



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.

D2 Subway SDEIS Public Hearing Transcript

June 11, 2020 – 6:30-7:30 pm

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

David:

Good evening, my name is David. I will be your moderator tonight. 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.

David:

Tonight, we'll be taking as many comments from participants as we possibly can live at this event until 7:30 PM. If you have a comment, you can press *3 on your phone keypad. Again, if you have a comment, please press *3 on your phone keypad. At any time, you'll be placed in line to make your comment. Our screeners will take down your first and last name. The next time you hear your name, you will be live on the call and you 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 questions this evening. We will begin this hearing by introducing Carlos Huerta with DART Community Affairs to provide instructions and guidelines on how to comment this evening, as well as introduce the project team that is on the call this evening listening to comments. Carlos, good evening.

Carlos Huerta:

Thank you David, good evening. Good evening everybody, thank you for attending the D2 Subway public hearing. My name is Carlos Huerta, and I would 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. They will be serving as our co-moderator today. Kay would you like to introduce yourself?

Kay Shelton:

Sure. Thank you, Carlos. Hello everyone. I'm Kay Shelton, 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 chime in with a few project highlights, as we wait for callers to join the call and make their comments. Remember, as David mentioned, you can find a lot more information on our website at dart.org/d2. Thanks again for your interest in the project and taking the time to join us and I'll turn it back over to Carlos to start the hearing.

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, 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
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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. Again, that's D2@DART.org or comment in writing. More
704 project information can be found on the project website at 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