Appendix D

D2 Project Public and Agency Involvement Plan, July 2018
DALLAS AREA RAPID TRANSIT
DALLAS CBD SECOND LIGHT RAIL ALIGNMENT
(D2 SUBWAY)

D2 PUBLIC & AGENCY INVOLVEMENT PLAN
# Table of Contents

1. **INTRODUCTION** .................................................................................................................................. 1-1  
   1.1 Project Overview and Background............................................................................................. 1-2

2. **PUBLIC AND AGENCY INVOLVEMENT PLAN** ....................................................................................... 2.1  
   2.1 Public Involvement Plan Mission and Purpose .......................................................................... 2.1  
   2.2 Public Involvement Goals and Objectives .................................................................................. 2.1

3. **PUBLIC AND AGENCY INVOLVEMENT FRAMEWORK** ......................................................................... 3.1  
   3.1 Policy & Management................................................................................................................ 3.1  
      3.1.1 DART Board ........................................................................................................................ 3.1  
      3.1.2 Dallas City Council .............................................................................................................. 3.2  
      3.1.3 DART Staff .......................................................................................................................... 3.2  
      3.1.4 Federal Transit Administration .......................................................................................... 3.2  
   3.2 Public & Stakeholders ................................................................................................................ 3.2  
      3.2.1 Stakeholder Committee ..................................................................................................... 3.2  
      3.2.2 Focus Area Committees ..................................................................................................... 3.3  
      3.2.3 General Public and Transit Users ....................................................................................... 3.4  
      3.2.4 DDI Mobility Committee .................................................................................................... 3.4  
      3.2.5 Service Area Cities .............................................................................................................. 3.4  
      3.2.6 One-on-One Meetings ....................................................................................................... 3.4  
   3.3 Technical .................................................................................................................................... 3.4  
      3.3.1 Technical Committee ......................................................................................................... 3.4  
      3.3.2 City of Dallas Staff .............................................................................................................. 3.5  
      3.3.3 Agencies and Utilities ......................................................................................................... 3.5  
      3.3.4 Dallas Urban Design Peer Review Panel ............................................................................ 3.5  
   3.4 Public and Agency Involvement Strategies ................................................................................ 3.5  
      3.4.1 Public Meetings and Hearings ............................................................................................ 3.5  
      3.4.2 Newsletters ........................................................................................................................ 3.6  
      3.4.3 Media Communications ..................................................................................................... 3.6  
      3.4.4 Website Management ....................................................................................................... 3.6  
      3.4.5 Comment Tracker .............................................................................................................. 3.6  
      3.4.6 Meeting Tracker and Meeting Notes ............................................................................... 3.7  
      3.4.7 Notification Methods ......................................................................................................... 3.7  
   3.5 Evaluation and Monitoring ........................................................................................................ 3.7  
      3.5.1 Evaluation and Monitoring Activities ............................................................................... 3.7
3.5.2 Results and Lessons Learned ........................................................................................................... 3.7

4. MAJOR MILESTONES AND WORK PLAN .............................................................................................. 4.1

4.1 Milestone 1: Project Development Kick-Off ........................................................................................... 4.2
4.2 Milestone 2: Review Existing Conditions/ Impact Analysis Approach/ 10% Design Progress ... 4.2
4.3 Milestone 3: Draft Impact Analyses/ Mitigation Options/ 20% Design ................................................ 4.2
4.4 Milestone 4: Public Hearings/ SDEIS Review/ Service Plan Amendment ........................................... 4.3

5. CONTACT INFORMATION ..................................................................................................................... 5.1

List of Figures

Figure 1.1 D2 Subway Locally Preferred Alternative .................................................................................... 1-1
Figure 1.2 Project History ............................................................................................................................ 1-2
Figure 3.1 Public and Agency Involvement Plan Framework ....................................................................... 3.1
Figure 3.2 Focus Area Committee Locations ............................................................................................ 3.3
Figure 3.3 Comment Response Tracker Example ....................................................................................... 3.7
Figure 4.1 Project Schedule and Major Milestones .................................................................................... 4.1
1. INTRODUCTION

The purpose of this report is to document the proposed Public and Agency Involvement Plan (PAIP) for the Project Development phase of the Dallas Central Business District (CBD) Second Light Rail Alignment project, known as the D2 Subway. Project Development entails preparation of Preliminary Engineering (PE), a Supplemental Draft Environmental Impact Statement (SDEIS), and ultimately a Final EIS (FEIS) for the project. To ensure the continued participation of the public and key stakeholders in the study area, a comprehensive public and agency involvement plan is essential. Implementation of this PAIP will guide the coordination of public, agency, and stakeholder participation throughout the PE/EIS effort. Figure 1.1 illustrates the location of the Locally Preferred Alternative (LPA). The PE/EIS effort will advance the project to between a 10% and 30% level of preliminary design, develop station site plans, and document the benefits, costs, impacts, and mitigation requirements of the project in a SDEIS for public and agency review, followed by a Final EIS.

Figure 1.1 D2 Subway Locally Preferred Alternative

Source: DART; GPC6
1.1 Project Overview and Background

Figure 1.2 illustrates the history of the project. DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the CBD. The D2 Study focused on identifying the next phase of major transit improvements in downtown Dallas. The improvements will ensure high quality, reliable transit service as the DART system expands to meet growing needs. In addition, the project is intended to improve mobility and circulation to, through and within the CBD, serving local and regional mobility needs, and enhance the ability of the DART system to grow and thrive. This early phase of the study culminated in March 2010 with a combined Alternatives Analysis/DEIS (AA/DEIS), which was available for a 45-day public and agency review period. Four alternatives were evaluated in the 2010 DEIS.

Based on AA/DEIS comments, changing land use and transportation conditions in downtown Dallas, and the recession of 2008-2009, no preferred alternative was selected and DART continued to refine and evaluate a range of D2 alternatives. This continued planning resulted in the approval of a Locally Preferred Alternative (LPA) in September 2015 by the DART Board of Directors and the Dallas City Council. This original LPA is referred to as the “B4 – Lamar/Young/Jackson Alignment” since it was a refined version of Alternative B4 in the 2010 AA/DEIS.

In November 2015, the Federal Transit Administration (FTA) authorized DART for a two-year Project Development (PD) phase under the FTA Capital Investment Grant (CIG) Core Capacity program. As a result, DART Staff and the General Planning Consultant 6 (GPC6) study team proceeded with Project Development services. Based on a written re-evaluation and coordination with FTA, it was determined
that preparation of a Supplemental DEIS would be appropriate to update and build upon the original 2010 DEIS.

In October 2016, in response to public involvement and stakeholder comments, the DART Board of Directors and the Dallas City Council provided direction to refine the definition of the project and pursue a mostly subway alternative. DART Staff proceeded with identification and evaluation of multiple D2 subway alternative alignments. At the August 8, 2017, DART Board Planning Committee meeting, approval was provided and direction given to proceed with submission to FTA of a new, revised LPA consisting of the “D2 Subway Victory/Commerce/Swiss Alternative” with two design options (Pacific and Elm) to be considered during the Project Development phase. The DART Board and the Dallas City Council followed up with approvals in September 2017.

The D2 Subway received a medium-high rating from FTA based on the CIG Core Capacity submittal. With that submittal, DART requested an extension to the two-year PD timeframe. However, in March 2018, FTA informed DART that the project was no longer in the FTA CIG program since the change in project direction resulted in the inability to complete PD efforts within the originally authorized two-year timeframe (by November 2017). Thus, DART is proceeding with local PD efforts and intends to request re-entry into the CIG program Engineering phase when PD is complete. Since DART is still seeking a Federal action, the project will continue with FTA as the lead agency for the SDEIS and FEIS effort.
2. PUBLIC AND AGENCY INVOLVEMENT PLAN

2.1 Public Involvement Plan Mission and Purpose

The mission of the PAIP is to actively inform, educate, involve and seek feedback on key project issues from the public, stakeholders, and affected agencies to support advancing the D2 Subway project through the PE/EIS phase of project development.

The purpose of the PAIP is to proactively and effectively communicate the project scope, issues, and potential impacts and benefits while collecting valuable public, agency and stakeholder input. This input will assist the project team in developing the D2 Subway so that it is well integrated into downtown and so that it is supported by the broad range of interests along the corridor as well as transit users. This PAIP will be coordinated by DART staff with the assistance of the GPC6 Team, led by HDR. The PAIP will build upon prior D2 public involvement activities. The PAIP identifies roles and responsibilities for each type of activity, and will utilize a range of strategies to solicit public input. These include the establishment of various committees and work groups that would provide input at key milestones in the project. Continued collaboration between the project team and interested stakeholders will create consensus-building opportunities for the areas that have the potential to be most affected by the project.

This PAIP will fulfill and expand upon the requirements under the National Environmental Policy Act (NEPA) for an EIS and will comply with other requirements for public coordination. The PAIP would also comply with 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 with the Title VI Civil Rights Act of 1964 by ensuring that all citizens regardless of race, income, or physical limitations can participate.

2.2 Public Involvement Goals and Objectives

This PAIP outlines a program that is proactive, comprehensive, and responsive to federal requirements. The following goals and objectives provide the foundation of the public involvement program.

Goal 1

Provide opportunities for early and continuous agency and public participation to a wide range of individuals and public/private organizations.

Objectives:

a) Establish work groups for key project stakeholders (downtown stakeholders, adjacent property owners and major employers, utility providers, technical staff of transportation agencies/providers, etc.).

b) Offer early and continuous input opportunities for local, state and federal resource agencies.

c) Establish a project website that is updated regularly with progress, meeting minutes, schedule, and upcoming events and allows for individuals to subscribe to project alerts.

d) Provide a project email address to allow for questions and comments to be submitted throughout the process.
e) Develop and maintain a database of all meeting attendees, website users requesting to be added to the database, and interested parties so that they may be notified of upcoming events, newsletters, new information, etc.

**Goal 2**
Educate the public on the Federal National Environmental Policy Act (NEPA) process, the Project Development process, and future project implementation efforts.

Objectives:

a) Develop and present the public with a project schedule summary tied to milestones.

b) Develop and present the public, and the various work groups, with information that depicts the PE/EIS process and timeframe, illustrating key opportunities for public input to inform the NEPA analysis and project definition.

**Goal 3**
Provide the public with a thorough presentation of the technical issues throughout the process, while focusing on the salient analysis results, the key decision points, and the benefits and impacts of the project.

Objectives:

a) Develop and make available project newsletters and website information that highlights key technical information.

b) Hold workshops, and/or open houses prior to, or instead of, public meetings in a setting where a dialogue between the public and technical staff can be established.

c) Tailor the presentation materials for different audiences, focusing on issues important to the organization, constituents, or agency.

**Goal 4**
Assure inclusion of traditionally under-represented groups in the process.

Objectives:

a) Develop, distribute or make available meeting notices and project brochures in Spanish and other languages as appropriate.

b) Distribute meeting notices or input methods through a variety of communications that can reach under-represented groups (email blasts to representative organizations, social media, and rider alerts on buses/trains, minority newspapers, etc.)

c) Provide Spanish translator and sign language professional for the hearing impaired at public meetings and public hearings.
Goal 5
Understand the different public and stakeholder interests, address them throughout the process, and integrate them into the analyses associated with the PE/EIS efforts.

Objectives:

a) Clearly communicate to the public and stakeholders the local, state and federal requirements and process, physical constraints or project parameters (financial, engineering, environmental, legal, etc.) that are relevant to their interests and concerns.

b) Establish a Comment Tracker that documents comments received and establish a process for how they will be addressed or resolved in the PE/SDEIS process.

c) Conduct regular meetings to share information on interests and issues and to support the development of mutually agreeable solutions.

Goal 6
Evaluate the effectiveness of outreach activities on a continuing basis in order to refine this plan and utilize the most cost-effective techniques.

Objectives:

a) Determine the effectiveness of the various tools and techniques for notifying the public and stakeholders about upcoming events.

b) Determine the best times, locations, and formats for the Committee and public meetings.

c) Provide the DART Board of Directors with statistics regarding participation levels at the various outreach activities, events, meetings.

d) Utilize social media tools and partner organizations to increase the efficiency and reach of the PAIP.

e) Update the PAIP to respond to lessons learned during the process.
3. PUBLIC AND AGENCY INVOLVEMENT FRAMEWORK

This chapter outlines the overall public and agency involvement framework. The PAIP will serve as the basis for all public involvement activities throughout the duration of the project development phase, identifying roles and responsibilities for each group, as well as outlining an implementation strategy. The PAIP is a living document and will be updated as necessary by working with DART and the local community. Any changes to the outlined activities will be noted and the PAIP will be revised accordingly. All changes to the proposed PAIP shall be approved by DART prior to implementation.

Figure 3.1 illustrates the overall framework for the PAIP. As shown, there are three primary groups: Policy & Management, Public & Stakeholders, and Technical. Each group has a different role in the process. The following sections highlight the proposed work groups and committees, agency coordination and role of the DART Board of Directors. DART Service Area cities and the FTA, along with their Project Management Oversight Contractor (PMOC) also play a key role. Each of these, including their roles and responsibilities, is discussed in more detail below.

3.1 Policy & Management

The Policy and Management group consists of the decision-making and oversight bodies and management team, with the DART Board serving as the primary decision-making body. Input from the Stakeholder and Technical groups will be provided regularly to the DART Board to support decision-making. An overview of each group, their role, and how they will be involved and informed is provided below.

3.1.1 DART Board

The DART Board of Directors is the final decision-making body for the project, and will provide local project oversight for the D2 project. Staff will regularly brief the DART Board of Directors and keep them informed of issues and opportunities associated with the project. When the SDEIS is available for public review, the
DART Board will call for and hold a public hearing(s) to support a Service Plan Amendment (SPA) for the project. The SPA will be the decision that finalizes the D2 Subway alignment and grade separations, station locations, and any other associated facilities for incorporation into the DART Service Plan. The recommended project will also be the subject of SDEIS public hearing(s) and be included in the FEIS. The DART Board also will provide guidance relative to funding strategies and any associated changes to the DART Financial Plan.

3.1.2 Dallas City Council
The Dallas City Council has a variety of responsibilities which include transportation and capital improvements. The D2 Subway will affect a range of downtown facilities and infrastructure, and permits and approvals will be required for many project elements during design and construction. While the City has approved the D2 Subway LPA, DART will brief the Dallas City Council Mobility, Sustainability and Infrastructure Solutions Committee (MSISC) throughout the PE/EIS process with input provided back to the DART Board. It is anticipated that the MSISC and ultimately the Dallas City Council will approve a resolution for the final D2 alignment during the SDEIS public review period.

3.1.3 DART Staff
DART Staff will manage the D2 Subway project with support from the GPC6 D2 Subway consultant team. DART Capital Planning staff will lead the effort, with support from other departments including design and construction, operations, maintenance, real estate, etc. The DART project team will lead all efforts associated with the community and technical input including public meetings and focus area committees. The DART Community Engagement Department, represented by Carlos Huerta, will provide overall direction for the Public Involvement Program. DART will take the lead for all media relations and notifications and logistics for public meetings, supported by the GPC D2 team.

DART is using their General Planning Consultant (GPC) led by HDR for D2 Project Development efforts. James Frye, HNTB D2 Project Manager, and Ernie Martínez, DART D2 Project Manager, will work jointly to ensure a successful program. Israel Crowe, HDR, will oversee PE efforts, while Kristine Lloyd, HDR, will lead the preparation of the SDEIS. Several specialized subconsultants will support the GPC D2 team.

3.1.4 Federal Transit Administration
The FTA is the lead Federal agency on the D2 project. Given that D2 is seeking a federal grant, the FTA along with their PMOC communicates on a regular basis with DART through bi-weekly conference calls, monthly coordination meetings and quarterly agency meetings to ensure that the project is progressing in a timely manner and that federal processes are being followed.

3.2 Public & Stakeholders
The Public & Stakeholders group consists of the general public and the transit user community, a broad-based Stakeholder Committee, DART Service Area cities, and the DDI Mobility Committee. A key component of this group will be small meeting with focus area stakeholders and one-on-one meetings. Each group is described below.

3.2.1 Stakeholder Committee
The Stakeholder Committee is the overall umbrella committee for the project. This group represents a broad range of downtown interests and serves as the overall sounding board for the project, providing
advice and knowledge of downtown to help the team identify and resolve potential issues. The DART team will bring this larger group together approximately every 3-4 months to share progress. An email contact group will be created as the primary means of communication.

3.2.2 Focus Area Committees

The Stakeholder Committee participants will be divided into smaller Focus Area Committees to provide local, more detailed input at seven locations identified along the corridor (Figure 3.2). Some of these focus areas may be combined if appropriate, especially areas 1-3 and 6-7, which have common or related issues. This approach will allow a smaller group of stakeholders to focus in on key design/access/environmental issues related to a specific station area or segment of the project, as well as discuss issues related to temporary construction needs and overall long-term vision of integrating the D2 Subway into downtown. They will report back to the Stakeholder Committee and will meet more regularly to collaborate with the project team on project development. Meetings will be held at a location within the Focus Area to the greatest extent possible to allow for field review of key issues if needed. Rosters for each focus area committee will be created and managed by the DART team to allow for communication and meeting notices.

Figure 3.2 Focus Area Committee Locations
3.2.3 General Public and Transit Users
The general public encompasses anyone interested in the project, including transit advocates, transit customers that use the system, future transit users, downtown residents, and employees in the area. General public meetings will be held in downtown. In addition, DART Community Engagement will hold smaller pop-up meetings along the system to get rider input on station access and pedestrian portals. Getting input from the public is important throughout the process as they are the ultimate end users of the system and can provide valuable input from that perspective.

3.2.4 DDI Mobility Committee
Downtown Dallas, Inc. is the principal advocate, champion and steward of downtown Dallas, affecting change by developing strategies, setting targets and mobilizing resources. The DDI Mobility Committee meets regularly, and will continue to work with DART staff on the D2 Subway project. A key objective of the DDI Mobility Committee is to ensure subway station and pedestrian portal locations are accessible and functional and positively contribute to the urban environment in which they are placed.

3.2.5 Service Area Cities
While the D2 Subway project is located within the downtown Dallas, the project is regional in nature and will provide system-wide capacity improvements and benefits for all 13 DART Service Area cities. Service Area cities will be kept informed by two primary means: First, through briefings to the DART Board so city Board representatives can stay informed, and second through briefings or meetings with City Councils, City leadership and/or City staff. Since the project will shift Orange and Green Line service to the new alignment, Carrollton, Farmers Branch and Irving will have a special interest in the project. DART staff and DART Government Relations will provide briefings at key milestones or as requested.

3.2.6 One-on-One Meetings
While most communication and interaction will take place during stakeholder and focus area meetings, there will be opportunities for individual one-on-one meetings as needed to discuss specific issues or sensitive topics with key stakeholders such as adjacent property owners, major employers, property managers, downtown civic organizations, or community leaders. These meetings will be held on an as needed basis.

3.3 Technical
The Technical group consists of a Technical Committee, affected agencies and utilities, and the Dallas Urban Design Peer Review Panel. These groups will all have an interest in the technical details of the project.

3.3.1 Technical Committee
Like the Stakeholder Committee, the Technical Committee will be a broad-based group that will meet at key milestones to review progress. The Technical Committee will be compromised of the City of Dallas staff, affected utilities, and key agencies including DART staff. It will consist of professionals from a range of disciplines that will help to resolve issues related to engineering and design, as well as how to mitigate potential environmental impacts. This committee will focus on topics such as utilities, historic buildings,
parks, noise/vibration, tunnel design, urban design, pedestrian access to stations, traffic considerations and more. Their key role will be to collaborate with the D2 team to identify and resolve technical issues.

3.3.2 City of Dallas Staff
Coordination with City of Dallas Staff will be critical to ensure key issues are identified and addressed. While the Department of Transportation will be the primary point of contact, the DART team will also need to discuss issues with departments such as Economic Development, Historic Preservation, Planning and Urban Design, Public Works, Parks & Recreation, Water Utilities, etc. DART will work with Transportation staff to hold open houses and/or workshops at Dallas City Hall so allow various city staff to discuss key issue with the team. City staff will also be invited to participate in Technical Committee meetings.

3.3.3 Agencies and Utilities
Affected and resource agencies can play a key role in the project as they review their respective areas and provide comments, identify permits needs, and/or approval requirements for certain resources. Early coordination with agencies and utilities has occurred with additional coordination occurring as the SDEIS is developed. For example, the Texas Historic Commission will approve an Area of Potential Effect (APE) and age of resources to assess early in the process, and later will provide concurrence on the proposed determinations of eligibility and effects for specific resources. Other key participants in previous D2 efforts have included: Dallas County Public Works, utility organizations/companies (ONCOR, AT&T, etc.), Texas Department of Transportation (TxDOT), other state and Federal agencies, as well as individual DART departments (design and construction, systems, maintenance, operations, service planning, etc.). Most agencies and utilities will be involved through the Technical Committee, as well as individual coordination where needed.

3.3.4 Dallas Urban Design Peer Review Panel
The Urban Design Peer Review Panel (UDPRP) is comprised of local Design, Planning and Engineering professionals, with seven active volunteer members meeting on a monthly basis. The panel provides urban design advice to City staff, Tax Increment Financing (TIF) Boards, Plan Commission, and City Council. The UDPRP, working with DDI and DART, developed the Urban Transit Design Guidelines, which were adopted by Dallas City Council in April 2017. These guidelines will be the starting point for urban design of the D2 Subway. It is anticipated that the D2 team will provide regular briefings to the UDPRP as part of an iterative review process focus on urban design components of the project.

3.4 Public and Agency Involvement Strategies
The following sections summarize key strategies to involve and inform the public and agencies beyond committee meetings and briefings described above.

3.4.1 Public Meetings and Hearings
DART will hold three rounds of public meetings and one public hearing to present information to the general public and receive input from the affected community. Up to four (4) meetings will be held for each round. Two will be held at DART Headquarters and/or at a downtown location along the alignment. If necessary, one will be held north within the DART Service Area and along the Green or Orange Lines and one will be held south within the DART Service Area and along the Green Line. These latter meetings may be more appropriate as pop-up meetings at stations. One of the downtown meetings will be held during
the noon period and the others will be held during the early evening hours. Webinars and/or Facebook live meetings can supplement public meetings and be posted on the DART website for later viewing.

Upon completion of the SDEIS (which is based on 10-20% PE), a formal public hearing(s) will be held at a convenient location in the study area. The public hearing and 45-day comment period will provide a formal opportunity for public review and comment on the SDEIS. Copies of the SDEIS will be available for public review at designated locations throughout the study area and will be available on-line. A Notice of Availability (NOA) of the SDEIS and the public hearing date(s) will be published in the Federal Register. The SDEIS will be made available to the public at least 15 days prior to the public hearing.

3.4.2 Newsletters
Informative newsletters will be shared with the community providing information on the project. 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. A limited number of newsletters will be printed with primary communication being through subscription alerts and posting on the project web page.

3.4.3 Media Communications
Project information will also be disseminated through all two-way media contact, including questions/answers, press conferences, public comments, tours/briefings, and requests for interviews and/or additional information. The DART External Relations department will lead all media communications.

3.4.4 Website Management
A webpage has been created for the project through DART’s existing website (www.DART.org/D2). The website will provide easy access to project information, meeting presentation materials, newsletters, reports, and other materials. Notices of public outreach opportunities and events will be posted on the webpage, and public input and comments will be solicited through the website. Interested public and stakeholders will be encouraged to sign up for project alerts via email or text message.

3.4.5 Comment Tracker
Written comments may be received via e-mail, mail, or comment card. Those comments will be compiled and managed in the Comment Tracker. Oral comments received during meetings may be captured and summarized in meeting notes and will be summarized for presentation to the DART Board and for project discussions; however, general discussion during public meetings will not be recorded in the Comment Tracker. A sample from the 2016-2018 Alternative B4: Lamar/Young/Jackson Project Development Comment Tracker is shown below as Figure 3.3. The Comment Tracker will be reviewed regularly by key team leaders to ensure that key issues and topics are captured and addressed as appropriate in the engineering, urban design, and environmental tasks.
3.4.6 Meeting Tracker and Meeting Notes
A list of DART Board Meetings, public meetings, public hearings, committee meetings, agency meetings, individual stakeholder meetings and other D2 related meetings will be documented throughout the process and will be included in the SDEIS. Meeting notes will be prepared for meetings and will include information such as: invitations, invitation lists, sign-in sheets, presentations, and materials/handouts. The DART project team will compile notes, which will be included in the SDEIS by reference. Meeting notes and information from Public, Stakeholder and Technical Committees will be posted on the D2 webpage.

3.4.7 Notification Methods
A variety of notification methods will be used during this process, and can include: Rider Alerts, newspaper ads (Dallas Morning News, Al Dia, Dallas Weekly, Dallas Chinese News) and articles, press releases to media outlets (TV, radio) and to regional Public Information Officers (200+), website notices, social media posts (twitter, Facebook, texting service, DART Daily blog, Nextdoor), email blasts, newsletters, brochures, specific meeting invitations, etc. Carlos Huerta, DART Community Engagement, will have responsibility of collecting and saving electronic copies of all community notifications. On a frequent basis, Mr. Huerta will provide these electronic file copies to both Kristine Lloyd and Jory Dille, GPC6 Team representatives, via e-mail for cataloguing, referencing, and inclusion in meeting summaries and the SDEIS document.

3.5 Evaluation and Monitoring
3.5.1 Evaluation and Monitoring Activities
Program evaluation will be used to quantify participation levels as well as measure whether objectives are being met. Analysis will make it possible to discontinue activities that are ineffective and/or add activities with more impact and engagement.

3.5.2 Results and Lessons Learned
Results and lessons learned will be documented at a later date and can be used by DART to inform ongoing public involvement activities for the D2 Subway as it advances towards implementation, as well as for other agency projects.
4. MAJOR MILESTONES AND WORK PLAN

Local Project Development will focus on developing more detailed PE plans to support an SDEIS and FEIS. The PE/EIS effort will further refine and develop the Locally Preferred Alternative, as well as document additional routing options Elm and Pacific.

Project Development is an approximately 18- to 24-month effort and will include preparation of a SDEIS to assess the benefits, impacts and costs of the project. This SDEIS will be made available to the public for review and comment, during which time DART will hold a formal public hearing on the project. Based on the SDEIS and public input a single project corridor will be documented in a Final EIS. The Final EIS will outline mitigation commitments to address identified impacts and will include a Record of Decision (ROD) from FTA, which closes the environmental process. A mitigation monitoring program is part of the FEIS/ROD and will be put in place as the project proceeds into Engineering and Construction as part of a future Design-Build contract.

Four key milestones related to public involvement have been defined (see Figure 4.1). Each milestone has specific objectives related to sharing project information and receiving feedback to inform the PE and EIS efforts.

![Figure 4.1 Project Schedule and Major Milestones](image)

Note: Schedule is preliminary and subject to change.

July 2018
4.1  Milestone 1: Project Development Kick-Off

The first milestone is to kick off the Project Development Phase. Key objectives for this milestone are to educate the public on the overall process and the schedule for the Project Development phase, to obtain input on key issues related to the environmental impact analysis, and to gain an understanding of potential issues that may influence the engineering and design of the project.

Public Involvement Activities – Milestone 1
- Conduct a kick-off Stakeholder Committee Meeting
- Establish Focus Area Committees and hold initial meetings
- Conduct an Interagency Coordination Meeting
- Establish the Technical Committee and hold the initial meeting
- Update www.DART.org/D2
- Conduct a public meeting(s)
- Provide briefing(s) to DART Board of Directors
- Develop project newsletter
- Conduct briefings to interested organizations

4.2  Milestone 2: Review Existing Conditions/ Impact Analysis Approach/ 10% Design Progress

During this milestone period, the goal of the public involvement activities will be to inform the general public, stakeholders and involved agencies about the existing conditions; describe the Impact Analysis approach and methodologies; and obtain comments on the draft 10% design. This milestone will help to ensure that the existing conditions documentation sufficiently and accurately reflects the setting along the corridor so that the analysis of potential impacts can be initiated.

Public Involvement Activities – Milestone 2
- Conduct a public meeting(s)
- Conduct a Stakeholder Committee Meeting(s)
- Conduct Focus Area Committee Meetings
- Conduct a Technical Committee Meeting(s)
- Update www.DART.org/D2
- Provide briefing(s) to DART Board of Directors
- Develop project newsletter
- Conduct briefings to interested organizations

4.3  Milestone 3: Draft Impact Analyses/ Mitigation Options/ 20% Design

The main goal of the public involvement activities during this milestone is to review with the general public, stakeholders, and involved agencies the results of the Draft Impact Analyses to be included in the SDEIS. This review will also include an overview of mitigation options to address impacts and the draft 20% design.
Public Involvement Activities – Milestone 3

- Conduct a public meeting(s)
- Conduct a Stakeholders Work Group Meeting(s)
- Conduct Focus Area Committee Meetings
- Conduct a Technical Committee Meeting(s)
- Update www.DART.org/D2
- Provide briefing(s) to DART Board of Directors
- Provide briefing(s) to City of Dallas Council MSIS Committee
- Develop project newsletter
- Conduct briefings to interested organizations

4.4 Milestone 4: Public Hearings/ SDEIS Review/ Service Plan Amendment

Activities leading up to, and during this milestone, are focused on two separate but concurrent activities. First, the DART Board will be required to approve a Service Plan Amendment (SPA) for the proposed alignment, station locations, and grade separations. A call for public hearing including notices to adjacent property owners will be made within State and DART guidelines. Second, FTA and DART will hold a public hearing(s) during the 45-day SDEIS circulation period in accordance with NEPA.

Public Involvement Activities – Milestone 4

- Call for Public Hearing for Service Plan Amendment (DART Board of Directors)
- File a Notice of Availability of the SDEIS in the Federal Register
- Distribute SDEIS for public and agency comment
- Hold Public Hearing(s) for SPA and SDEIS
- Conduct a Stakeholder Committee Meeting(s)
- Approval from DART Board of Directors on the Service Plan Amendment
- Briefing and action for the City of Dallas Council Committee

At the completion of Milestone 4, DART will prepare a Final EIS that responds to comments received during the 45-day review period and will complete 30% PE plans to accompany the FEIS for the final project. The FEIS will include the Mitigation Monitoring Program (MMP) and Record of Decision (ROD). A notice of availability for the FEIS/ROD will be made in the Federal Register and this information will provide the basis for the initiation of more detailed design and engineering.
5. CONTACT INFORMATION

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