



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:

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

48 Carlos Huerta:
49 Los participantes en las audiencias tendrán la oportunidad de comentar en español. Por favor
50 marque el número * seis para hablar. Una persona le preguntará su nombre y lo agregará a la
51 lista de participantes. Por favor sea paciente hasta que llamemos su nombre. Tendrá tres
52 minutos para hacer su comentario. Tendremos su comentario traducido para el registro.
53 Muchas gracias.
54

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

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

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

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

86 calling from or who you represent. The next time you hear your name, you will be live on the call
87 and you'll be able to make your comment.

88 David:

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

97 **Scott Rohrman:**

98 **Scott Rohrman. I'm with 42 Real Estate. My address is 2030 Main Street, Dallas, Texas.**
99 **Thank you for allowing me to speak. I'm the general partner and I'm an investor in several**
100 **partnerships that own property at the corner of Pearl and Commerce, at the corner or**
101 **Pearl and Maine, at the corner of Pearl and Elm and along Elm Street. DART plans to put**
102 **the new D2 train through the middle of most of these properties. I hereby go on record**
103 **again as being opposed to the alignment being shown here today. I've continually**
104 **opposed this alignment at every public meeting DART has had for this alignment and in a**
105 **private meeting in March of 2020 with Kay Shelton, Frank Turner and Brandi Crawford,**
106 **who are employees of DART or DART-hired consultants and with two of my coworkers. In**
107 **that private meeting, I asked the three named persons to report back to DART that I am**
108 **opposed to the alignment. To that end, I am disappointed in Gary Thomas' letter to T.C.**
109 **Broadnax dated February 22, 2019 stating there is consensus.**

110 **And since that letter, at that date, there was not consensus. And Mr. Thomas' letter did**
111 **not reflect that. Also, the current document before us does not make any reference to the**
112 **opposition voiced in many meetings subsequent to that letter or in the private meeting I**
113 **had with the named persons. I specifically asked in that meeting for my opposition to be**
114 **recorded and included in any submissions to the city of Dallas and to the FTA. That does**
115 **not appear to have happened. It appears that DART's communications ignore that fact**
116 **and misconstrue the full thinking of the community. I am disappointed in this, and it has**
117 **seemed to be a pattern in which DART has continued to operate. In the letter to Mr.**
118 **Broadnax dated February 22, 2019, that's in the package, three letters are referenced as**
119 **being in support, these letters, two of the letters only talk about support for a portion of**
120 **the alignment not the entire alignment. And one, the Deep Ellum Foundation letter does**
121 **not support it at all even though it's referenced that it does support it.**

122 **I'm on the board of the board of the Deep Ellum Foundation and I helped draft that letter.**
123 **And it does not, it actually states we do not have a recommendation for any alignment at**
124 **this time, which is the current alignment-**

125 David:

126 You have about 30 seconds, Scott.

127 **Scott Rohrman:**

128 **Thank you. The current alignment causes great problems for several areas in the area,**
129 **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 to 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:

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

180 David:

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

185 Kay Shelton:

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

190 Ernie Martinez:

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

201 Ernie Martinez:

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

212 Kay Shelton:

213 Right. Thanks Ernie for that overview. And if anyone that's listening today is interested in a little
214 bit more about the project, its background and the purpose and need, we'd encourage you to
215 look at chapter one of the supplemental draft environmental impact statement. These needs are
216 key to the type of federal grant we're pursuing, and we have some information on that we can

217 talk about later in the meeting while we're waiting for callers. So I'll turn it back over to David
218 right now just to reiterate our instructions and see if we can get more people in the queue.

219 David:

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

231 David:

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

239 Kay Shelton:

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

248 Kay Shelton:

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

256 Steve Salin:

257 Yeah this-

258 Kay Shelton:

259 And-

260 Steve Salin:

261 Yeah, this is Steve.

262 Kay Shelton:

263 He'll talk about the federal grant.

264 Steve Salin:

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

276 Steve Salin:

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

287 Steve Salin:

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

291 Kay Shelton:

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

294 David:

295 Thank you, Kay. And we appreciate that overview of the project. And I think you found a quiet
296 space there where the lawn mowing crew got ready to do their job there. Because he came
297 through loud and clearly. At this time I think Carlos, if you would, if you can address our Spanish
298 speaking audience and also give us a review during this public hearing of the guidelines that

299 we're going to follow, I think that would be helpful as we wait for other participants who want to
300 make the public comment on this call in hearing. Okay, go ahead Carlos.

301 Carlos Huerta:

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

307

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

318 Carlos Huerta:

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

322 David:

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

332 Kay Shelton:

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

342 economy has slowed down some, that does affect sales tax which is a big part of our revenue
343 streams.

344 Kay Shelton:

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

354 Kay Shelton:

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

362 David:

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

373 David:

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

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

391 Kay Shelton:

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

402 Kay Shelton:

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

405 Ernie Martinez:

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

428 Kay Shelton:

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

435 David:

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

447 David:

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

456 Carlos Huerta:

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

462

463 During this public hearing we must follow some guidelines. If you pre-registered on our website,
464 you still need to press star, three, to get into the speaker queue to comment. If we have you on
465 a pre-registration list, we'll make efforts to call on you first. Additional speakers will be called on
466 in the order they press star, three to enter the speaker queue. Those who do not wish to speak,
467 may stay on the line to listen or submit written comments. All comments will be included in the
468 official public record. There'll be a time limit of three minutes per speaker and I will remind you
469 when there are 30 seconds left in your turn. Speakers must address the topic of the hearing.
470 Other subjects will not be allowed at this hearing. Questions, interchanges and discussions are
471 not permitted in the hearing.

472 Carlos Huerta:

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

478 David:

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

483 **Kevin Feldt:**

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

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

506 David:

507 Thank you for your comment, Kevin.

508 Kevin Feldt:

509 Oh, I'm sorry.

510 David:

511 Okay. Well, Kevin, we thought you were done at that point in time. We appreciate your
512 comments. And if anyone else has a comment, we'll be taking as many as we can publicly until
513 the hearing concludes at 1:00. I now have 12:43 PM and anyone that's just joined the call if you
514 do have a comment, you may press star, three on your phone keypad at any time. You'll be
515 placed in line to speak with a member of our staff. All commenters who are in the queue to

516 speak by 1:00 PM will be given the opportunity to provide their comments verbally to our project
517 team members. Our screeners will take down your name, where you're calling from and who
518 you represent, the next time you hear your name, you'll be live on the call. You'll be able to
519 make your comment. We're here to again, get as many comments as possible and provide
520 equal opportunity.

521 David:

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

530 **Kevin Feldt:**

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

537 David:

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

541 Kay Shelton:

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

553 Kay Shelton:

554 This spring, once we had the 20% design done, we completed a determination of effects report
555 and the Texas Historical Commission has finished their review of that report. They just finished
556 that this past mid-May, just a few weeks ago, and this was also provided to the city of Dallas
557 Historic Preservation Department and Preservation Dallas. And both of those groups we've
558 been consulting with through this process as well, keeping them informed. Based on the

559 evaluation that we did for cultural resources, we identified two Section 106 adverse effects. One
560 is to the St. James AME Temple on Good Latimer Expressway. And this is due to the addition of
561 the live Oak Station in the median of Good Latimer Expressway. We won't be having any impact
562 to the building, but we would need to acquire a sliver of property in front of it to shift the
563 northbound lanes of the street and the sidewalk over.

564 Kay Shelton:

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

576 Kay Shelton:

577 There's also some new information that we were just informed of, and that is that DalPark
578 Garage, which is on Commerce Street. 1600 block of Commerce was recently added to the
579 Downtown Dallas Historic District as a contributing resource. So it is going to be added to our
580 Final EIS and it will be covered in the programmatic agreement. This is a location that's being
581 considered for a possible station entrance portal to the Commerce Station. So I'll go ahead and
582 turn it back over to David and Carlos, that's just a quick snapshot of cultural resources and we
583 have some other topics that we'll talk about too, if we have more time before we end the
584 hearing. So David I'll turn it back to you.

585 David:

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

597 David:

598 You'll be placed in line to make your comment. Our screeners will take down your first and last
599 name. The next time you hear your name, you'll be live on the call and you'll be able to make
600 your comment. The comments from these hearings will be recorded and transcribed. Please
601 note that our panelists will not be answering questions this afternoon. Also, as a reminder,
602 comments are being accepted between May 15th, 2020 and June 29th, 2020. In addition to

603 participating in today's hearing, you may also submit a comment email to d2@dart.org. Again, a
604 comment email to d2@dart.org. You may also provide your mail in a written comment to Ernie
605 Martinez, DART Capital Planning, PO box 660 163, Dallas, Texas, 75266-7213.

606 David:

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

617 Carlos Huerta:

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

623

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

634 Carlos Huerta:

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

639 David:

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

645 Kay Shelton:

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

649 Ernie Martinez:

650 Sure. Kay. I just want to mention that just like all our capital projects, we conducted a noise and
651 vibration analysis for the D2 Subway project. Three locations were identified with moderate
652 noise impacts all in the Victory Park area. And these include moderate noise impacts to 96 units
653 of the W Residences. And there we had an increase of 1.6 decibels, a moderate noise impact to
654 48 units at the Vista Apartments due to an increase there of 1.3 decibels and a 2.3 decibel
655 increase to 32 units at the Northend Apartments. So all of these noise increases are under 3
656 decibels. So they do not require mitigation under DART policy or federal guidelines. Also, just as
657 an FYI, in an urban downtown area, typical mitigation like noise walls isn't really appropriate.
658 Now we also did some vibration propagation testing. There are no vibration impacts anticipated
659 after the project is built and operational.

660 Ernie Martinez:

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

670 Kay Shelton:

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

679 David:

680 Thank you, Kay. Again we'll be taking as many comments as we can today from the public until
681 the public hearing concludes in three minutes at 1:00 PM. As a reminder, if anyone new has
682 joined the call, if you have a comment, you may press star, three on your phone keypad at any
683 time. You'll be placed in line to speak with a member of our staff. All commenters who are in the
684 queue to speak by 1:00 PM, we'll give them the opportunity to provide their comments verbally
685 to our project team members. Our screeners will take down your name, where you're calling
686 from and who you represent. Next time you hear your name, it will be live on the call. You'll be
687 able to make your comment. We're trying to take as many as we can today and provide equal
688 opportunity. So each speaker will be allotted a maximum of three minutes. Here's your chance,

689 we have two minutes left. If you'd like to again make a comment, if you've not already done so,
690 please press star, three on your Touchstone keypad.

691 David:

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

695 Kay Shelton:

696 No, I don't think so.

697 Carlos Huerta:

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

699 David:

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

709

710