On April 9, 2021, the Federal Transit Administration (FTA), in cooperation with DART, issued the notice of availability of the D2 Subway Final Environmental Impact Statement/Record of Decision (FEIS/ROD) along with the 30% design to the public, stakeholders, and agencies. The FEIS/ROD includes responses to comments from the public and agency review of the Supplemental Draft EIS (SDEIS) and a summary of changes made to the project to enhance access and minimize impacts.

The completion of the FEIS/ROD environmentally clears the project so it can continue to advance into the next stage of development. DART has been working closely with FTA to position the project for federal funding as a core capacity project, and entry into the next phase of the Capital Investment Grant (CIG) program known as Engineering. Page 3 discusses next steps with FTA in more detail.

Dallas City Council resolution approving D2 Subway directs agencies to complete East End Evaluation. See page 2 for more information.
DALLAS CITY COUNCIL RESOLUTION

On March 24, 2021, the Dallas City Council approved a resolution to advance the D2 Subway, including support to issue the FEIS/ROD and submit the Project to FTA for review. City support is subject to additional evaluation of project refinements, enhancements and/or modifications along the east end of the project (referred to as Zone B). Zone B (see map on Page 3) relates to concerns of the Deep Ellum Foundation and impacted property owners. Additionally, the Texas Department of Transportation (TxDOT) I-345 Feasibility Study is still in progress and more coordination is desired as they work towards a preferred alternative.

EAST END EVALUATION PROCESS

The D2 Subway East End Evaluation will be a collaborative effort led by the City of Dallas with DART, the North Central Texas Council of Governments (NCTCOG), and TxDOT. All agencies will be working closely together over the next several months to meet the resolution deadline for an agreement and subsequent City Council resolution prior to or no later than March 2022.

The East End Evaluation will be done in the context of an overall vision that looks at the D2 Subway, I-345, local street network, and other related infrastructure projects in a coordinated and holistic manner to:

- Minimize right-of-way needs
- Maximize economic development potential
- Reduce the potential for “throw-away” reconstruction of local streets
- Lessen business, property, and travel impacts during construction
- Enhance the city street grid and pedestrian network to reconnect neighborhoods

Several factors will be documented to understand trade-offs among options. Elected/appointed officials, the public, and downtown stakeholders will be engaged throughout the process at key milestones prior to a recommendation.

East End Evaluation Process

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KEY AGENCY MILESTONES  AGENCY MEETING
D2 SUBWAY AT A GLANCE

$1.7B
Capital Cost Estimate (2021$)
Up to 50% Federal Grant

2028
Target Revenue Service Date

2
Light Rail Lines (Green, Orange)

11 minutes
Travel Time - Victory to Baylor

3
Subway Stations (Metro Center, Commerce, CBD East)

2
At-Grade Stations (Museum Way & Live Oak)

150,000
Jobs Within 1/4 Mile of Stations

2 miles
Victory Station to Good Latimer in Deep Ellum

D2 SUBWAY ALIGNMENT

The map below shows the project alignment based on the 30% design. The East End Evaluation described on page 2 will consider potential changes within Zone B. The next page illustrates the overall project within the context of the urban design plans, highlighting key areas along the corridor.

*Project also includes 0.4 miles of reconstructed track on Good Latimer.
The project will be integrated within DART-owned right-of-way in the median of Museum Way. The proposed cross-section maintains the sidewalk, trees, and pedestrian focus of the street.

The Museum Way Station next to the Perot Museum of Nature & Science will be integrated with planned museum expansion. Enhanced pedestrian connections to the surrounding area are included, as well as reconfigured streets and parking under Woodall Rogers Freeway.

Orange and Green Lines operate on D2 Subway alignment
Red and Blue Lines on existing LRT mall

DART is advancing a concept with a private developer that incorporates the west tunnel portal into the site plan so that it “disappears” below a pedestrian plaza that serves to unite new buildings and link surrounding uses. Old Griffin Street will be extended north to Broom Street to create better connectivity.

Metro Center Station will be the hub for all four rail lines. The redesigned West Bus Transfer Center and station headhouse can be a key element of a broader transit-oriented development vision. Based on public comments, the small access portal at Lamar/Pacific was removed to reflect the planned West End Commons Plaza.

Over the past two years, DART has met regularly with the Texas Department of Transportation (TxDOT), the City of Dallas, and the North Central Texas Council of Governments (NCTCOG) to review potential I-345 concepts with D2 Subway as designed. Based on work to date, both projects can work together although I-345 depressed options would be deeper at the D2 crossing which would add costs. As part of the East End Evaluation, the agencies will continue to work towards optimizing the design interface to support a future multi-agency agreement.

DART has worked with the City of Dallas to advance a concept that involves temporary use of Pegasus Plaza for construction of the Commerce Station, and then DART would rebuild the park with an integrated headhouse. The 30% design includes a new access point in the Adolphus Tower across the street, which allowed DART to reduce the footprint of the Pegasus Plaza headhouse. The headhouse will help activate the plaza and create a new arrival point into the heart of downtown Dallas near restaurants, hotels and AT&T Discovery District.

DART proposes to integrate the east tunnel portal into a potential third phase of expansion to the Epic development. This could include development around or over the portal. A feasibility study was completed to demonstrate the concept.

The CBD East Station is strategically located in an area of downtown that is beginning to transition from surface parking and underutilized buildings to new mixed-use developments. The East Quarter is a new district south of the CBD East Station. Enhanced pedestrian linkages around the station will help to knit surrounding areas together.
**NEXT STEPS IN THE FTA PROCESS**

The D2 Subway is well positioned for a Core Capacity grant under the FTA Capital Investment Grant (CIG) program. Concurrent with the East End Evaluation process, DART will continue to work with FTA to work towards entry into Engineering. As shown in the FTA process graphic, Engineering is the next step towards a grant agreement. DART is seeking a grant to cover about 50% of the project cost.

**FTA Project Development Process**

Before FTA authorizes D2 Subway into Engineering, they will complete a detailed “readiness review”, which can take 6 to 9 months. In addition, DART must submit information for a project rating no later than August 2021. Based on the FTA review timeframe, approval into Engineering is not expected until late 2021 or early 2022, pending the East End Evaluation outcome. Once approved into Engineering, DART will advance the project through detailed design and construction and submit information for another project rating by August 2022, which is required prior to finalizing a grant agreement.

If any East End refinements, enhancements and/or modifications are mutually agreed upon by all agencies and can still be accommodated within the FTA Core Capacity grant schedule, DART will work with the FTA to prepare any supporting documentation to integrate changes into the Engineering phase. The magnitude of the changes will determine the path forward and will be monitored as the effort is underway.

**Why is there a such tight window for D2 Subway to be eligible for FTA Core Capacity funding?**

In 2015, DART began advancing two Core Capacity projects – platform extensions on the Red and Blue lines and the D2 Subway second light rail alignment through downtown. Both projects add capacity to reduce crowding, but in different ways. D2 Subway provides the ability to move some lines to a new corridor to be able to add trains through downtown, as well as improve reliability and operational flexibility. Platform extensions give DART flexibility to operate longer trains to carry more people.

The platforms project is under construction and will be in operation by September 2022. This date is critical - once platforms are complete and longer trains are in operation, D2 Subway will no longer be eligible under Core Capacity since longer trains will be in operation to address the immediate crowding issue. D2 Subway is taking longer to advance through the process due to the change from mostly at grade to subway in Fall 2017. Although ridership forecasts show D2 Subway is still needed long-term, FTA Core Capacity criteria focus on existing ridership and existing operations, and do not consider future forecasts. While a different New Starts funding category may be an option, DART is unsure how D2 Subway would rate under those criteria, and New Starts is much more competitive and oversubscribed as compared to Core Capacity.
D2 Subway Operations and Design

Once in place, DART proposes to reroute the Green and Orange Lines to the D2 Subway. The Red and Blue Lines would remain on the existing Transit Mall. Rerouting the Orange and Green lines will free up capacity on both downtown lines so that DART can insert additional trains to meet increasing ridership demands. While the Red Line will have immediate peak hour trains added once D2 opens, forecasts also show that the Blue and Green Lines will need more frequent service long-term.

Proposed Operations and Key Benefits

Immediate benefits with D2 Subway in operation:
- Improved Service Reliability
- Balanced service in downtown with two lines per corridor
- Ability to insert Red Line trains during peak hour
- Operational flexibility during incidents and special events to better serve riders
- Service to new and growing markets in downtown Dallas
- Investment in downtown to support existing and planned growth

Long term benefits of D2 Subway:
- Ability to add more train service on all lines to accommodate growth
- More transit capacity for regional transit expansion and high-speed rail connections
- Support for transit-oriented development to grow ridership, reduce auto trips and create more walkable communities

Project Design

Design beyond the 30% level will begin after FTA authorizes DART into the Engineering phase. DART will however continue to work directly with the City of Dallas, key stakeholders, and property owners relative to the current design to document new information or opportunities that can be examined as part of future more detailed urban design and engineering efforts. In addition, as part of the FTA review process to enter Engineering, DART and FTA will conduct a risk assessment workshop and value engineering to find ways to minimize risk, enhance project value, and manage cost.

Check Out the D2 Subway Animation Video

An animation for two of the D2 Subway stations, Metro Center and Commerce, was prepared to help the public and stakeholders visualize the design concepts which you can view here. DART will continue to build upon this in the future as design advances. Additional animations are in process to help visualize what other sections of the project may look like.
D2 SUBWAY PROJECT SCHEDULE

A final schedule will be developed over the next several months with the DART Board and FTA, including finalization of the project delivery method and procurement approach. The current working project schedule is summarized below.

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Note: Schedule is preliminary and subject to change.

STAY INFORMED & GET INVOLVED

- Sign up for Project Updates at www.DART.org/D2 to be sure you get alerts for new information or upcoming meetings
- Visit www.DART.org/D2 to stay up to date
- Email D2@DART.org with comments and questions
- Attend project meetings
- Request a project briefing for your group or organization by contacting DART Community Engagement representative Carlos Huerta at 214-749-2721 or chuerta@DART.org
- Send Comments to: Ernie Martinez, D2 Subway Project Manager DART Capital Planning P.O. Box 660163 Dallas, TX 75266