



# Appendix F

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



# **F-4**

## **Public Hearing Summary and Transcript June 11, 2020, Virtual Hearing at 6:30 p.m.**

1                   **D2 Subway SDEIS Public Hearing Transcript**  
2                   **June 11, 2020 – 6:30-7:30 pm**

3  
4                   Public comments received are highlighted in **bold text**  
5  
6

7   David:

8   Good evening, my name is David. I will be your moderator tonight. Thank you for joining our live  
9   call-in public hearing. As public safety and health continue to be the top priority in these  
10   unprecedented times, DART, on behalf of the Federal Transit Administration is hosting this call-  
11   in public hearing to provide the public the opportunity to formally comment on the Supplemental  
12   Draft Environmental Impact Statement for the D2 Subway project. We hope you've had a  
13   chance to visit the project webpage at [www.dart.org/d2](http://www.dart.org/d2) to view project related information, the  
14   Supplemental Draft Environmental Impact Statement and the pre-hearing informational  
15   presentation.

16   David:

17   Tonight, we'll be taking as many comments from participants as we possibly can live at this  
18   event until 7:30 PM. If you have a comment, you can press \*3 on your phone keypad. Again, if  
19   you have a comment, please press \*3 on your phone keypad. At any time, you'll be placed in  
20   line to make your comment. Our screeners will take down your first and last name. The next  
21   time you hear your name, you will be live on the call and you will be able to make your  
22   comment. The comments from these hearings will be recorded and transcribed. Please note  
23   that our panelists will not be answering questions this evening. We will begin this hearing by  
24   introducing Carlos Huerta with DART Community Affairs to provide instructions and guidelines  
25   on how to comment this evening, as well as introduce the project team that is on the call this  
26   evening listening to comments. Carlos, good evening.

27   Carlos Huerta:

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

33   Kay Shelton:

34   Sure. Thank you, Carlos. Hello everyone. I'm Kay Shelton, Assistant Vice President with DART  
35   Capital Planning and we look forward to hearing your comments today. As we go through the  
36   hearing, you might hear a few of us chime in with a few project highlights, as we wait for callers  
37   to join the call and make their comments. Remember, as David mentioned, you can find a lot  
38   more information on our website at [dart.org/d2](http://dart.org/d2). Thanks again for your interest in the project and  
39   taking the time to join us and I'll turn it back over to Carlos to start the hearing.

40   Carlos Huerta:

41 Thanks Kay. As David mentioned earlier, DART is conducting this public hearing to receive  
42 comments on the D2 Subway Supplemental Draft Environmental Impact Statement. We are  
43 currently in the 45 day public review period for the project, which started May 15th and runs until  
44 June 29th, 2020. Comments can be submitted in writing until June 29th or verbally at this  
45 hearing.

46 Carlos Huerta:

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

52 Carlos Huerta:

53 During the public hearing you must follow some guidelines. If you've preregistered on the DART  
54 website, you still need to press \*3 to get into the speak queue, to comment. If we have you on  
55 our preregistration list and we'll make an effort to call on you first. Additional speakers will be  
56 called on in order they press \*3 so as to enter speak queue. Those who do not wish to speak,  
57 please stay on the line to listen or submit written comments. All comments will be included in the  
58 official public record.

59 Carlos Huerta:

60 There will be a time limit of three minutes per speaker. I will remind you when you have 30  
61 seconds left in your turn. Speakers must address the topics of the hearing, other subjects would  
62 not be allowed in this hearing. Questions, interchanges and discussions are not permitted in the  
63 hearing. Today's hearing comments as well as those received in writing will be classified and  
64 recorded into appropriate subject areas. All comments will be reviewed and subsequent  
65 comments will receive responses and be documented in the Final Environmental Impact  
66 Statement and record of decision, anticipated to be issued by the Federal Transit Administration  
67 later this year.

68 Carlos Huerta:

69 This hearing is being recorded and transcribed, so all comments received are a matter of public  
70 record. It is now 6:34 PM, Thursday, June 11th, 2020. According to the requirements set forth in  
71 DART enabling legislation, this public hearing on the D2 Subway Supplemental Draft  
72 Environmental Impact Statement is now open to receive comments and we'll turn it back over to  
73 David, to moderate the hearing and call on our first speaker, David.

74 David:

75 Thank you, Carlos would be taken tonight as many comments from the public as we possibly  
76 can, until the public hearing concludes at 7:30 PM. As a reminder, if anyone new has joined the  
77 call, if you have a comment, you can press \*3 on your phone keypad at any time, and you'll be  
78 placed in line to speak with a member of our staff. All commenters who are in the queue to  
79 speak by 7:30 PM will be given the opportunity to provide their comments verbally to our project  
80 team members. Our screeners will take down your name, where are you calling from or who you  
81 represent. The next time you hear your name, you will be live on the call, you'll be able to make  
82 your comment.

83 David:

84 As Carlos stated, to hear as many as possible and provide equal opportunity, each speaker will  
85 be allotted a maximum of three minutes. So if you have a question and you'd like to get into  
86 queue again, we encourage you to press \*3 at this time. We have our first caller on the line or  
87 making a comment. I believe we have Mr. Michael Morris, Mr. Morris, you're live on the call.  
88 Please spell your first and last name for the record, state your address or organization and you  
89 may begin your comment.

90 **Michael Morris:**

91 **Thank you very much for the opportunity. Michael, M-I-C-H-A-E-L Morris, M-O-R-R-I-S,**  
92 **Director of Transportation at the North Central Texas Council Governments. The D2**  
93 **alignment is in the federally required mobility 2045 and in the federally required air**  
94 **quality conformity plans. We gave testimony earlier today indicating our support for the**  
95 **project. If it is environmentally approved, we would like to work with DART to expedite its**  
96 **construction in a post COVID-19 world; getting construction of infrastructure is critical to**  
97 **maintain the economy that we have.**

98  
99 **I'd like to focus on one area. DART is assuming that traffic on I-345 will continue in the**  
100 **future as a grade separated facility. I believe that's a correct assumption that DART**  
101 **should assume. Otherwise in the environmental impact study you would need to have**  
102 **had either grade separated the light rail over thoroughfare streets or thoroughfare streets**  
103 **would have to be grade separated over the light rail system. So, I'd like to see DART**  
104 **emphasize that DART needs either I-345 in its current location up in the air or I-345 in a**  
105 **depressed location - either way grade separated so that traffic doesn't come across its**  
106 **at-grade rail line.**

107  
108 **Therefore, I think it's critical for DART to continue to work with TxDOT, our office, and**  
109 **see if we can get D2 at-grade at I-345 giving the flexibility of TxDOT being able to lower I-**  
110 **345 in the future, potentially building the D2 section at 345 now as a bridge structure**  
111 **permitting the skinnier, depressed, potentially fewer ramp, lowered I-345 under the**  
112 **existing D2. Thank you.**

113 David:

114 Thank you for your comment. Wanted to encourage anyone else listening. At this juncture, if  
115 you do have a comment, you may press \*3 on your keypad at any time to get into queue, to  
116 make your comments. We will take as many comments as we can during this live event. Again,  
117 please press \*3 on your touch tone keypad at any time to get into queue, to make a comment.  
118 All comments will be recorded and transcribed for the record. Please note the DART project  
119 team members will not be answering questions during the hearing.

120 David:

121 Just reminder, if you'd like to get into queue to make your comment, please press \*3 on your  
122 phone keypad at this time, while we wait for some additional public comments, it looks like we  
123 have another individual that's getting into line. Kay would you like to start with a review of any  
124 projects or we would like to wait for this person to get screened? I'm going to turn it back over to  
125 you Kay, at this juncture.

126 Kay Shelton:

127 Let's go ahead and wait for this person to get screened and I'll just give a reminder to everybody  
128 that we are accepting comments through June 29th, 2020 and so if you're not participating in  
129 one of the hearings that we're having, you can still submit your comments via email to  
130 D2@DART.org. All that information is on our website. You can mail them to Ernie Martinez at  
131 DART Capital Planning. He's at PO Box 660163, Dallas, Texas 75266 and then for anyone  
132 that's out on our system using our buses and trains, we also have postage paid brochures and  
133 comment cards on our vehicles that can be used to comment and just sent to Carlos at the  
134 DART offices.

135 Kay Shelton:

136 Again, all comments are considered equal and we look forward to getting comments by June  
137 29th. So I think we have someone that's ready. So if we want to go back to a speaker, we can  
138 do some project highlights later.

139 David:

140 That sounds good Kay. At this point in time we do have a commenter Madan Goyal. Will you  
141 please spell your first and last name for the record, state your address or organization and you  
142 may begin your comment.

143 **Madan Goyal:**

144 **First name M-A-D-A-N, last name G-O-Y-A-L. I'm not speaking for any organization, but**  
145 **I'm member of the DART Citizen Advisory Committee. Over the years we've seeing many**  
146 **presentations about the D2 alignment there in our committee meetings and I individually**  
147 **and personally feel that this needs all the support we can provide and I'm very much**  
148 **support of this D2 alignment and the D2 project. As soon as we can get the**  
149 **environmental issues report done, the better it is so we can get started on it. Thank you**  
150 **for the opportunity to participate in this hearing.**

151 David:

152 We appreciate your comment. At this time, if anyone else is in our listening audience right now,  
153 again, it's a very simple process, you can just hit \*3 on your touch tone keypad. One of our team  
154 members will take down your name and next time you hear your name, you'll be live on the call  
155 and you'll have a chance to make your comment public for the record. Kay, if you would while  
156 we wait for additional audience members to virtually step up to the podium to make their  
157 comment, I'll hand the floor back over to you.

158 Kay Shelton:

159 Thank you, David. We do have a few project highlights to review while we wait for the speakers  
160 to get into the queue. The first one that we want to talk about is just the overall purpose and  
161 need for the project and so I'm going to turn it over to Ernie Martinez and he'll talk a little bit  
162 about purpose and need for D2.

163 Ernie Martinez:

164 Thanks Kay. Although the D2 Subway project is in downtown Dallas, it is an important project  
165 for the entire DFW region. The region is experiencing high growth and increasing traffic  
166 congestion. The regional population, for example, is projected to grow from over 7 million today  
167 to over 11 million by the year 2045, that's a 55% increase. Jobs are projected to grow by the  
168 same percentage to more than 7 million. In a downtown Dallas study area population and jobs

169 are forecast to double. Strong growth along with plans for regional transit expansion, increases  
170 demand on our system and strains our capacity.

171 Ernie Martinez:

172 Right now, DART relies on the existing at-grade Bryan Pacific Transit Mall for all four rail lines  
173 and we're at capacity in terms of what we can operate them. This constrains the ability of both  
174 DART and the region to build additional rail projects or improve service levels on the existing  
175 light rail lines. Dependence on a single downtown transit mall also increases the risk for system-  
176 wide service disruption due to, for example, incidents on the rail on the mall, such as traffic  
177 accidents or emergencies on adjacent or in adjacent buildings.

178 Ernie Martinez:

179 So the purpose for the D2 Subway project would be to address the core capacity issues and  
180 increase operational flexibility, reliability and quality of passenger service through downtown and  
181 throughout the entire light rail system. The project would also enhance access to both  
182 established and growing markets in downtown. So in summary, we identified five specific  
183 transportation needs for the D2 Subway project to address, first being relieve the CBD light rail  
184 capacity constraint, two, accommodate growing demand, three, maintain a quality system and  
185 service, four, serve new downtown markets and five, enhance land use and redevelopment  
186 potential.

187 Kay Shelton:

188 Great. Thank you Ernie. So that's the purpose and need of D2 and a snapshot and Chapter 1 of  
189 the Supplemental Draft EIS goes into a lot more detail, if any of our listeners today are  
190 interested in reading a little bit more about that. I also want to point out too, that the EIS is a 300  
191 page document and maybe not everyone wants to read all 300 pages, but we did do that  
192 informational presentation that David mentioned. It is on our website on the DART YouTube  
193 channel, and it's also being played on several of our service area cities, public access TV  
194 channels. So hopefully you can take a look at that. Right now we'll go ahead and turn it back  
195 over to David. See if there's anyone else on the line and talk a little bit about how you can get in  
196 the queue to speak.

197 David:

198 Thank you Kay. Wanted to remind everyone that there's a public hearing, and if you do have an  
199 inclination to make a public comment, you need to hit \*3 on your touch tone keypad, you'll be  
200 placed in line to speak with a member of our staff. All commenters who are in the queue to  
201 speak by 7:30 PM this evening, will be given the opportunity to provide your comments verbally  
202 to our project team members. Our screeners will take down your name, where you're calling  
203 from or who you represent. Next time you hear your name, you'll be live on the call, you'll be  
204 able to make your comment. As Kay and Carlos has stated, we're going to try to hear as many  
205 comments as possible tonight, and we're going to provide equal opportunity. Each speaker will  
206 be allotted a maximum of three minutes.

207 David:

208 So at this juncture, we are waiting for audience members to step up to the virtual podium. If you  
209 have joined us late in this call, my name is David. I'm being the moderator tonight. We welcome  
210 you to this event and we thank you for joining our live call-in public hearing. As public safety and  
211 health continue to be the top priority in these unprecedented times, DART on behalf of the

212 Federal Transit Administration is hosting this call-in public hearing, to provide the public the  
213 opportunity to formally comment on the Supplemental Draft Environmental Impact Statement for  
214 the D2 Subway project.

215 David:

216 We hope you had a chance, as Kay mentioned to visit the webpage at [www.dart.org/d2](http://www.dart.org/d2), there  
217 you can view project related information. The Supplemental Draft Environmental Impact  
218 Statement also lives there and the prehearing informational presentation. As we mentioned,  
219 we'll be taking as many comments from participants tonight as we possibly can, until 7:30 PM. If  
220 you have a comment, simply press \*3 on your phone keypad, you'll be placed in line to make  
221 your comment. Our team members and screeners will take down your first and last name and  
222 the next time you hear your name, you will be live on the call and you'll be able to make your  
223 comment.

224 David:

225 Please note the comments from these hearings will be recorded and transcribed, also our  
226 panelists, will not be answering questions this evening. At this time, while we wait for any other  
227 public comments, Kay I might kick it back to you and let you talk about some of the other related  
228 information around the DART D2 project, Kay.

229 Kay Shelton:

230 We will go to our next topic, which is the FTA capital investment grant program and the core  
231 capacity grant that we're seeking and Steve Salin is on the line, he's our Vice President of  
232 Capital Planning, and I'd like him to go ahead and give you a little background on this. Steve I'll  
233 turn it over to you.

234 Steve Salin:

235 Great, thanks and welcome to all of you listening. As Kay mentioned, the project highlight that  
236 I'm about to go over is all about the Federal grant that we are pursuing. DART is advancing the  
237 D2 Subway project as a core capacity project under the Federal Transit Administration Capital  
238 Investment Grant program. Ernie a minute ago, talked to you a little bit about the capacity  
239 issues. Projects have to qualify this program by demonstrating that a corridor will be at or near  
240 capacity, meaning crowded within the next five years.

241 Steve Salin:

242 Projects also have to show that they will improve the capacity by at least 10%. Although the  
243 current COVID-19 situation is temporarily affecting our ridership, some of DART's light rail trains  
244 are typically at, or over capacity on certain trips in the peak period, because we only have one  
245 transit way mall through Downtown, DART is at capacity and can't add more trains through  
246 Downtown without effecting schedule reliability.

247 Steve Salin:

248 What D2 allows is for us to shift the green and orange lines over to the new corridor, which frees  
249 up room to add more service on the mall. Overall, this core capacity investment will sustain the  
250 DART system well into the future and allow transit service to grow along with the regional  
251 demands. The federal process we were following has two key steps, project development,  
252 which is what we're in right now, as we complete both preliminary engineering and our  
253 environmental document.



254 Steve Salin:  
255 The second step is engineering. As part of the FTA process, the D2 Subway has been rated  
256 previously as a medium high project, and we plan to submit information again later this summer  
257 to FTA, to prepare for entry into engineering which is that next phase. During the engineering  
258 step, DART would like to do final design and construct the project based on our schedule and  
259 we'll talk a little bit about that in a few minutes.

260 Kay Shelton:  
261 Great. Thank you, Steve. Let's turn it over back over to David and Carlos and review some of  
262 our guidelines for the hearing and see if we have anyone else in the queue.

263 David:  
264 Thank you Kay. Earlier this evening, I had to introduce Carlos Huerta with the DART Community  
265 Affairs. Carlos for those who have join us late in the audience, if you would please go ahead  
266 and give us an overview on instructions and guidelines on how to comment this evening as well  
267 as in Spanish too, for any of our audience that is Spanish speaking, Carlos.

268 Carlos Huerta:  
269 Yes. Thanks David. Yes, we do have a different process for those Spanish speaking  
270 participants. So I'll go to that first.

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

277 Carlos Huerta:  
278 During the public hearing, we must follow some guidelines. If you preregistered on the DART  
279 website, you still need to press \*3 to get into the speaker queue, to comment. If we have you on  
280 our preregistration list, we'll make efforts to call on you first. Additional speakers will be called in  
281 order they press \*3 to enter the speak queue. Those who do not wish to speaks, you stay on the  
282 line to listen or submit written comments. All comments will be included in the official public  
283 record. There will be a time limit of three minutes per speaker and I will remind you when you  
284 have 30 seconds left in your turn. Speakers must address the topic of the hearing, other  
285 subjects will not be allowed in these hearing.

286 Carlos Huerta:  
287 Questions, interchanges and discussions, they're not permitted in the hearing. Today's hearing  
288 comments, as well as those received in writing will be classified and recorded into appropriate  
289 subject areas. All comments will be reviewed and subsequent comments would receive  
290 responses and documented in the Final Environmental Impact Statement and there could have  
291 decision anticipated to be issued by the Federal Transit Administration later this year. As a  
292 reminder, this hearing is being recorded and transcribed, so all comments received are a matter  
293 of public record, David.

294 David:

295 Thank you Carlos. As we mentioned, we're going to be taking as many comments from the  
296 public. If you're on the line, please want to comment just you can hit \*3 and you'll be put into  
297 queue and placed in line to speak with a member of our staff. We'll be taking public comments  
298 until 7:30 PM this evening. At this juncture too, just know that once you hit \*3, you will be put  
299 into queue for our screeners and they'll take down your first name and last name, where you're  
300 calling from and who you represent. The next time you hear your name, you'll be live on the call,  
301 you'll be able to make your comment.

302 David:

303 As Carlos stated, to hear as many as possible tonight and to provide equal opportunity, each  
304 speaker will be allotted maximum of three minutes. Kay, at this time we're still waiting for  
305 additional audience members, if they'd like to make the comment, to step forward and hit \*3. So  
306 it might be a good time to potentially talk a little bit more about some additional projects  
307 surrounding the D2, if you would.

308 Kay Shelton:

309 Yes, I will. Actually our next project highlight is about project schedule. We've talked a little bit  
310 about the purpose of the project and the Federal Grant program and I'll talk a little bit about  
311 where we're going next. So as Steve mentioned, we are preparing to get into the next step of  
312 the grant program called engineering and key to that is our schedule and our project delivery  
313 method moving forward. Many of you know that DART has a Financial Plan that looks 20 years  
314 ahead to help our agency prioritize services and projects. The current DART 20 year Financial  
315 Plan has D2 with an opening day around 2024, 2025 right now. So that's schedule means that  
316 we need to keep moving full speed ahead on the project. Since March though, when COVID-19  
317 hit our region, we have seen drops in ridership due to stay-at-home orders and the economy  
318 has slowed down.

319 Kay Shelton:

320 That does affect affects sales tax and in turn our revenue. So many of you have seen that we've  
321 made changes in the services, and that also could mean potential changes to the D2 project  
322 schedule. Over this spring and summer the DART Board of Directors is discussing next year's  
323 budget and looking ahead at our 20 year Financial Plan under these new conditions. The good  
324 news is, is that our Financial Plan has a smaller Federal Grant assumption of only about 20 to  
325 25% of the project costs, compared to about a 50% grant which is what we are pursuing. One of  
326 the changes to our Financial Plan that's being discussed is a larger grant amount, and that will  
327 take some pressure off of the local funds needed.

328 Kay Shelton:

329 Even with this larger grant assumption, there still may be some changes to the opening date. It  
330 could be a year or two, or it could be more, we are continuing to monitor that situation and our  
331 Board of Directors are scheduled to approve a new Financial Plan this September. We did add  
332 a new category on our project webpage called Project Schedule, so we will continue to post  
333 updates there, or you can continue to monitor our board meetings over the next several months.  
334 That's where we are on schedule and I'll turn it back over to David, if you want to just see if  
335 there's anyone new that's joined us. If not, we can come back and talk a little bit more about the  
336 project.

337 David:

338 Sure. Thank you Kay. For anyone who's joined us later in this call we'll be taking as many  
339 comments as we can tonight from the public, from our audience that's on the call tonight and  
340 we're going to be open until 7:30 PM this evening. As reminder, if you've just joined the call and  
341 you do have a comment, again, it's very simple, just press \*3 on your phone keypad at any time,  
342 you'll be placed in line to speak with a member of our staff. All commenters who are in the  
343 queue to speak by 7:30 PM will be given the opportunity to provide their comments verbally to  
344 our project team members.

345 David:

346 Our screeners will take down your name, where you're calling from or who you represent. The  
347 next time you hear your name, you'll be live on the call, and you'll be able to make your  
348 comment. As Carlos and Kay have stated to hear as many as possible tonight and provide  
349 equal opportunity, each speaker will be allotted a maximum of three minutes. We're still waiting  
350 for additional comments. Kay, do you want to talk a little bit about how the audience might be  
351 able to implement on other avenues and other ways to get their public comments into the  
352 record?

353 Kay Shelton:

354 Sure, and it might be that we have people on the call tonight that haven't had a chance to look  
355 through all the information. So again, you have until June 29th, near the end of this month to get  
356 your comments in. I would encourage you to look at the Supplemental Draft EIS and watch the  
357 informational presentation and if you don't get a chance to comment tonight, you can email  
358 D2@DART.org. Again, you can mail your written comments to Ernie Martinez, our project  
359 manager, and all of his address information is on our website. Then we also have those postage  
360 paid comment cards, if you happen to be riding a bus or a train, and you can mail those into  
361 DART postage paid free of cost.

362 Kay Shelton:

363 Again, all of our comment methods are considered equal and we will document the substantive  
364 comments and respond to those in our Final Environmental Impact Statement and record of  
365 decision later this year.

366 David:

367 Thank you Kay.

368 Kay Shelton:

369 If we want, we can go ahead and talk a little bit about project history.

370 David:

371 I think that's a good time for that now. As we wait for the audience, if anyone needs to hit \*3, but  
372 let's turn it over to the project history.

373 Kay Shelton:

374 While we're waiting for more people to join in, I'll turn it over to Ernie Martinez. He's been  
375 involved in the project from the beginning. So Ernie take it away. Give us a snapshot of a DART  
376 project history, D2 project history, that is

377 Ernie Martinez:

378 Sure Kay. There is some history with the project. In fact, we had some callers earlier today who  
379 have been involved in part of the history and part of the earlier planning. For example, planning  
380 started on the D2 Subway project in 2007 when we initiated an alternatives analysis and Draft  
381 Environmental Impact Statement. Through that process, we reviewed in the number of 16  
382 alternatives and screened those down to four final alternatives.

383 Ernie Martinez:

384 FTA and DART published a Draft EIS in March of 2010, however, as many of you may  
385 remember the 2008, 2009 recession led to a new schedule, new project schedule. At same  
386 time, Dallas was starting to discuss modern streetcar, high speed rail to Houston was a  
387 possibility and Dallas was also preparing a new Downtown plan that they refer to as the Dallas  
388 360 plan. Now, all of these factors and change conditions led DART to consider some additional  
389 alternatives in the 2012 to 2015 timeframe. As a result of that effort, both DART Board and the  
390 Dallas City Council approved a Locally Preferred Alternative or LPA in 2015. This alignment was  
391 along the Lamar and Young Street corridor and was mostly in at-grade alignment along Young  
392 Street. Now, as we went through the public involvement process for that initial alignment, there  
393 was concern from many stakeholders about the upgrade alignment segment or segment  
394 through the Young Street corridor.

395 Ernie Martinez:

396 Based on those concerns, the Dallas City Council approved a resolution in the summer of 2016  
397 supporting the development of a mostly subway project. Now, based on that action, DART  
398 conducted a nearly one year effort to refine the project as a subway. Now, we had both  
399 stakeholder and technical work group evaluate several different alternatives as part of that effort  
400 and ultimately there was broad consensus on the Victory Commerce alignments. In September  
401 of 2017, both those bodies, the DART Board and the Dallas City Council approves that corridor  
402 as the new subway LPA. Now, since that time we've completed 20% preliminary design and as  
403 we've discussed, prepared the Supplemental Draft Environmental Impact Statement, which is  
404 the subject of this hearing.

405 Kay Shelton:

406 Great. Thank you, Ernie. That's a several years of history in a few paragraphs, describe to you  
407 for the project. So let's go back to David and just see if there's anyone new and explain again  
408 how to get into the queue and then we can come back and talk about more project highlights.

409 David:

410 That sounds good, Kay. For those of you joining our call-in late this evening, we appreciate you  
411 joining the call. This is a live call-in public hearing. Again, public safety and health continues to  
412 be the top priority in these unprecedented times and DART on behalf of the Federal Transit  
413 Administration is hosting this call-in public hearing to provide the public the opportunity to  
414 formally comment on the Supplemental Draft Environmental Impact Statement for the D2  
415 Subway project. We hope everyone in the audience that's listening tonight's had a chance to  
416 visit the project webpage that's located at [www.dart.org/d2](http://www.dart.org/d2). There you can view project related  
417 information, also the Supplemental Draft Environmental Impact Statement is there, on top of a  
418 prehearing informational presentation. We'll be taking as many comments as we can from our  
419 participants tonight until this event up until 7:30 PM.

420 David:  
421 If you do have a comment, very simple, just press \*3 on your phone keypad, at any time you'll  
422 be placed in line to make your comment. Our screeners will take down your first and last name.  
423 Next time you hear your name, you'll be live on the call and you'll be able to make your  
424 comment. The comments from these hearings will be recorded and transcribed. Please note,  
425 our panelists will not be answering questions this evening. At this juncture we're still waiting for  
426 people to make additional public comments. Kay, if you want to go ahead and take it away and  
427 give us some additional information.

428 Kay Shelton:  
429 Sure will do. Let's talk a little bit about some of the categories in the Environmental Impact  
430 Statement, and we will start with cultural resources since the project is in Downtown Dallas,  
431 that's one of the key environmental topics of interest to stakeholders in the area. Steve, do you  
432 mind talking a little bit about cultural resources?

433 Steve Salin:  
434 Sure, happy to. As Kay just mentioned because the projects Downtown cultural resources is a  
435 key element, so we have two primary Federal Regulations that DART and FTA follow, Section  
436 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of  
437 Transportation Act. Both FTA and DART have consulted with the Texas Historical Commission  
438 from the beginning of the project, to establish what we call an APE or Area of Potential Effects.  
439 One of these first steps we took was to document the existing historic resources along the  
440 corridor, and also to find out if there were new resources that might be eligible for the National  
441 Register of Historic Places.

442 Steve Salin:  
443 This past spring, once we reached about 20% design, we completed a determination of effects  
444 report. The Texas Historical Commission has finished their review in mid-May and we also  
445 provided this information to the City of Dallas, Historic Preservation Department and  
446 Preservation Dallas for their review. Based on the evaluation, two Section 106 adverse effects  
447 were identified, one is the St. James AME Temple due to the addition of the Live Oak Station in  
448 the median of Good Latimer expressway.

449 Steve Salin:  
450 While no impacts to the building would occur, we need to acquire a small piece of property to  
451 shift the northbound lanes and sidewalk over and the station is also a new visual condition,  
452 there in front of the AME church. The second adverse effect would be to the former Magnolia  
453 Gasoline Station building, which is now a FedEx office located at 902 Ross. Due to the  
454 proposed demolition of that building for construction staging area, if possible, we would like to  
455 try to avoid any impact to the Magnolia Gasoline Station

456 Steve Salin:  
457 Adverse effects under Section 106, also constitute a Section 4(f) use that requires additional  
458 evaluation. That information is contained within the Supplemental Draft EIS. DART and FTA are  
459 coordinating with the Texas Historical Commission on a programmatic agreement, that outline  
460 how we would mitigate adverse effects as well as outline future design review and the  
461 consultation process. This is an important part where were the project elements built near  
462 historic resources.

463 Steve Salin:

464 We also have some new information that we were just informed about regarding the Dalpark  
465 Garage, which was now just been added to the Downtown Dallas historic district as a  
466 contributing resource that will be added to the final EIS and covered in the Programmatic  
467 Agreement. Dalpark Garage is being considered for a station entrance along Commerce.

468 Kay Shelton:

469 Great, thank you for that summary of resources along the D2 corridor. I know that that's a big  
470 interest for people in downtown and I'm sure we'll get some comments on some of the potential  
471 effects that the project will have. I'll turn it back over to David and Carlos real quick and see if  
472 we have anyone else that wants to come into the queue and I think Carlos might review the  
473 guidelines again, and then we can come back to some more highlights.

474 Carlos Huerta:

475 I wanted to go over the process for our Spanish speaking participants first, it's little bit different  
476 than other participants.

477 Carlos Huerta:

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

483 Carlos Huerta:

484 During the public hearing, we must follow some guidelines. If you've pre-registered on the DART  
485 website, you still need to press \*3 to get into the speaker queue, to comment. If we have you on  
486 a pre-registration list and we'll make efforts to call on you first. Additional speakers will be called  
487 on in the order they press \*3 to enter the speaker queue. Those who do not wish to speak, they  
488 stay on the line to listen or submit written comments that as we mentioned earlier. All comments  
489 will be included in the official public record. There will be a time limit of three minutes per  
490 speaker. I will remind you when there's 30 seconds left in your turn.

491 Carlos Huerta:

492 Speakers must address the topic of the hearing, other subjects will not be allowed in this  
493 hearing. Questions, interchanges and discussions are not permitted in the hearing. Today's  
494 hearing comments as well as those received in writing will be classified and recorded into  
495 appropriate subject areas. All comments will be reviewed and subsequent comments will  
496 receive responses and be documented in the Final Environmental Impact Statement and record  
497 of decision anticipated to be issued by the Federal Transit Administration, later this year. As a  
498 reminder of this hearing is being recorded and transcribed, so all comments received are a  
499 matter of public record, David.

500 David:

501 Thank you, Carlos. Want to remind the audience it's now 7:10 PM. We will be taking as many  
502 comments as we can from the public tonight and the hearing will conclude at 7:30 PM. As a  
503 reminder, I know you've heard this before, but if you've joined us late, if anyone new is joined

504 the call and you do have a comment, or if you have been on the call and you feel like you want  
505 to make your public comment, you can just press \*3. Again, that's \*3 on your touch tone keypad.  
506 At any time, you'll be placed in line to speak with a member of our staff. All commenters who are  
507 in the queue to speak by 7:30 PM will be given the opportunity to provide their comments  
508 verbally to our project team members. Our screeners will take down your name, where you're  
509 calling from or who you represent. Next time you hear your name, you will be live on the call,  
510 you will be able to make your comment.

511 David:

512 As Carlos stated, we're going to try to hear as many as possible tonight. We are providing equal  
513 opportunity, so each speaker will be allotted a maximum of three minutes. Kay as we wait for  
514 potential people to join us late or anyone else in the audience that does want to make a  
515 comment, do you want to give us another overview of some additional D2 Subway projects that  
516 the audience could benefit from?

517 Kay Shelton:

518 Yes, sure will. I think we have someone that actually is entering the screen right now, so we'll  
519 just get a quick overview while we wait for that person to get screened of noise and vibration  
520 and Ernie, do you want to cover that summary for us quickly?

521 Ernie Martinez:

522 Okay. As with all of our capital projects, we conducted noise and vibration analysis for the D2  
523 Subway project, three locations were identified with moderate noise impacts all of those in the  
524 Victory Park area. These include moderate noise impacts to the first one was to 96 units of the  
525 W residences, where there was an increase of 1.6 Decibels. There was a moderate noise  
526 impact of 48 units at the Vista Apartments due to an increase of 1.3 Decibels and a 2.3 Decibel  
527 increase to 32 units at the North End Apartments. All of these noise increases are under three  
528 decibels, so they don't require mitigation under DART or federal guidelines. It is worthy to note  
529 that in an urban area, typical mitigation like noise walls wouldn't be appropriate. We also did  
530 some vibration propagation testing. There are no vibration impacts anticipated after the project  
531 is built and in operations. Some vibration impacts would be associated with construction and  
532 that's discussed in Chapter 5 of the EIS.

533 Ernie Martinez:

534 We'd make sure to work with downtown residences and the city to follow noise ordinances and  
535 work to minimize impacts as much as possible. Lastly, sometimes noise impacts are identified  
536 after the start of operations, especially, where there are curves in the track. Now, we actually  
537 had a situation like that when we opened up the Green Line years ago near the Live Oak lofts.  
538 There, there was some wheels squeal due to the curve near the Live Oak Street. In that case,  
539 we added a track lubricator as a mitigation measure to reduce noise. One of our mitigation  
540 measures would be to moderate noise when operation starts to see if there is a need for  
541 measures like them.

542 Kay Shelton:

543 Great. Thank you, Ernie. Again, there is a Section in Chapter 4 specifically on noise and  
544 vibration, if anyone is interested that's important because there's a lot of growing residences in  
545 Downtown that we want to be good neighbors to. David, I'll hand it back to you because I think  
546 we have a speaker ready to make a comment.

547 David:  
548 Thank you Kay and thank you Ernie for the overview. This time we do have a public comment. I  
549 believe Mr. Allen Baskind is in queue to speak. Allen, if you would please spell your first and last  
550 name for the record, state your address or organization and you may begin your comments.

551 **Allen Baskind:**

552 **My name is Allen, A-L-L-E-N, Baskind, B-A-S-K-I-N-D. I represent Pacifico Partners Ltd, P-**  
553 **A-C-I-F-I-C-O, Partners, P-A-R-T-N-E-R-S Ltd. 18610 Turnbridge Drive, Dallas, Texas**  
554 **75252. My question is what will the environmental impact be of the tunneling in the Deep**  
555 **Ellum area between 345 and Good Latimer in terms of the soil that's being brought out**  
556 **from the tunneling and where the placement of the soil will be? What will be the effect on**  
557 **the current buildings that are standing there? I was told by Mr. Salin at one time, that all**  
558 **buildings would be leveled in order for the tunneling machine to be able to turn around,**  
559 **and also for the area where all the dirt earth that was brought up could be stored prior to**  
560 **being transported away. Thank you.**

561 David:

562 Thank you Allen. Yes, and we appreciate your comments. Tonight we will not be answering any  
563 questions, but your comment will be part of the public record. At this juncture if anyone else's in  
564 on our audience is interested in making a public comment, please press \*3 on your touch tone  
565 keypad. At any time you'll be placed in line to make your comment. Our screeners will take  
566 down your first and last name, next time you hear your name, you'll be live on the call, you will  
567 be able to make your comment. The comments from these hearings will be recorded and  
568 transcribed. Again, as I mentioned earlier, please note our panelists will not be answering  
569 questions this evening. I currently have 7:17 PM, we will be closing out the hearing at 7:30 PM  
570 as we wait for additional comments, I'm going to kick it back to Kay. Kay, you have the floor.

571 Kay Shelton:

572 All right, thank you David. I think the next topic we'll cover while we wait to see if anyone else  
573 wants to comment is a Parkland and there are a couple of different sections in the EIS that talks  
574 about these resources in Downtown. So for Parklands, there's two primary regulations that we  
575 follow Section 4(f) of the U.S. Department of Transportation Act and also Chapter 26 of the  
576 Texas Parks and Wildlife Code.

577 Kay Shelton:

578 There are a lot of parks downtown, but there's five parks along the alignment Belo Garden,  
579 Pegasus Plaza, Browder Street Mall, Main Street Garden and Carpenter Park. Some of these  
580 parks we will impact and some we won't. So if start at Belo Garden that is near Griffin and  
581 Commerce Street, at this location the D2 Subway is in a mind tunnel configuration, and we're  
582 about 60 to 65 feet below grade and we would be passing under the park. So the project would  
583 not affect the surface at all and there is no Section 4(f) impact.

584 Kay Shelton:

585 Even though we're underground, this is considered a Chapter 26 use, and we're working with  
586 the City of Dallas, Park and Recreation Department right now, to go through the Chapter 26  
587 process to obtain a subsurface mass transit easement at that location. Pegasus Plaza would go  
588 through a similar Chapter 26 process for surface easements as well as subsurface easements.  
589 DART is actually proposing to use Pegasus Plaza temporarily for construction purposes, so we



590 can avoid significant cut and cover construction to Commerce Street itself. Then we would  
591 reestablish the park with an integrated head house or station access point actually on the Plaza.

592 Kay Shelton:

593 FTA has made a preliminary determination that there would be a Section 4(f) de minimis use.  
594 This determination is subject to public review through this environmental process, also requires  
595 approval by the City of Dallas. A Section 4(f) de minimis impact basically means that after taking  
596 into account avoidance, minimization, mitigation and enhancement measures, there would be  
597 no adverse effect to the park. There are three other parks that would not have any impacts,  
598 those other three that I mentioned. If you're interested specifically in how we're proposing to  
599 establish the head house on Pegasus Plaza and any of the other parks, we encourage you to  
600 look at Sections 4.5 and 4.17 of the Supplemental Draft Environmental Impact Statement and  
601 there's a lot more information there for you to read about it. David I'll turn it back over to you  
602 since we're getting close to the end and I'm certainly able to come back and go over another  
603 couple project highlights if needed.

604 David:

605 Thank you Kay, I appreciate that. Wanted to remind our audience if you've joined us late, we're  
606 trying to take as many comments from the public as we can this evening. We were going to be  
607 open for public comments but concluding at 7:30 in 10 minutes. As a reminder again, if you  
608 have just joined the call, if you do have a comment and you'd like to speak publicly, it's a very  
609 simple process, just press \*3 on your phone keypad. At any time, you will be placed in line to  
610 speak with a member of our staff. All commenters who are in the queue to speak by 7:30 PM,  
611 will be given the opportunity to provide their comments verbally to our project team members.  
612 Our screeners will take down your name, where you're calling from or who you represent. The  
613 next time you hear your you'll be live on the call, you'll be able to make your comment.

614 David:

615 As we stated before, we're here to get as many comments as we can and we're going to provide  
616 equal opportunity and that means that each speaker will be allotted a maximum of three  
617 minutes. At this time Kay, I think as we continue to wait for anyone that does want to make a  
618 comment, again, they do not have to, they can just listen, but this is a good forum to make your  
619 public comment. If you want to go ahead and give us some additional information.

620 Kay Shelton:

621 Sure. I'm going to actually turn it over to Steve and unless we still have time, this might be our  
622 last project highlight of the evening. But I'm going to turn it over to him to talk a little bit about  
623 construction of the project and this is a topic of great interest to a lot of people about how it will  
624 be done, Steve.

625 Steve Salin:

626 Thanks Kay. As you can well imagine the D2 Subway project will be a major infrastructure  
627 investment downtown with a fair amount of disruption to the local area. The project includes at-  
628 grade construction, retain cut construction for the tunnel portals, cut and cover construction  
629 where streets will be rebuilt in subsurface mind construction. Subsurface construction may be  
630 done either by a Tunnel Boring Machine, also known as a TBM or a method called Sequential  
631 Excavation, that's SEM. The selected method will be based on the most cost effective and least  
632 disruptive approach. The different construction contractors will have different approaches based

633 on their expertise and specialties. So we've left the method for the tunneling open at this point in  
634 the process. DART will also use a variety of measures to mitigate or to minimize construction  
635 impacts based on best practices and specifications, as well as federal, state and local guidance  
636 or ordinances.

637 Steve Salin:

638 Because D2 will be such a large construction project, we dedicated a chapter to construction in  
639 the SDEIS which is Chapter 5. That chapter shows proposed construction staging areas, haul  
640 routes that may be used, and other information. We also show a few areas identified for  
641 construction staging one Woodall Rodgers Freeway, another near the West Transfer Center  
642 and the West Transfer Center itself. Pegasus Plaza including the construction associated with  
643 the Commerce Street station may have a potential muck house along Akard Street. This would  
644 be between Swiss – I'm sorry and one near Swiss and Good Latimer area to the East.

645 Steve Salin:

646 Most of the excavated material will be removed from the tunnel portal location, so that it would  
647 be easy to access the freeways. The proposed muck house along Akard Street would allow for  
648 truck traffic and equipment to be contained within a small building on the street to minimize  
649 noise, dust and light pollution impacts to nearby residents and hotels. The DART East Transfer  
650 Center north of the Live Oak Street is also identified and could potentially be used for  
651 construction staging. The areas that we need will largely be dependent on the construction  
652 method and the equipment needs, so the environmental document is clearing several locations  
653 to allow for flexibility in the approach.

654 Kay Shelton:

655 Oops, had to take myself off mute. Thank you, Steve. I appreciate that. I'll turn it back over to  
656 David, just to remind everyone, see if there's anyone else that wants to get in the queue. But I  
657 do have one more project highlight when you're done David, that we can come back to before  
658 we close out.

659 David:

660 Super. Thank you very much Kay. I want to remind our audience and if you've just joined us,  
661 we're going to be taking as many comments as we can tonight from the public. The hearing will  
662 conclude at 7:30 PM, that's in five minutes. As a reminder, again, if you just joined the call, if  
663 you do have a comment, you can simply press \*3, that's \*3 on your touch tone keypad. At any  
664 time, you'll be placed in line to speak with a member of our staff. All commenters who are in the  
665 queue to speak by 7:30, will be given the opportunity to provide your comments verbally to our  
666 project team members. The screeners will take down your name, where you're calling from and  
667 who you represent. Next time you hear your name, you'll be live on the call, you'll be able to  
668 make your comment.

669 David:

670 We're trying to try to hear as many as possible and tonight we are providing equal opportunity to  
671 each public commenter, so you'll be allotted a maximum of three minutes. Kay, I have four  
672 minutes left, so if you want to take a few minutes to give us a review. If someone joins a queue,  
673 again, we'll take your comment live up until 7:30, Kay.

674 Kay Shelton:

675 Great. Thank you. I'll do one more project highlight and we'll see who the lucky caller is, that's  
676 going to hit \*3 and be last a commenter of the evening. I'll talk little bit about tunnel portal. We  
677 do have two portals and on the surface you know a tunnel portal might not seem that exciting.  
678 It's just a U-shaped structure that allows the trains to start going from grade level to below grade  
679 and we have one on the west side by Woodall Rogers Freeway and then one on the east side  
680 by I-345.

681 Kay Shelton:

682 Both portals offer some great opportunities though beyond their pure function of what they're  
683 serving for us. So the location at the West Portal by Woodall Rogers Freeway is currently a  
684 parking lot. However, the land owner there has plans to create a large mixed use development  
685 with office retail and residential uses and we're working very closely with them to ensure that we  
686 can preserve the space for our tunnel portal and the development can go up around or over it. It  
687 basically will help camouflage the tunnel portal in this area, so that it's not visible really to a lot  
688 of the people around it.

689 Kay Shelton:

690 The East Portal is a similar situation. It goes through a future development site and it may be a  
691 future phase of the Epic development on that side over by Deep Ellum. So we're working closely  
692 with that land owner as well to develop concepts that allow for both D2 and their plans to  
693 coexist. So we'll be continuing to work with both of these landowners as we advance the project  
694 and they both represent exciting opportunities at either end of the project.

695 Kay Shelton:

696 I think that's the last highlight we have for this evening. And I'll turn it back over to David. See if  
697 we do have one last person that wants to comment and we'll get ready to close the hearing.  
698 Thank you.

699 David:

700 Thank you Kay. At this juncture, it looks like we're coming to the end of our live public hearing  
701 this evening. We want to thank everyone for taking the time to join us for this public hearing with  
702 DART on behalf of FTA. If you were not able to submit your comment this evening, you can  
703 send us an email at [D2@DART.org](mailto:D2@DART.org). Again, that's [D2@DART.org](mailto:D2@DART.org) or comment in writing. More  
704 project information can be found on the project website at [DART.org/d2](http://DART.org/d2). Comments can be  
705 submitted at any time between now and Monday, June 29th, 2020. We wanted to at this  
706 juncture, it's like a minute before 7:30. Again, thanks everyone for joining us. We wish you a  
707 good evening and stay safe.

708