comment.

David:

We're trying to try to hear as many as possible and tonight we are providing equal opportunity to each public commenter, so you'll be allotted a maximum of three minutes. Kay, I have four minutes left, so if you want to take a few minutes to give us a review. If someone joins a queue, again, we'll take your comment live up until 7:30, Kay.

Kay Shelton:
Great. Thank you. I'll do one more project highlight and we'll see who the lucky caller is, that's going to hit *3 and be last a commenter of the evening. I'll talk little bit about tunnel portal. We do have two portals and on the surface you know a tunnel portal might not seem that exciting. It's just a U-shaped structure that allows the trains to start going from grade level to below grade and we have one on the west side by Woodall Rogers Freeway and then one on the east side by I-345.

Kay Shelton:
Both portals offer some great opportunities though beyond their pure function of what they're serving for us. So the location at the West Portal by Woodall Rogers Freeway is currently a parking lot. However, the land owner there has plans to create a large mixed use development with office retail and residential uses and we're working very closely with them to ensure that we can preserve the space for our tunnel portal and the development can go up around or over it. It basically will help camouflage the tunnel portal in this area, so that it's not visible really to a lot of the people around it.

Kay Shelton:
The East Portal is a similar situation. It goes through a future development site and it may be a future phase of the Epic development on that side over by Deep Ellum. So we're working closely with that land owner as well to develop concepts that allow for both D2 and their plans to coexist. So we'll be continuing to work with both of these landowners as we advance the project and they both represent exciting opportunities at either end of the project.

Kay Shelton:
I think that's the last highlight we have for this evening. And I'll turn it back over to David. See if we do have one last person that wants to comment and we'll get ready to close the hearing.
Thank you.

David:
Thank you Kay. At this juncture, it looks like we're coming to the end of our live public hearing this evening. We want to thank everyone for taking the time to join us for this public hearing with DART on behalf of FTA. If you were not able to submit your comment this evening, you can send us an email at D2@DART.org. Again, that's D2@DART.org or comment in writing. More project information can be found on the project website at DART.org/d2. Comments can be submitted at any time between now and Monday, June 29th, 2020. We wanted to at this juncture, it's like a minute before 7:30. Again, thanks everyone for joining us. We wish you a good evening and stay safe.