



South Oak Cliff Blue Line Extension (SOC-3) Preliminary Engineering/Environmental Assessment

Public Involvement Plan

March 2012

Final

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Prepared by K Strategies Group



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1.0 INTRODUCTION

The purpose of this report is to document the proposed Public Involvement Plan (PIP) for the Preliminary Engineering/Environmental Assessment (PE/EA) phase of the South Oak Cliff Corridor Blue Line Extension (SOC-3) project. In order to ensure the continued participation of the affected stakeholders in the study area, a comprehensive public and agency involvement plan is essential. Implementation of this Public Involvement Plan will guide the coordination of public, agency, and stakeholder participation throughout the PE/EA effort. **Figure 1-1** illustrates the location of the proposed project. The PE/EA effort will advance the project to a 10% level of preliminary design, develop station site plans, and document the benefits, costs, impacts, and mitigation requirements of the project in a local Environmental Assessment document.

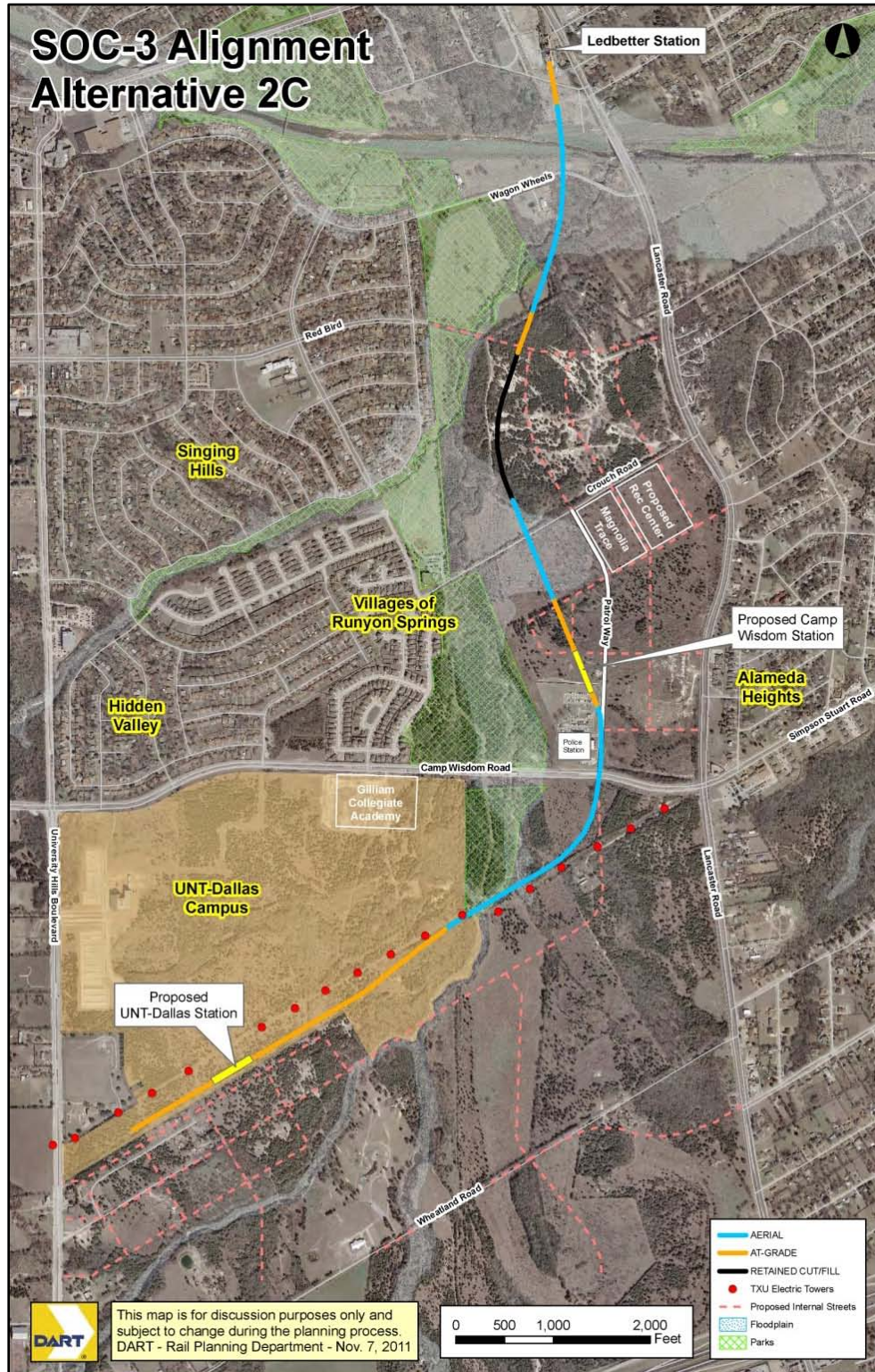
1.1 Project Overview and Background

The proposed project would link the existing DART Blue Line southern terminus, Ledbetter Station, with the University of North Texas (UNT) at Dallas campus. The project is the result of the recently completed Alternatives Analysis effort. On January 24, 2012, after extensive public and stakeholder involvement, the DART Board of Directors adopted Alternative 2C as the Locally Preferred Alternative (LPA) (Resolution No. 120006).

SOC-3 was initially conceptualized in the DART Service Plan as a Light Rail Transit (LRT) extension from Ledbetter Station to I-20 as part of the original 1991 South Oak Cliff Corridor project, which opened in 1996. When UNT Dallas efforts were initiated in the early 2000s, DART began working closely with the City of Dallas and UNT to preserve an alignment given that there is no existing railroad corridor. This effort is documented in the *South Oak Cliff LRT Alignment Preservation Report* (DART; October 2002), which recommends an LRT alignment for preservation. This alignment has been refined over time and is the basis for right-of-way preservation on the southern boundary of the UNT Dallas campus, as well as in a Planned Development (PD) north of Camp Wisdom Road. Following the 2002 publication, UNT developed a Campus Master Plan based on environmental stewardship principles that include reduced transportation impacts. This Master Plan was adopted by the UNT System Board of Regents in 2005. In addition, the City of Dallas has developed a UNT Area Plan to guide land use and economic development, and has developed a Thoroughfare Plan to guide the roadway network development surrounding the university and new development.

The DART Board of Directors approved a Service Plan amendment in February 2008 to adopt this revised alignment to support right-of-way preservation. Based on the Alternatives Analysis (AA) effort, this alignment was further refined as the current LPA. As the PE/EA effort progresses and the alignment, station location, and grade separations are finalized, a final Service Plan amendment will be done. It should also be noted that while the DART FY12 20-Year Financial Plan identifies a 2019 opening date for the project and indicates that an additional \$100 million in external funding is required, DART is advancing the project schedule to a 2016 opening date based on recent savings in other areas of the agency.

Figure 1-1
South Oak Cliff Blue Line Extension (SOC-3) Locally Preferred Alternative



2.0 PUBLIC INVOLVEMENT PLAN

2.1 Public Involvement Plan Mission and Purpose

The mission of the Public Involvement Plan is to actively inform, educate and involve the general public, stakeholders, and implementing agencies in advancing the SOC-3 project through the PE/EA phase of project development. It will also build and maintain support for the project as it progresses to construction and operation.

The purpose of the PIP is to:

- State the mission, goals, and objectives of the public and agency outreach activities.
- Identify the project team, key stakeholders, affected agencies, and other target audiences of the effort.
- Establish a framework, structure, and schedule for PIP activities at key milestones.
- Identify specific methods or activities to involve audiences to achieve desired results.
- Document known issues and concerns, and describe how these and additional comments or concerns will be addressed through the PE/EA process.
- Define evaluation and monitoring techniques to measure PIP effectiveness.
- Identify methods to maintain public support during subsequent stages of project development.

The PIP will be coordinated by DART staff with the assistance of the General Planning Consultant (GPC), led by URS Corporation and Alliance Transportation Group, and supported by K Strategies Group. The PIP is designed to enhance and build upon prior activities within the corridor, ranging from the 2002 alignment preservation effort to coordination with the City of Dallas and UNT on the UNT Dallas Area Plan, and more recently to the AA phase of the project. The PIP identifies roles and responsibilities for each type of activity and will utilize a diverse assortment of strategies to solicit public input. One strategy for soliciting public input is the continuation of various work groups established during the AA phase to provide input at key milestones in the project. Further, continued collaboration between the project team and interested members of the community will create consensus-building opportunities for the areas affected by and interested in the project.

The PIP will fulfill the requirements of the 1994 Executive Order on Environmental Justice by ensuring that populations of concern, including minority and low-income populations, are provided with adequate opportunities to participate and the Title VI Civil Rights Act of 1964 by ensuring that all citizens, regardless of race, income or physical limitations, have the opportunity to participate.

2.2 Public Involvement Goals and Objectives

DART has established a set of goals and objectives for the proposed project. The goals and objectives are in accordance with the underlying transportation needs of the region and the South Oak Cliff community and are based on the goals adopted to guide the implementation of the DART 2030 Transit System Plan.

In addition to addressing the area's transportation needs, the project goals and objectives also reflect the political desire and concerns of the community. These goals and objectives build upon those established during the AA process to reflect the changed needs of the PE/EA effort. They include:

- Develop and maintain relationships with community leaders, stakeholders, technical group members, and affected agency staff to ensure the project design and environmental assessment address their ideas and concerns.
 - Develop a comprehensive list of stakeholders to obtain input on local issues, potential impacts and mitigation strategies.
 - Continue to involve affected agencies in the planning process to identify key environmental issues and concerns that may affect the PE/EA effort.
- Inform, educate, and actively involve the public throughout the PE/EA process by providing timely and easily understood information to members of the community and any other interested parties.
 - Provide the public with information regarding the project through public meetings, newsletters, website/online content, and other techniques.
 - Present PE/EA information in an understandable, objective, and reader-friendly manner.
 - Solicit feedback on the level of understanding throughout the public involvement process.
 - Regularly monitor and evaluate public involvement efforts to ensure target audiences are being reached.
 - Present information in a manner that overcomes potential language, economic, or cultural barriers and that is meaningful to different cultural groups.
- Integrate citizens' needs and concerns into the PE/EA process.
 - Formalize a process to incorporate public and agency input into the technical analyses performed during the study.
 - Demonstrate to the community that DART considered issues and concerns in an equitable manner, even if not adopted or incorporated into project.
- Work with traditionally underserved populations to understand and consider their needs by implementing processes recommended for environmental justice by the U.S. Department of Transportation (USDOT).
 - Seek out the participation of low-income, minority, physically disabled, youth, and elderly populations, and monitor their participation so alternative methods can be implemented to ensure their representation and participation.
 - Anticipate and provide for the needs of persons with hearing, sight, and mobility disabilities.
- Provide for periodic review of the effectiveness of the Public Involvement Plan to ensure full and open access to all and revision of the process, if necessary.
 - Formalize a process to elicit feedback from engaged agencies and the public to evaluate outreach success.
 - Based on results of the feedback process, update the PIP as needed.

2.3 Public Involvement Plan Project Team

The project team is comprised of public administrators, transportation planners, engineers, and consultants knowledgeable with coordinating and implementing transit projects. The project

team will meet bi-weekly for the duration of the project. The following is a list of the project team members and each firm's responsibility:

LOCAL AGENCY MANAGEMENT

DART will provide overall management of the project. Key personnel include:

- Steve Biba, SOC-3 Project Manager
- Kay Shelton, GPC Project Manager
- J. Lawrence Meshack, Community Affairs Senior Manager
- Dawn Dorman, Community Affairs Representative
- Reza Shirmanesh, Rail Program Development
- David Ehrlicher, Director of Design and Construction
- Steve Bourn, Chief Architect
- Michael Miles, Government Relations

DART GENERAL PLANNING CONSULTANT (GPC) TEAM

The GPC will be responsible for providing planning, environmental assessment, preliminary engineering, and public involvement services. Members of this team include:

- Chad Allen, Project Manager (URS Corporation)
- Lisa Weston, Deputy Project Manager (Alliance Transportation Group)
- Ashley Cox, Environmental Assessment Task Manager (Cox McLain)
- Katrina Keyes, Public Involvement Director (K Strategies)
- Sharell Weeams, Public Involvement Manager (K Strategies)
- John Lidbury, Station Site Planning and Design Task Manager (KAI Texas)
- Susan Rosales, Operations Planning Task Manager (CTG)

2.4 Key Stakeholders

Input from key stakeholders will be sought throughout the duration of the project. Key stakeholders can include DART participating and non-participating cities; counties; local transit agencies; and state, regional and federal agencies, as well as members of the general public.

STATE, REGIONAL & LOCAL AGENCIES

- Dallas Area Rapid Transit (DART)
- Texas Department of Transportation (TxDOT)
- North Central Texas Council of Governments (NCTCOG)
- City of Dallas elected officials and staff

RESOURCE AGENCIES

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- U.S. Coast Guard
- Federal Emergency Management Agency
- Texas Department of Transportation
- Texas Department of Parks and Wildlife
- Texas Historical Commission

PUBLIC STAKEHOLDERS

- Residents and businesses within the project area
- Homeowners associations (HOAs)
- Business associations
- Community groups
- Public officials
- Neighborhood associations
- Developers
- Property owners

INSTITUTIONAL AGENCIES

- The University of North Texas at Dallas
- Dallas Independent School District

2.5 Potential Project Concerns

DART is committed to working with key stakeholders, agencies, and the general public to advance the design of the LPA to a level by which the benefits, costs, and potential impacts can be identified and assessed. In 2007, during the Service Plan amendment process, and more recently during the 2011 AA process, DART held several public and work group meetings. During these meetings, members of the public and key stakeholders raised some concerns and suggested issues to be addressed in future project phases. Those concerns under DART's purview will be addressed during the PE/EA process and will be incorporated into the design and environmental assessment as appropriate. The following is a brief overview of some potential project concerns that have been identified in the past:

KEY ISSUES

- Right-of-way agreements for final alignment
- Water flow
- Transit-oriented development opportunities

COMMUNITY CONCERNS

- Traffic and safety
- Potential noise issues
- Natural resources
- Water resources
- Property value
- Air quality
- Security issues at Ledbetter Station
- The sense that North Dallas gets more than South Dallas

These issues were further refined during a November 2011 workshop to come to agreement on the LPA. Members of the DART Board of Directors, Dallas City Council, project work groups, and agency staff participated in the workshop. These issues were documented and are included in the DART Board resolution adopting the LPA as follows:

The following items are to be addressed during the next phase of project development to minimize community impacts and maximize economic development opportunities:

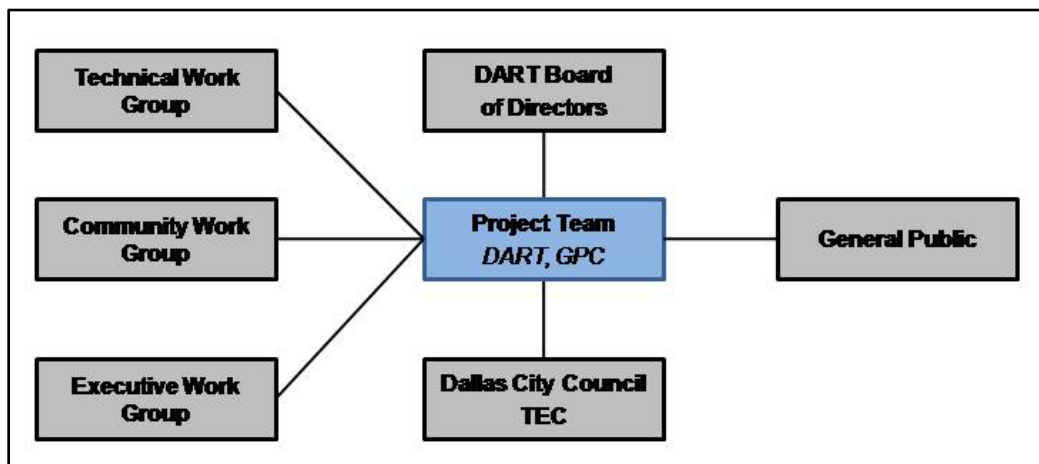
1. Minimize DART impacts to the property at the northwest corner of Camp Wisdom and Lancaster Roads.
2. Include view corridors of the station from Lancaster Road and Camp Wisdom Road.
3. Minimize DART impacts to the police substation and associated parking.
4. Maintain ADA accessibility in the station designs.
5. Investigate noise mitigation opportunities for the neighborhood to the west of the preferred alignment.
6. Respect the interests and concerns of the existing neighborhood residents.
7. Work with the City of Dallas on issues within its purview:
 - a. Implement "Complete Streets" for Camp Wisdom Road and Lancaster Road.
 - b. Maximize development opportunities of the Camp Wisdom Station community by relating it to the University of North Texas at Dallas campus.
 - c. Create good pedestrian access from Magnolia Trace to the Camp Wisdom Station.
 - d. Coordinate with city planning staff on a city sponsored master plan and zoning policies to guide development patterns between Ledbetter Station and Camp Wisdom Road, west of Lancaster Road.

2.6 Public Involvement Framework

The public involvement activities outlined in the following pages are preliminary and the PIP will be updated as necessary by working with DART and the local community. Any changes to the outlined activities will be noted and the PIP will be revised accordingly. All changes to the proposed PIP shall be approved by DART prior to implementation.

The PIP will serve as the basis for all public involvement activities throughout the duration of the study. It identifies roles and responsibilities for each activity, as well as outlining an implementation strategy. **Figure 2-1** illustrates the overall framework for the PIP, highlighting the proposed work groups and agency coordination. Each of these, including their role and responsibility, is discussed in more detail below.

**Figure 2-1
Public Involvement Plan Framework**



2.6.1 DART Board of Directors

DART staff will regularly brief the DART Board of Directors on the PE/EA process. It is anticipated that there will be up to four DART Board briefings. At the conclusion of the PE/EA, DART staff will seek a Service Plan amendment and adoption of the local Environmental Assessment by the DART Board of Directors.

2.6.2 DART Project Team

Because the project will be locally funded, DART will provide overall project management, as well as management of operations and maintenance, upon successful completion and implementation.

2.6.3 Dallas City Council: Transportation and Environment Committee (TEC)

The project team will provide up to two Transportation and Environment Committee (TEC) meetings to provide project updates. This may be coordinated with ongoing City of Dallas efforts for the area. The proposed Executive Work Group will include at least one TEC member who may be asked to recommend appropriate times for briefing the full TEC.

2.6.4 Technical Work Group (TWG)

The Technical Work Group (TWG) was established during the AA phase of the project and is comprised of key city, local, state and federal agency staff with an interest in the project. The role of the TWG is to review the preliminary design as it is developed and provide feedback on the impact assessment and mitigation strategies. This group will provide technical expertise to assist in resolving key issues. It is anticipated that the TWG will meet up to three times to review progress. In addition to key members of the DART project team, proposed participants include:

- Steve Bourn, Chief Architect, DART
- Shilpa Ravande, Senior Planner—Strategic Planning, City of Dallas
- Tanya Brooks, Senior Transportation Planner, City of Dallas
- Willis Winters, Assistant Director, Parks and Recreation Department, City of Dallas
- Gregory Tomlin, Executive Director of Marketing and Communications, UNT Dallas
- John Martin, General Services Director, UNT Dallas
- Daniel Clayton, Senator Royce West Office
- Richard Mason, TxDOT
- Vernon Hale, Deputy Chief, Dallas Police, South Central Patrol Division
- Jonathan Toffer, Dallas County

Additional agency staff may be identified as the project progresses (Oncor, resource agencies)

2.6.5 Community Work Group (CWG)

Meetings with the Community Work Group (CWG) will also continue into the PE/EA phase to provide feedback on the alignment design, station layouts, and environmental impact analyses, and to help build and maintain support for the project. This group will provide input, exchange ideas, identify and assist with resolving issues and concerns, and disseminate information to their respective neighborhoods or groups. The CWG will meet up to three times to coincide with

project milestones. To be effective, this group will also receive study updates via phone, fax, and/or e-mail. Proposed participant groups include:

- Residents and businesses within the project area
- Homeowners associations (HOAs)
- Business associations
- Community groups
- Neighborhood associations
- Magnolia Trace, developer–senior housing
- Kathlyn Joy Gilliam Collegiate Academy, DISD
- Property owners

2.6.6 Executive Work Group (EWG)

The project team will continue to brief public officials interested in the project. These meetings will be scheduled throughout the duration of the project as needed and will largely be informal briefings at key milestones or prior to a TEC meeting. Anticipated EWG participants are:

- Linda Koop, Dallas City Council, District 11; TEC Chair
- Tennell Atkins, Dallas City Council, District 8; Deputy Mayor Pro Tem
- Vonciel Jones Hill, Dallas City Council, District 5
- John Danish, DART Board Chairman
- Pamela Dunlop Gates, DART Board Member
- Jerry Christian, DART Board Member
- Daniel Clayton, State Senator Royce West office

2.7 Public Involvement Strategies

Various strategies will be developed and employed in an effort to achieve a high level of public and stakeholder involvement. These techniques would not only communicate information about the project, but would also focus on garnering input to support the Environmental Assessment documentation and maintaining public support. The following is a list of key strategies to be used during this study:

- Utilize CWG and TWG to assist with outreach to their groups and organizations.
- Brief EWG as needed to ensure continued political support for SOC-3 project.
- Meet with key stakeholders regularly to maintain participation levels and ensure understanding of key issues.
- Enhance outreach to traditionally underserved populations, such as minority groups and the mobility impaired.
- Utilize resources to generate comprehensive residential and business listings that can enhance public and stakeholder participation.
- Utilize technology, such as public Internet forums, e-mail and social media, to disseminate information updates.

2.7.1 Public Meetings and Hearings

The project team will host two public meetings and one public hearing in order to present information to the general public and to receive input from the affected community. Meetings will occur in accordance with project milestones. DART will be responsible for the logistics, equipment, and notifications of these meetings. The project team will assist DART by preparing meeting presentation materials, presenting technical information, and preparing the meeting minutes.

2.7.2 DART Board of Directors and Dallas City Council Briefings

DART staff will regularly brief the DART Board of Directors and the Dallas City Council Transportation and Environment Committee on the status of the PE/EA process. The briefings will take place in accordance with key project milestones. The GPC will assist DART in preparing for these briefings, presenting technical information, and documenting meeting minutes. Additional briefings with city, county, or agency staff may be required.

2.7.3 Miscellaneous Meetings

The project team will schedule and attend any miscellaneous meetings, anticipated to address issues that may arise during the course of the study. DART will be responsible for the logistics, equipment, and notifications of these meetings. The project team may assist, as needed. The project team will also provide support for any additional meetings with city, county, or agency staff, as required.

2.7.4 Agency Coordination

The project team will initiate early agency coordination to support the Environmental Assessment documentation and preliminary design. This will consist of early coordination letters to introduce the project, schedule and request their participation and input/review during the process. These agencies will be consulted during the PE/EA process and will be provided the draft EA for review and comment. Key agencies requiring coordination and review on this project include:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- U.S. Coast Guard
- Federal Emergency Management Agency
- Texas Historical Commission
- Texas Department of Parks and Wildlife
- Texas Department of Transportation
- Native American Tribes

2.7.5 Environmental Justice Outreach

Public involvement activities will comply with Executive Order (EO) 12898 and amending EO 12948 requiring each federal agency to make achieving environmental justice part of its mission

“by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The project team has identified a range of public involvement techniques and venues to reach these traditionally underserved populations. These techniques include, but are not limited to, the use of interpreters, outreach in minority publications and other media outlets, mailers, inserts, and neighborhood group meetings.

The project team will seek out minority, low-income and limited English-speaking populations within the project area for outreach opportunities. These organizations include, but are not limited to, ethnic chambers of commerce, community groups, churches, and low-income assistance programs. Information resources will be made available to these groups, including in-person presentations, information for newsletters and websites, and other public information marketing collateral, as requested. Door hangers will also be distributed in affected neighborhoods in order to educate families who may not have Internet access.

2.7.6 Newsletters

A well-designed, informative newsletter is an important tool for sharing project updates with the community. The project team will design a series of printed newsletters throughout the duration of the project and timing will be tied to project milestones. The purpose of each newsletter will be to communicate project updates and progress, while also highlighting past public involvement activities and dates and times of upcoming events. DART will be responsible for the printing and distribution of each newsletter.

2.7.7 Media Communications

Due to the importance of disseminating consistent, accurate, and timely information, all two-way media contact, including questions/answers, press conferences, tours/briefings, requests for interviews and/or additional information, will be coordinated by DART Media Relations, with the project team assisting as needed. No member of the consultant team is permitted to discuss the project with any media representatives unless DART has authorized such contact in writing and is in attendance at the media interaction. At a minimum, news releases may be sent at the following points in the process:

- Announcement of public meetings
- Completion of PE/EA

The project team will assist DART, as needed, with preparation and distribution of media communications.

2.7.8 Website Management

The project team will assist DART in developing supplemental project information and updates to be posted on DART’s website (www.dart.org). The website will provide easy access to project information, meeting presentation materials, newsletters, reports, and other materials. A link to the project information will be provided on the DART homepage. If necessary, the project team will assist DART with the development of online project surveys and questionnaires to gain public input. Individuals will be directed to the DART website throughout the duration of the project for updates and input opportunities.

2.7.9 Public Comment Database

Public comments received during the public meetings will be compiled and managed by the GPC. Comments may be received via website submission, e-mail, mail, comment card, or orally during public meetings. A stakeholder comment database will also be regularly updated and managed by the project team. The project team will communicate updates with stakeholders as the project progresses.

2.8 Evaluation and Monitoring

Evaluation and monitoring activities will be conducted at key points during the SOC-3 PE/EA project. This evaluation and monitoring process will assist in maintaining project support as the planning process nears completion. These activities will serve the following purposes:

- To measure the awareness of and satisfaction with the SOC-3 activities
- To ensure that comments received are being addressed and incorporated into the decision-making process
- To be sure that eventual recommendations have a realistic expectation of being adopted by the DART Board of Directors

2.8.1 Evaluation and Monitoring Activities

There are several techniques that may be employed to evaluate the effectiveness of the PIP:

- Comment Cards — At public meetings, comment cards will be provided in order to obtain public views of the project. In addition to project specific questions, these will also ask how a person found out about an event; which aspects were most and least effective, including location, format and materials; and whether they would participate in a similar activity again.
- E-mail — The e-mail address of the DART Community Affairs Representative will be distributed and the account regularly monitored for messages. The e-mail address will be published on all public involvement communication materials and a link will be provided on the DART website. Comments and suggestions received via e-mail will be recorded and included in the comment/response feedback process.
- Comment/Response — Following each public meeting, a summary of comments received will be prepared. Responses and/or the method by which each comment will be addressed in subsequent study activities shall be included. Such comment summary matrices will be referenced during key decision-making milestones to ensure that issues are incorporated and that appropriate modifications can be made to the PIP.

2.8.2 Results and Lessons Learned

Implementing a comprehensive PIP is a learning experience and can vary depending on the level of controversy and the range of competing interests. The PIP will be thoroughly documented and monitored throughout the planning process, so that the lessons learned can be passed on for consideration during subsequent projects and studies undertaken by DART and other transportation agencies.

3.0 MAJOR MILESTONES AND WORK PLAN

This section is a preliminary work plan detailing each activity, responsible party and deliverables associated with the PIP. The plan identifies different tools, activities and strategies for soliciting public input and garnering support. The work plan will serve as the roadmap for implementation of the PIP. Detailed work plans will be developed for components that require coordination between the project team and DART.

3.1 Major Milestones

The public involvement activities and outreach are structured around three major project milestones. These milestones reflect important decision-making points in the planning process. The three major milestones for the SOC-3 PE/EA are described below. General public meetings will be held for these major milestones:

Milestone 1: Existing Conditions/Preliminary Design Meeting (Spring 2012)

Milestone 2: Impact Assessment/5% Design/Station Design Meeting (Late Summer 2012) – Also will serve as Pre-public Hearing Meeting for subsequent Service Plan Amendment

Milestone 3: Service Plan Amendment Public Hearing/Draft EA Circulation (Fall 2012) – This will also serve as official record of comments on draft EA during circulation period.

The following sections summarize the objectives of each project milestone and list a range of proposed activities that can be implemented to achieve the goals and objectives of the PIP.

3.2 Milestone 1: Existing Conditions/Preliminary Design

During this milestone period, the goal of the public involvement activities will be to inform the general public, interest groups, and involved agencies about the proposed project; summarize existing conditions; describe the environmental assessment process; and obtain comments on the preliminary design, including ideas on station design and layout.

Public Involvement Activities – Milestone 1

- Conduct a public meeting
- Meet with TWG
- Hold CWG meeting to discuss impact areas, affected environment and station design
- Meet with members of the community to discuss specific issues as needed
- Provide notice of ongoing and upcoming public involvement opportunities
- Update SOC-3 portion of DART website
- DART Board of Directors briefing(s)
- City TEC and/or EWG briefing

3.3 Milestone 2: Impact Assessment/5% Design/Station Design

The main goal of the public involvement activities during this milestone period is to obtain public comments on impact assessment, 5% design, and station design which form the basis of the draft Environmental Assessment document. Based on feedback, refinements will be incorporated into the circulation draft of the EA and incorporated into the 10% design.

Public Involvement Activities – Milestone 2

- Conduct meetings with TWG
- Conduct meetings with CWG on impact assessments and station/alignment design
- Conduct meeting with EWG
- Continue meetings with project stakeholders to discuss issues within their jurisdiction or concern
- Publish newsletter(s) that will include project progress summary to date and outline upcoming and on-going public involvement activities
- Conduct public meeting
- Update SOC-3 portion of DART website
- DART Board of Directors briefing(s)
- TEC briefing(s)

3.4 Milestone 3: Service Plan Amendment Public Hearing/Draft EA Circulation

Activities leading up to and during this milestone are focusing on the Service Plan amendment for the final alignment, station locations, and grade separations. A call for public hearing will be made within DART guidelines. A public hearing will be held during the 45-day draft EA circulation period. While the public hearing is required for the Service Plan amendment, it will also serve as the meeting to obtain public comment on the draft EA.

Public Involvement Activities – Milestone 3

- Call for public hearing for Service Plan amendment (DART Board of Directors)
- Circulate and distribute draft EA
- Hold public hearing
- Update SOC-3 portion of DART website to accept written comments on draft EA
- DART Board of Directors approval of Service Plan amendment and final EA
- EWG and/or Dallas TEC briefing

4.0 CONTACT INFORMATION

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