Appendix F

Comments Received on the D2 Subway Project
Supplemental Environmental Impact Statement (SDEIS)
F-3

Public Hearing Summary and Transcript
June 11, 2020, Virtual Hearing at 12:00 p.m.
D2 Subway SDEIS Public Hearing Transcript
June 11, 2020 – 12:00-1:00 pm

Public comments received are highlighted in **bold** text

David:

Good afternoon. My name is David. Thank you for joining our live call in public hearing as public safety and health continue to be the top priority in these unprecedented times DART on behalf of the Federal Transit Administration is hosting this call in public hearing to provide the public the opportunity to formally comment on the supplemental draft environmental impact statement for the D2 Subway project. We hope you've had a chance to visit the project webpage at www.DART.org/d2 to view project related information, the supplemental draft environmental impact statement and the pre-hearing informational presentation. We'll be taking as many comments from participants as we possibly can live on this event until 1:00 PM. If you have a comment, you may press star, three on your phone. Again, now if you have a comment, please press star, three on your phone keypad at any time. You'll be placed in line to make your comment.

David:

One of our team members will take down your first and last name. The next time you hear your name, you will be live on the call and you will be able to make your comment. The comments from these hearings will be recorded and transcribed. Please note that our panelists will not be answering any questions this afternoon. Again, if you do want to make a comment, you can press star, three on your phone keypad at any time. We'll begin this hearing by introducing Carlos Huerta with DART Community Affairs to provide instructions and guidelines on how to comment as well as introduce the project team is on the call today listening to comments. Carlos, good afternoon.

Carlos Huerta:

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

Kay Shelton:

Sure. Thanks Carlos. Hi everybody. I'm Kay Shelton. I'm Assistant Vice President with DART Capital Planning, and we look forward to hearing your comments today. As we go through the hearing, you might hear a few of us on the panel chime in with some project highlights as we wait for callers to join the call and make your comments. And just remember as David mentioned, you can find a lot more information on our website, DART.org/d2. There's also instructions there for how to submit your comments in writing. So thanks again for your interest and taking the time to join us and I'll turn it back over to Carlos.

Carlos Huerta:

DART D2 Subway SDEIS Public Hearing 12pm
06/11/20
Thanks. Kay. As David mentioned earlier, DART is conducting this call and public hearing to receive comments on the D2 Subway supplemental draft environmental impact statement. We are currently in the 45-day public review period for the project. We started on May 15th and runs until June 29th, 2020. Comments can be submitted in writing until June 29th or verbally at this hearing.

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

Carlos Huerta:
During the public hearing, we must follow some guidelines. If you preregistered on the DART website, you still need to press star, three to get into the speaker queue to comment. We have you on our preregistration list and we'll make efforts to call on you first. Additional speakers will be called on the order they press star, three to enter the speaker queue. Those who do not wish to speak can stay on the line to listen or submit written comments.

Carlos Huerta:
All comments will be included in the official public record. There'll be a time limit of three minutes per speaker. I will remind you when there are 30 seconds left in your turn. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing. Questions, interchanges and discussions are not permitted in the hearing. Today's hearing comments as well as those received in writing will be classified and recorded into appropriate subject areas. All comments will be reviewed and subsequent comments will receive responses and be documented in the final environmental impact statement in the record of decision anticipated to be issued by the Federal Transit Administration later this year. This hearing is being recorded and transcribed. So all comments received are a matter of public record. It is now 12:06 PM, Thursday, June 11, 2020.

According to requirements set forth in DART's enabling legislation, this public hearing on the D2 Subway supplemental draft environmental impact statement is now open to receive comments. And we'll turn it back over to David to moderate the hearing and call our first speaker. David?

Yes. Thank you, Carlos. We'll be taking as many comments from the public as we can today until the public hearing concludes at 1:00 PM. As a reminder, if anyone new has joined the call if you have a comment, you may press star, three. That's star, three on your phone keypad at any time, you'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 1:00 PM will be given the opportunity to provide their comments verbally to our project team members. Again, if you have a comment you'd like to speak, press star, three on your Touchstone keypad, all commenters who are in the queue to speak by 1:00 PM, again, will be given the opportunity to provide your comments verbally to our project team members. Our team members... Excuse me, our screeners will take down your name and where you're
calling from or who you represent. The next time you hear your name, you will be live on the call and you'll be able to make your comment.

David:
As Carlos stated to hear as many as possible and provide equal opportunity each speaker will be allotted a maximum of three minutes. It looks like we do have one or two in queue that are getting ready. So we're going to start taking comments as soon as we can. At this time again let me give you some instructions for our audience. You can just simply press star, three on your phone. You will be put in the queue and we'll take down your name. It looks like we have our first commenter ready to go. At this point in time, we have I think a Scott Rohrman on the call. Scott, can you please spell your first and last name for the record state, state your address or organization and you may begin your comment.

Scott Rohrman:
Scott Rohrman. I'm with 42 Real Estate. My address is 2030 Main Street, Dallas, Texas. Thank you for allowing me to speak. I'm the general partner and I'm an investor in several partnerships that own property at the corner of Pearl and Commerce, at the corner or Pearl and Maine, at the corner of Pearl and Elm and along Elm Street. DART plans to put the new D2 train through the middle of most of these properties. I hereby go on record again as being opposed to the alignment being shown here today. I've continually opposed this alignment at every public meeting DART has had for this alignment and in a private meeting in March of 2020 with Kay Shelton, Frank Turner and Brandi Crawford, who are employees of DART or DART-hired consultants and with two of my coworkers. In that private meeting, I asked the three named persons to report back to DART that I am opposed to the alignment. To that end, I am disappointed in Gary Thomas' letter to T.C. Broadnax dated February 22, 2019 stating there is consensus. And since that letter, at that date, there was not consensus. And Mr. Thomas' letter did not reflect that. Also, the current document before us does not make any reference to the opposition voiced in many meetings subsequent to that letter or in the private meeting I had with the named persons. I specifically asked in that meeting for my opposition to be recorded and included in any submissions to the city of Dallas and to the FTA. That does not appear to have happened. It appears that DART's communications ignore that fact and misconstrue the full thinking of the community. I am disappointed in this, and it has seemed to be a pattern in which DART has continued to operate. In the letter to Mr. Broadnax dated February 22, 2019, that's in the package, three letters are referenced as being in support, these letters, two of the letters only talk about support for a portion of the alignment not the entire alignment. And one, the Deep Ellum Foundation letter does not support it at all even though it's referenced that it does support it. I'm on the board of the board of the Deep Ellum Foundation and I helped draft that letter. And it does not, it actually states we do not have a recommendation for any alignment at this time, which is the current alignment-

David:
You have about 30 seconds, Scott.

Scott Rohrman:
Thank you. The current alignment causes great problems for several areas in the area, including Bottled Blonde, Uber's Westdale towers and the property I control in
downtown. It will do massive damage. Furthermore, in a resolution adopted by the City Council, the Council specifically stated DART should come back to the council once 10% of the design stage is complete. This is not being done even though DART has told me they are at 20% moving quickly to 50%. This is incredibly disappointing. Several DART officials have said they do not need to go back to the City because a City Council member said they do not need to. I disagree with that. Thank you for allowing me to speak.

David:

Thank you, Scott. Okay. We have our next speaker. If you would please spell your first and last name for the record. State your address or organization and begin your comment. Hello Allan, are you with us?

Yeah, this is Allan Zreet. The first name is A-L-L-A-N, last name Z-R-E-E-T. I am the Mobility Committee chair with Downtown Dallas Inc. Although the comments represent my personal opinions on the issue. And we'll have further written confirmation from Downtown Dallas Inc later. Just a few comments, we would like to make sure that as the project advances, that the possibility of air rights development at both the Metro Center Portal, at the CBD West Bus Transfer Center, and the CBD East Station are considered in terms of integrating those stations with future development and making sure that that's been considered both from the standpoint of planning and how that's integrated into future plans there. Now the comment is that the Commerce Station in looking at the drawings, the access does not appear to be intuitive there.

It's very circuitous in terms of just finding your way and wayfinding through that station, we feel like there should be a consideration given to improving the access to that station and simplifying that path of travel. Then the next one is that the wye at the east portal obviously has been an issue of much discussion in terms of how we deal with that. We want to make sure that that is not leftover space and that consideration is given there both for air rights, as well as landscaping and public art so that doesn't just become a leftover space there. And then last month at the Urban Design Peer Review committee, there were some comments regarding to the design theme of the corridor. And we agree that an identity needs to be established for the entire corridor so it is cohesive through downtown. But that flexibility is still integrated into the design as it advances for context sensitive design, particularly at station portals. That ends my comments.

David:

Thank you, Allan. Okay. For our audience, if you have a comment, if you'd like to speak to the team members today, please press star, three. Again, we're not going be taking any questions, but you will get three minutes to make your public comment. If you have a comment, again you can press star, three on your keypad at any time, you get into queue and make your comment. We'll be taking as many comments as we can today during the live segment. Again, please press star, three on your keypad at any time to get in the queue to make a comment. Please note all comments will be recorded and transcribed for the record. Also, please note that DART project team members will not be answering any questions during the hearing. Just a reminder, so if you'd like to get in the queue and make a comment, you may press star, three now on your phone keypad. Carlos, would you like to address any Spanish speakers in the audience too please?

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

Muchas gracias.

David:

Okay, thank you Carlos. At this point in time, while we wait for any other of our audience members to hit star, three to be put into queue and make your public comment, I'd like to turn it back over to Kay. Kay if you’d like to give the audience an update on some of the D2 additional projects that are going on at this time?

Kay Shelton:

Sure. Thanks, David. Yeah, while we wait for more people to press star, three and get into the queue, we have some project highlights that we'll run through just to update people on the project. And our first one is really focused on purpose and need of the project. And Ernie Martinez, our project manager is on the call. So Ernie do you mind taking this one?

Ernie Martinez:

Sure, Kay. I'll take it. I want to mention that although the D2 subway project is in Downtown Dallas, it is an important project for the entire DFW region. The region is experiencing high growth and increasing traffic congestion. So regional population is expected grow from over 7 million today to over 11 million by the year 2045. That's a 55% increase. Jobs are projected to grow by the same percentage to more than 7 million. Now in the Downtown Dallas study area, population and jobs are forecast to double. Strong growth along with plans for regional transit expansion increases demand on our system and strains our capacity. Right now DART relies on the existing at grade Bryan/Pacific Transit Mall for all four light rail lines. And we are at capacity in terms of what we operate. This constrains the ability of both DART and the region to build additional rail projects or improve service levels on the existing light rail lines.

Ernie Martinez:

So dependence on one single downtown transit mall increases the risk for system-wide service disruptions due to incidents on the mall such as traffic accidents, or emergencies to or in adjacent buildings. The purpose of the D2 Subway project would be to address the core capacity issues and increase operational flexibility, reliability, and quality of passenger service throughout downtown and really throughout the entire light rail system. The project would also enhance access to both established and growing markets in downtown. So we identified five specific transportation needs that the D2 Subway project would address and those are A, relieve CBD light rail capacity constraint, accommodate growing regional demand, maintain a quality system and service, serve new downtown markets and to enhance land use and redevelopment potential.

Kay Shelton:

Right. Thanks Ernie for that overview. And if anyone that's listening today is interested in a little bit more about the project, its background and the purpose and need, we'd encourage you to look at chapter one of the supplemental draft environmental impact statement. These needs are key to the type of federal grant we're pursuing, and we have some information on that we can
talk about later in the meeting while we're waiting for callers. So I'll turn it back over to David
right now just to reiterate our instructions and see if we can get more people in the queue.

David:

Thank you Kay. So again, for anyone joining us later in the hour for this event, we'd like to first
thank you for joining our live call in public hearing. As public safety and health continue to be the
top priority in these unprecedented times, DART on behalf of the Federal Transit Administration
is hosting this call in public hearing to provide the public the opportunity to formally comment on
the supplemental draft environmental impact statement for the D2 Subway project. We hope
you've had a chance to visit us as Kay mentioned, the project webpage at www.DART.org/d2 to
view project related information, the supplemental draft environmental impact statement, and
the pre-hearing informational presentation. We'll be taking as many comments from participants
as we possibly can live in this event until 1:00 PM. We've already had two people in the
audience make their public comments. We encourage everyone if you do have a comment, you
can press star, three. That's star, three on your keypad at any time.

David:

You'll be placed in line to make your comment. Our screeners will take down your first and last
name. The next time you hear your name, you will be live on the call and you'll be able to make
your comment. The comments from these hearings will be recorded and transcribed. Please
note that our panelists will not be answering questions this afternoon. We've already started the
hearing. We've been introduced to Carlos Huerta with the DART Community Affairs and also
with some of the other team members. As we continue to wait for the audience, at this time Kay
would you like to update us on another project?

Kay Shelton:

Sure. And before I get to that all, I'll go ahead and just remind others if you don't want to make a
comment today, if you're shy and you'd rather put it in writing, or you need to talk to your
organization a little bit more, we do have several different ways for you to comment in writing.
You can email d2@dart.org. You can mail comments to Ernie Martinez at DART Capital
Planning, and that's at PO Box 660 163 in Dallas, 75266. We also, if you're out on our system
using our buses and trains, we have postage paid comment cards on our vehicles. And you're
more than welcome to fill one of those out and it will come back to Carlos at the DART offices.
And again, any way you'll comment, all comments are equal.

Kay Shelton:

And any of those received by Monday, June 29th will be documented and responded to in our
final environmental impact statement and record of decision. And we're continuing to work with
Federal Transit Administration to prepare that document and have that ready later this year. But
if it's okay, we'll go ahead and do another project highlight, Ernie talked a little bit about purpose
and need before and one of those key needs was related to capacity. So we do have our Vice
President of Capital Planning, Steve Salin on line. And see a little bit of background noise, but
I'll turn it-

Steve Salin:

Yeah this-

Kay Shelton:

DART D2 Subway SDEIS Public Hearing 12pm
06/11/20
Steve Salin:

This is Steve. The neighbor's lawnmower service just arrived. So what I'd like to do is spend just a couple of minutes talking about the federal grant that we're pursuing. As you know DART's been advancing the D2 project as a core capacity project under the Federal Transit Administration's capital investment grant program. Projects in that program need to qualify by demonstrating that the corridor will be at or near capacity, meaning crowded within the next five years. And projects typically have to show how they will improve that capacity by at least 10%. And in our case here, the capacity is demonstrated by being able to take some trains off the existing mall and putting them into the new alignment. And although the current COVID-19 situation is currently affecting ridership, some of DART's light rail trains are typically at, or over capacity on trips in the peak hour. Because we only have one transit way mall through the downtown, we are at capacity.

Steve Salin:

And we can't add more trains through the downtown on the existing mall without affecting the schedule and potentially reliability. So what D2 allows us to do is to shift the green and orange lines over to the new corridor, which frees up room to add more service on the mall itself. Overall, this core capacity investment will sustain DART well into the future as the system grows, and we accommodate regional demands. The federal process that we're following really has two key steps, project development, which we're in now and are actually working towards completing. And the next piece is engineering. As part of the FTA process, the D2 Subway has been rated as a medium high project in the past. And we plan to submit information later this summer as the project comes towards 30% design and work with FTA to enter the next phase of engineering.

Steve Salin:

And during that step, DART will do our final design and construction of the project, which would actually be the implementation of all of this planning work. We'll talk a little bit more about the project schedule a little bit later on if given the chance.

Kay Shelton:

Great. Thank you, Steve. Let's turn it back over to David in case we've had some new people join and just review some of the instructions.

David:

Thank you, Kay. And we appreciate that overview of the project. And I think you found a quiet space there where the lawn mowing crew got ready to do their job there. Because he came through loud and clearly. At this time I think Carlos, if you would, if you can address our Spanish speaking audience and also give us a review during this public hearing of the guidelines that
During the public hearing, we must follow some guidelines. If you pre-registered on a DART website, you still need to press star, three to get into the speaker queue to comment. If we have you on our pre-registration list we'll make efforts to call on you first. Additional speakers will be called on in the order they press star, three to enter the speaker queue. Those who do not wish to speak, may stay on the line to listen or submit written comments. All comments will be included in the official public record. There'll be a time limit of three minutes per speaker. And I will remind you when there are 30 seconds left in your turn. Speakers must address the topic of the hearing. Other subjects would not be allowed in this hearing. Questions, interchanges and discussions are not permitted in the hearing. Today's hearing comments as well as those received in writing will be classified and recorded into appropriate subject areas.

Carlos Huerta:
All comments will be reviewed and subsequent comments will receive responses and be documented in the final environmental impact statement and record of decision anticipated to be issued by the Federal Transit Administration later this year. David?

David:
Okay, thank you, Carlos. Again, we encourage anyone to make a public comment today during this call in public hearing, you may press star, three. That's star, three on your Touchstone keypad. We will take as many people as we can live and you'll get into queue, one of our team members will take down your first and last name, organization, where you're calling from. And the next time you hear your name called you will be live on the call. Okay. While we wait for the audience to step up if they'd like to make a public comment again, we will be open in live for all public comments until 1:00 PM Central. So if you do have one, we do encourage you to go ahead and press star, three. Kay, would you like to take this time to update the audience on any other projects that DART has concerning the D2 Subway?

Kay Shelton:
Sure. Steve mentioned that we could talk about schedule, so I'll go ahead and take that one. I know a lot of people are interested about the timing for D2. So we are taking steps to get into the next phase of engineering under the federal grant process. And many of you may know that DART has a financial plan and that plan looked 20 years ahead to help our agency prioritize services and projects. Our current financial plan that we're working under has D2 with an opening service date of about 2024 and 2025. So that's schedule means we need to keep moving full speed ahead on the schedule that we're on. Since March though a lot of agencies including DART when COVID-19 hit our region are looking at our financial plan and what some of the implications might be. Ridership has dropped due to the stay at home orders and the
economy has slowed down some, that does affect sales tax which is a big part of our revenue streams.

Kay Shelton:
So we have made some changes to services that are out on the ground today, and there could be potential changes to the D2 project schedule. Over this spring and during the summer, the DART board is discussing next year's budget. And looking ahead at our next 20-year financial plan under these new conditions. There is a lag in sales tax reports. So we don't really have a clear picture of what the future holds at this point. The good news is that our financial plan had a conservative smaller federal grant assumption of about 20 to 25 percent of the project cost compared to about a 50% grant, which is what we are actually pursuing. So one of the changes to our financial plan that's being discussed is actually to put in a larger grant amount into our financial plan and take some of the pressure off of DART's finances.

Kay Shelton:
Even with this larger grant assumption, there may still be some changes to the opening day. It could be a year or two, it could be more. Again that's what is being discussed by our board of directors and they are scheduled to approve a new financial plan this September. So we have a new section on our website about the project schedule, and we'll continue to post updates there, or you can always listen to our board of directors meetings as they continue to talk about agency priorities. So let's go back to David now, see if we have anyone new or review the instructions for anyone new that's joined the call.

David:
Sure. Thank you Kay. I appreciate that update too on the schedule. For any of those on the audience that are joining us late, it is now 12:31 Central, we're going to be live until 1:00 PM Central to make public comments. I'd like to just kind of give you an overview of the reason for the call in public hearing. As a public safety and health continue to be the top priority in these unprecedented times, DART on behalf of the Federal Transit Administration is hosting this call in public hearing to provide the public the opportunity to formally comment on the supplemental draft environmental impact statement for the D2 Subway project. We hope you've had a chance to visit the project webpage and that project webpage is located at www.dart.org/d2. To view project related information, the supplemental draft environmental impact statement, and the pre-hearing informational presentation.

David:
We will be taking as many comments from participants as we possibly can live on this event again until 1:00 PM Central. 1:00 PM. If you have a comment, it's a very simple process. You can just press star, three on your phone keypad at any time. You'll be placed in line to make your comment. Our screeners will take down your first and last name. The next time you hear your name, you will be live on the call and you'll be able to make your comment. The comment from these hearings will be recorded and transcribed. And please note that our panelists will not be answering questions this afternoon. So we do encourage anyone who hasn't made a comment. We did have a couple of comments earlier. This is a forum for these types of comments in this kind of shelter in place time and remote engagement. Please press star, three on your Touchstone keypad and you can enter our queue very simply. And then the next time you hear your name, you will be called on and to make your public comment which can last up to three minutes.
David:

Okay. We still are waiting for audience and participants to step up and hit star, three to make
additional comments. At this juncture, would you like to review anything we've talked about
since again, people might've joined us late or talk about any of the new projects. So I'll hand it
over to you Kay.

Kay Shelton:

Thank you, David. I'll just give everyone a reminder that if you haven't been to our website, we
mentioned that we did post an informational presentation. So if you don't want to read a 300-
page document and just want to kind of hit the highlights there is about a 17-minute video
narrated presentation that is on our website. It's on the DART YouTube channel, and you're
more than welcome to look at that. And it does give you some information in terms of where to
find certain things in the document itself. And again, all of the instructions are on our website
about how to provide comments in writing as part of the process. I would also note too that if
you're calling in and don't necessarily have internet access, a lot of the cities in our DART
service area are showing the informational presentation through their public access TV
channels as well, if you're interested in looking at it that way.

Kay Shelton:

But while we're waiting, we'll go ahead and maybe let’s talk a little bit about project history for
those of you that might be new to the project. And I think we'll have Ernie take that one.

Ernie Martinez:

Thanks. Kay. And yes, D2 does have a little history and some of you on the call with us today
may have been involved during some of that early planning. Planning for D2 started in 2007
when we initiated an alternative analysis and draft environmental impact statement. And through
that process, we reviewed 16 alternatives and screened those down to four final alternatives.
The FTA and DART then published a draft EIS in March of 2020. Excuse me, 2010. However,
as many of you may remember, the 2008/2009 recession led to a new schedule. And at that
same time, Dallas was starting to discuss modern streetcar, high-speed rail to Houston as a
possibility and Dallas was preparing a new downtown plan called the Downtown Dallas 360
Plan. Now all of these factors and change conditions led DART to consider some additional
alternatives in the 2012 to 2015 timeframe. As a result of that effort, both the DART board and
the Dallas City Council approved a locally preferred alternative or LPA in 2015, the initial
alignment was along Lamar and Young Street, mostly at grade along Young Street. As we went
through the public involvement process for that initial alignment, there was concern from many
stakeholders about the act grade alignment along Young Street. Based on those concerns, the
Dallas City Council approved the resolution in the summer of 2016 supporting the development
of a mostly subway project. And based on that action, DART conducted a nearly one-year effort
to refine the project as a subway. We have both stakeholder and technical work groups evaluate
several different alternatives as part of that effort. Ultimately, there was broad consensus on the
Victory Commerce alignment. And in September, 2017, both the DART Board and Dallas City
Council approved that corridor as the new subway LPA or locally preferred alternative. And
since that time we’ve completed 20% preliminary design and prepared a supplemental draft
environmental impact statement, which is the subject of today's hearing.

Kay Shelton:
Thanks Ernie. That's a good snapshot of the planning history. And again a lot of that is in the draft environmental impact statement. And there's also a section on the DART website for the D2 project where you can go back and look at a lot of information from some of those prior phases of the project. So if we want to, let's go back to David quickly. We can always come back to more project highlights, but let's see if David wants to review just in case anyone new has joined the call.

David:
Thank you, Kay. And thanks for that update too. So for all the audiences that have just joined us, we'll be taking as many comments as we can today from the public. And the hearing will conclude at 1:00 PM. As a reminder if you have just joined the call and you do have a comment, you may press star, three. That's star, three on your Touchstone keypad at any time and you'll be placed in line to speak with a member of our staff. All commenters, who are in the queue to speak by 1:00 PM were given the opportunity to provide their comments verbally to our project team members. Our screeners will take down your name, where you're calling from and who you represent. The next time you hear your name, you will be live on the call and you'll be able to make your comment. As Carlos stated, we're going to try to get to as many as possible and provide equal opportunity too. So each speaker, again, as I mentioned earlier, will be allotted a maximum of three minutes.

David:
It looks like we do have someone that has entered the queue. Let's give them a second to be screened. So again, if you are in the audience, you would like to make your public comments, a very simple process, that's why we're having this call in for the public, for this event to discuss the D2 project, just hit star, three, and one of our team members will screen your first and last name and we'll give you three minutes to publicly comment. Carlos, while we're waiting for this gentleman to be screened, you want to go over the guidelines briefly, and then we can take his comment live and also address any Spanish speaking audience members that might have just dialed in?

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

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Carlos Huerta:
Today's hearing comments as well as those received in writing will be classified recorded into appropriate subject areas. All comments will be reviewed and subsequent comments will receive responses and documented in the final environmental impact statement and record of decision anticipated to be issued by the Federal Transit Administration later this year. Thank you, David.

David:

Yeah. Thank you, Carlos. Okay. This time we do have a member of the audience who would like to make their comment. We have a Kevin, I believe Feldt. Kevin, if you would please spell your first and last name for the record, state your address or organization, and you may begin your comment. Kevin you're live.

Kevin Feldt:

Thank you. Good afternoon. My name is Kevin Feldt, K-E-V-I-N. Last name F like Frank, E-L-D like David, T like Tom. And I'm calling representing the North Central Texas Council of Governments that's located in Arlington, Texas. Basically I'd like to say that while we recognize the North Central Texas region is home to the longest light rail system in United States, we believe that accommodating planned and programmed improvements to the DART system and adding additional capacity is required to the Downtown Dallas area. The current LRT system converges four lines into one alignment in Downtown Dallas and to increase the light rail transit system efficiency and effectiveness an additional alignment through Downtown Dallas is essential. Light rail transit in the Dallas area provides a vital transportation choice to travelers. The regional transportation council and the North Central Texas Council of Governments support the proposed D2 project.

However, planning and implementation of the D2 project should also consider proposed improvements to IH-345 in Downtown Dallas. Both projects are vital transportation components to the DFW region transportation system and the city of Dallas. While all agencies are working diligently to advance both projects, agreement on the design of both must be coordinated. Coordinating the projects to ensure each is implemented in conjunction with the other will provide an opportunity to move the D2 project forward more expeditiously. Being able to advance D2 in a timely manner is important in post COVID-19 pandemic conditions. There may be an opportunity to advance critical projects such as this in a way to provide critical economic stimulus to the region, the nation and the economy. Thank you.

David:

Thank you for your comment, Kevin.

Kevin Feldt:

Oh, I'm sorry.

David:

Okay. Well, Kevin, we thought you were done at that point in time. We appreciate your comments. And if anyone else has a comment, we'll be taking as many as we can publicly until the hearing concludes at 1:00. I now have 12:43 PM and anyone that's just joined the call if you do have a comment, you may press star, three on your phone keypad at any time. You'll be placed in line to speak with a member of our staff. All commenters who are in the queue to
speak by 1:00 PM will be given the opportunity to provide their comments verbally to our project team members. Our screeners will take down your name, where you’re calling from and who you represent, the next time you hear your name, you'll be live on the call. You'll be able to make your comment. We're here to again, get as many comments as possible and provide equal opportunity.

David:

Each speaker will be allotted a maximum of three minutes. I'd like to go ahead and turn it back over to Kay. Kay, do you have an update on anything else you'd like to talk to us about? It looks like Kevin has gone back in the queue. We'll take to him once he's been screened again. Do you want to give us a brief update on anything? Well, it's like he's ready to go live. Let me go ahead and take to him live again. It looks like he did not use his three minutes and it looks like he has an additional comment. Could you please Kevin, go ahead and spell your first and last name for the record. State your address or organization and begin your comment. I believe you were about a minute and a half into your three minutes.

Kevin Feldt:

Thank you. Kevin Feldt, North Central Texas Council of Governments. I wanted to also mention that the proposed DART D2 light rail transit line extension project is consistent with the Mobility 2045, which is the regional metropolitan transportation plan for North Central Texas. Due to the project's critical nature, the North Central Texas Council of Governments is willing to provide any assistance in planning, design, and implementation for the proposed improvements. Thank you.

David:

Thank you, Kevin. Kay, do you want to go ahead and give us an overview of other projects? I have another 15 minutes it looks like for our call in public comment period. And again, we'll be taking calls up into 1:00 PM. Kay?

Kay Shelton:

Sure. Thank you. I think what I'll cover right now is cultural resources. I'll just hit on a few topics that we have in our environmental documents. Cultural resources and historic resources are one of the key environmental topics and of interest to a lot of people in the downtown area. When we talk about cultural resources, there's two primary federal regulations that DART and the Federal Transit Administration have to follow. Section 106 of the National Historic Preservation Act, and also Section 4(f) of the US Department of Transportation Act. Federal Transit Administration staff and DART have been consulting regularly with the Texas Historical Commission. At the beginning of the process, we worked with them to establish an area of potential effects, otherwise known as an APE. And one of the first steps that we did was to document the existing historic resources within that area of potential effects, and also find out if there were new resources that might now be eligible for the national register of historic places.

Kay Shelton:

This spring, once we had the 20% design done, we completed a determination of effects report and the Texas Historical Commission has finished their review of that report. They just finished that this past mid-May, just a few weeks ago, and this was also provided to the city of Dallas Historic Preservation Department and Preservation Dallas. And both of those groups we've been consulting with through this process as well, keeping them informed. Based on the
evaluation that we did for cultural resources, we identified two Section 106 adverse effects. One is to the St. James AME Temple on Good Latimer Expressway. And this is due to the addition of the live Oak Station in the median of Good Latimer Expressway. We won't be having any impact to the building, but we would need to acquire a sliver of property in front of it to shift the northbound lanes of the street and the sidewalk over.

Kay Shelton:
And the station also represents a new visual condition in front of the building. The second adverse effect would be to the former Magnolia Gasoline Station building. This is at 902 Ross, it's now a FedEx office, and that is due to the proposed demolition for a construction staging area. And if possible, we would try to avoid that Magnolia gas station building, but we just don't have enough information yet on our construction needs for the project. Adverse effects under Section 106 also constitute a Section 4(f) Use. So there is additional evaluation that's contained in Section 4.17 of our draft EIS. We're continuing to coordinate now with Texas Historical Commission and also working with the city and Preservation Dallas on developing a programmatic agreement. And that would outline how we would mitigate those adverse effects and outline the future design review and consultation process once we get into the next phase of the project.

Kay Shelton:
There's also some new information that we were just informed of, and that is that DalPark Downtown Dallas Historic District as a contributing resource. So it is going to be added to our Final EIS and it will be covered in the programmatic agreement. This is a location that's being considered for a possible station entrance portal to the Commerce Station. So I'll go ahead and turn it back over to David and Carlos, that's just a quick snapshot of cultural resources and we have some other topics that we'll talk about too, if we have more time before we end the hearing. So David I'll turn it back to you.

David:
Thank you very much, Kay. Again, my name is David, I'm moderating today's event. And if you're joining us late, I wanted to thank you for joining our live call in public hearing. As public safety and health continue to be the top priority in these unprecedented times, DART on behalf of the Federal Transit Administration is hosting this call in public hearing to provide the public the opportunity to formally comment on the supplemental draft environmental impact statement for the D2 Subway project. We hope you've had a chance to visit the project webpage and that's located at www.dart.org/d2. You can view project related information there. The supplemental draft environmental impact statement is also located at the website along with the pre-hearing informational presentation. We'll be taking as many comments from participants as we possibly can live on this event until 1:00 PM. We have 10 minutes so if you are interested to make your public comment, please press star, three. Very simple, on your Touchstone keypad at any time.

David:
You'll be placed in line to make your comment. Our screeners will take down your first and last name. The next time you hear your name, you'll be live on the call and you'll be able to make your comment. The comments from these hearings will be recorded and transcribed. Please note that our panelists will not be answering questions this afternoon. Also, as a reminder, comments are being accepted between May 15th, 2020 and June 29th, 2020. In addition to
participating in today's hearing, you may also submit a comment email to d2@dart.org. Again, a comment email to d2@dart.org. You may also provide your mail in a written comment to Ernie Martinez, DART Capital Planning, PO box 660 163, Dallas, Texas, 75266-7213.

DART: DART also has postage paid comment cards on the buses and trains that can be used to make your comment additionally. All comment methods are considered equal and all comments that are received on or before Monday, June 29th, 2020 will be documented and responded to in the final environmental impact statement in record of decision. And that scheduled to be completed by the Federal Transit Administration later this year. So as we continue to wait up until our 1:00 closing time for this live call in public hearing on the D2 project, Kay if you, or Carlos, if you'd like to maybe give us one more in case someone's joined us live in Spanish instructions for them, and then the guidelines for the hearing and if that point in time if we still don't have anyone to make a comment, Kay, you can give us an update or reviews of one of the additional projects. So Carlos, if you would please address our Spanish speaking audience.

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

During the public hearing, we must follow some guidelines. If you pre-registered on the DART website, you still need to press star, three to get into the speaker queue to the comment. If we have you on our pre-registration list, we'll make efforts to call on you first. Additional speakers will be called on in the order they press star, three to enter the speaker queue. Those who do not wish to speak, they can stay on the line to listen or submit written comments. All comments will be included in the official public record. There'll be a time limit of three minutes per speaker. And I will remind you when there are 30 seconds left in your turn. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing. Questions, interchanges and discussions are not permitted in the hearing. Today's hearing comments, as well as those received in writing will be classified and recorded into appropriate subject areas.

Carlos Huerta: All comments will be reviewed and subsequent comments will receive responses and documented in the final environmental impact statement, and record of decision anticipated to be issued by the Federal Transit Administration later this year. As a reminder, this hearing is been recorded and transcribed. So all comments received are a matter of public record. David?

David: Yes. Thank you, Carlos. At this point in time in the public hearing, I have 12:54 PM. We have six minutes left. Anyone that gets into queue by 1:00 PM before we close out this call we'll get a chance to make their comment. Kay, while we wait for additional potential public comments, would you like to take this time to inform our audience about any of the other projects or review any of them that we talked about earlier in the show for people that might have joined us later?

Kay Shelton:

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Yeah, actually I think we have time for one more. And Ernie, if you're still on the line I think it'd be great if maybe you cover noise and vibration. That's one of the topics in our environmental impact statement as well.

Ernie Martinez:

Sure. Kay. I just want to mention that just like all our capital projects, we conducted a noise and vibration analysis for the D2 Subway project. Three locations were identified with moderate noise impacts all in the Victory Park area. And these include moderate noise impacts to 96 units of the W Residences. And there we had an increase of 1.6 decibels, a moderate noise impact to 48 units at the Vista Apartments due to an increase there of 1.3 decibels and a 2.3 decibel increase to 32 units at the Northend Apartments. So all of these noise increases are under 3 decibels. So they do not require mitigation under DART policy or federal guidelines. Also, just as an FYI, in an urban downtown area, typical mitigation like noise walls isn't really appropriate.

Now we also did some vibration propagation testing. There are no vibration impacts anticipated after the project is built and operational.

Ernie Martinez:

Some vibration impacts would be associated with construction. And these are discussed in chapter five of the SDEIS. We'd make sure to work with downtown residents and the city to follow noise ordinances and work to minimize impacts as much as possible. Now, lastly, sometimes noise impacts are identified after we start operations especially where there are curves in the track. We actually had a situation like this at the Green Line near the Live Oak lofts, where there was some wheels squeal due to the curve near the Live Oak Street. In that case, we added a track lubricator as a mitigation measure to reduce noise. So one of our mitigation measures would be to monitor noise when operations starts to see if there is a need for measures like that.

Kay Shelton:

Great, thank you, Ernie. I'd also like to point out too that we do have a mitigation guidelines policy at DART, and we have a document that we follow, and there is a process in that document for how we would address any post-construction issues. And we have had to do that on occasion. Once projects are in operation and there might be a new condition or something we need to analyze. So our goal is to really be a good neighbor as we build our projects. And with the growing number of residents downtown, that's really important to us. So I think we're getting close to wrapping up. So, I'm going to go ahead and back to David and see if we have anyone who wants to get into the queue in the last couple of minutes.

David:

Thank you, Kay. Again we'll be taking as many comments as we can today from the public until the public hearing concludes in three minutes at 1:00 PM. As a reminder, if anyone new has joined the call, if you have a comment, you may press star, three on your phone keypad at any time. You'll be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 1:00 PM, we'll give them the opportunity to provide their comments verbally to our project team members. Our screeners will take down your name, where you're calling from and who you represent. Next time you hear your name, it will be live on the call. You'll be able to make your comment. We're trying to take as many as we can today and provide equal opportunity. So each speaker will be allotted a maximum of three minutes. Here's your chance,
we have two minutes left. If you'd like to again make a comment, if you've not already done so, please press star, three on your Touchstone keypad.

David:

Kay and Carlos at this juncture. I think we can give it maybe a minute. If we don't see anyone else lineup in queue to speak, we can go ahead to the closing. Any additional last thoughts here in the last two minutes, Kay or Carlos?

Kay Shelton:

No, I don't think so.

Carlos Huerta:

No. I think we're good. We're good.

David:

Okay. All right. I have one minute to go. So I think without anyone else in queue, then we're going to go ahead and have our closing. We're coming to the end of our live public hearing this afternoon. Thank you for taking the time to join us in this public hearing with DART on behalf of the FTA. If you were not able to submit your comment this afternoon, you can join us at 6:30 this evening. We have another hearing that's going to be public, same dial in information, or you can send us an email at d2@dart.org or comment in writing. More project information can be found on the project website at dart.org/d2. Comments can be submitted at any time between now and Monday, June 29th, 2020. No one is in queue. So thank you again. Everyone have a good afternoon. We appreciate your participation.