D2 Subway Status
Planning Committee
September 24, 2019
Steve Salin, AICP
Vice President Capital Planning
Today’s Briefing

• The purpose of today’s briefing is to provide an update on public and agency involvement and urban design considerations for the D2 Subway project.
D2 Subway Alignment
Project Purpose

• Add Core Capacity to and through downtown
  – Platform extensions will add train capacity
  – D2 is necessary for improved headways, additional lines, and to accommodate regional expansion
• Provide Operational Flexibility for the system
  – Continuity of service during incidents
  – Options for expansion or special events
• Enhance Mobility and Access for existing and future riders
  – Get our riders where they need to go
• Enhance Economic Development
  – Add value through context sensitive design
  – Transit oriented development
Public and Agency Involvement Update
Recent Meetings

• Joint TxDOT, COD, NCTCOG Coordination Meetings
  – May 28, June 7, June 19, July 2, July 22, August 5, September 6, September 16
• City of Dallas staff bi-weekly coordination meetings
• City of Dallas Park and Recreation Board
  – September 5 briefing on Commerce Station headhouse concept at Pegasus Plaza
  – September 19 resolution to advance concept
• Continued one-on-one meetings with key stakeholders
  – Woods Capital, Todd Interests, SRS Real Estate Partners
August TxDOT Feedback

• At August 5, 2019 coordination meeting, TxDOT indicated permit could be issued if there is an agreement in place that any increased I-345 project costs be covered by DART and the City of Dallas should a below-grade option be advanced
  – Preferred I-345 depth for below-grade option is 30 feet
  – D2 Swiss portal location would force I-345 deeper to about 44 feet at the D2 alignment – key issues:
    o Drainage (retention area/pump station)
    o Cost for taller retained cut walls
August City of Dallas Feedback

- City of Dallas has suggestions for I-345 “below grade” concept with D2 as planned:
  - Place ramps to the north (Ross) and south (Canton/Good Latimer)
  - Preserve street grid across I-345 (Ross, Live Oak, Pacific, Elm, Main, Commerce)
  - Allow for decking opportunities over I-345
  - Use city streets rather than frontage roads to narrow freeway width and maximize economic development

- Coordination will continue monthly to continue to advance joint design concept and an agreement (deal points) by late Spring 2020 to document in the D2 Subway environmental document
September 6 TxDOT Feedback

• TxDOT reverted to their previous position that they would not issue a crossing permit for the D2 Subway project as designed, until they complete their I-345 Feasibility Study
  – Anticipated to take 2-3 years, but no schedule has been developed
• Restated desire for maximum flexibility for all I-345 options
  – Options may include retain elevated facility, removal (using existing improved streets), or a below-grade facility
• Prefer at-grade D2 Subway crossing at I-345
September 6 City of Dallas Feedback

- Concerns with impacts to future economic development, specifically where east portal is planned south of Swiss
- Suggested review of other alignment options including:
  - at-grade Commerce/Good Latimer option
  - extended Commerce, 2-portal tunnel option (which would be under a below grade I-345)
- City and TxDOT will reassess at-grade option to determine if it should be explored further with stakeholders
D2 Subway LPA Alignment
At-Grade Commerce/Good Latimer
Double Portal
September 16 Joint Meeting

- Attendees provided feedback on the two Commerce Alternatives
- DART restated the issues the Commerce Alternatives are not being considered further, some of which were acknowledged by City staff
- TxDOT maintained their position of no crossing permit at this time
- TxDOT did state that D2 Subway does not eliminate below-grade option but would affect ramp opportunities in that area
- City staff acknowledged DART’s need to continue moving the D2 Subway project through the Federal process
- Next meeting tentatively set for September to plan for future stakeholder and City Council committee briefing
Upcoming Meetings

- Fall - Stakeholder Meeting
- Fall - Public Meetings
- Fall - Urban Design Peer Review Panel
- Continued one-on-one meetings with key stakeholders
FTA Considerations
Capital Investment Grant Program

• Three funding sources with funding limitations and qualifying criteria
  – New Starts
    o Example: DART Green Line
  – Core Capacity
    o Platforms
    o D2 Subway
  – Small Starts
    o Central Link Streetcar
• Taking steps to re-enter the Federal CIG program as a Core Capacity project
DART Program of Interrelated Projects

• Both D2 and Platform Extension projects were initiated at the same time as separate Core Capacity project to jointly address system capacity issues
• Platform Extension project will be complete in late 2021
• Once Platform Extensions are “substantially complete”, D2 will no longer qualify as Core Capacity project and may have to switch to more competitive New Starts program
• Critical that DART Request Entry into Engineering in early-2020 to ensure approval into Engineering before platforms are complete
# Key Milestones for FTA Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
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<tbody>
<tr>
<td>10 percent design complete</td>
<td>March 2019</td>
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<tr>
<td>Advance notice of Request to Enter Engineering</td>
<td>February 2020</td>
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<tr>
<td>- Initiate Readiness Documents</td>
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<tr>
<td>20 percent design</td>
<td>March 2020</td>
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<tr>
<td>Draft Supplemental Environmental Impact Statement</td>
<td>March 2020</td>
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<tr>
<td>30 percent design</td>
<td>August 2020</td>
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<tr>
<td>Final Environmental Impact Statement/Record of Decision (FEIS/ROD)</td>
<td>August 2020</td>
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<tr>
<td>Entry into Engineering</td>
<td>Late 2020/Early 2021</td>
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<tr>
<td>- FTA Rating</td>
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<tr>
<td>- Readiness documents review complete</td>
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Urban Design
Museum Way Station
Urban Design Plan
Museum Way Cross-Section
Houston Street to Victory Avenue

Museum Way | Existing Cross Section East of Victory Park Ln
View Looking East

Museum Way | Proposed Cross Section East of Victory Park Ln - Tracks in Center
View Looking East
North Portal Concept

• Concept being coordinated with property developer
Metro Center Station
Urban Design Plan
Commerce Station
Urban Design Plan
Pegasus Plaza
Existing Condition
Pegasus Plaza Headhouse Concept

Opportunities
- Arrival portal to heart of downtown
- First Dallas experience for visitors
- Renewed purpose for Plaza
- Retains plaza design
- Can help activate the park
- Blend station with Plaza
- Links public uses – Plaza/Station
Pegasus Plaza – Concept
Pegasus Plaza
Headhouse Concept
Pegasus Plaza
Headhouse Concept
CBD East Station
Urban Design Plan
CBD East Station Concept
CBD East Station Concept
From northwest corner (Elm/Pearl)
East Portal Urban Design Plan
East Portal Urban Design Plan with Development
Good Latimer Cross Section
South of Live Oak Street
Next Steps

• October 2019, tentative Dallas City Council Mobility Committee briefing
• Continue to advance towards 20% design and Supplemental Draft EIS
• Key issues
  – Protective acquisitions (two parcels) and corridor preservation along entire alignment
  – I-345 interface early resolution/agreement
• Strategy and preparation for request to enter FTA Engineering phase