

# Memorandum



CITY OF DALLAS

DATE May 21, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **D2 Eastern End Alignment - Zone B Progress Update #2**

## **Background**

On March 24, 2021, the City Council passed a resolution (21-433) in support of the Dallas Area Rapid Transit (DART) D2 project. The resolution included a map that broke the alignment into two zones (copy attached); Zone A, where the alignment is set with no significant changes, and Zone B, the eastern end of the alignment where discussions with DART, North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), Deep Ellum Foundation (DEF), and other stakeholders are continuing. The goal of these continued discussions is to optimize the project's interface in that area regarding any necessary modifications, refinements and/or enhancements to the project. Further, Section 6 of the resolution contained a provision for elected and appointed officials of the City, DART, NCTCOG, and TxDOT to be briefed on a regular basis to document progress and stakeholder feedback.

## **Progress**

The first progress memorandum to City Council on [April 23, 2021](#) provided information on the creation of a work plan and schedule. Since then, the City, DART, NCTCOG, and TxDOT staff have been coordinating to develop agreed-upon evaluation criteria and identifying east end alternatives that will be further refined before evaluation and scoring. Staff and leaders from these agencies met on May 7, 2021 to review the draft evaluation parameters, criteria, and preliminary alternatives developed by the agencies and stakeholders. The draft evaluation parameters are:

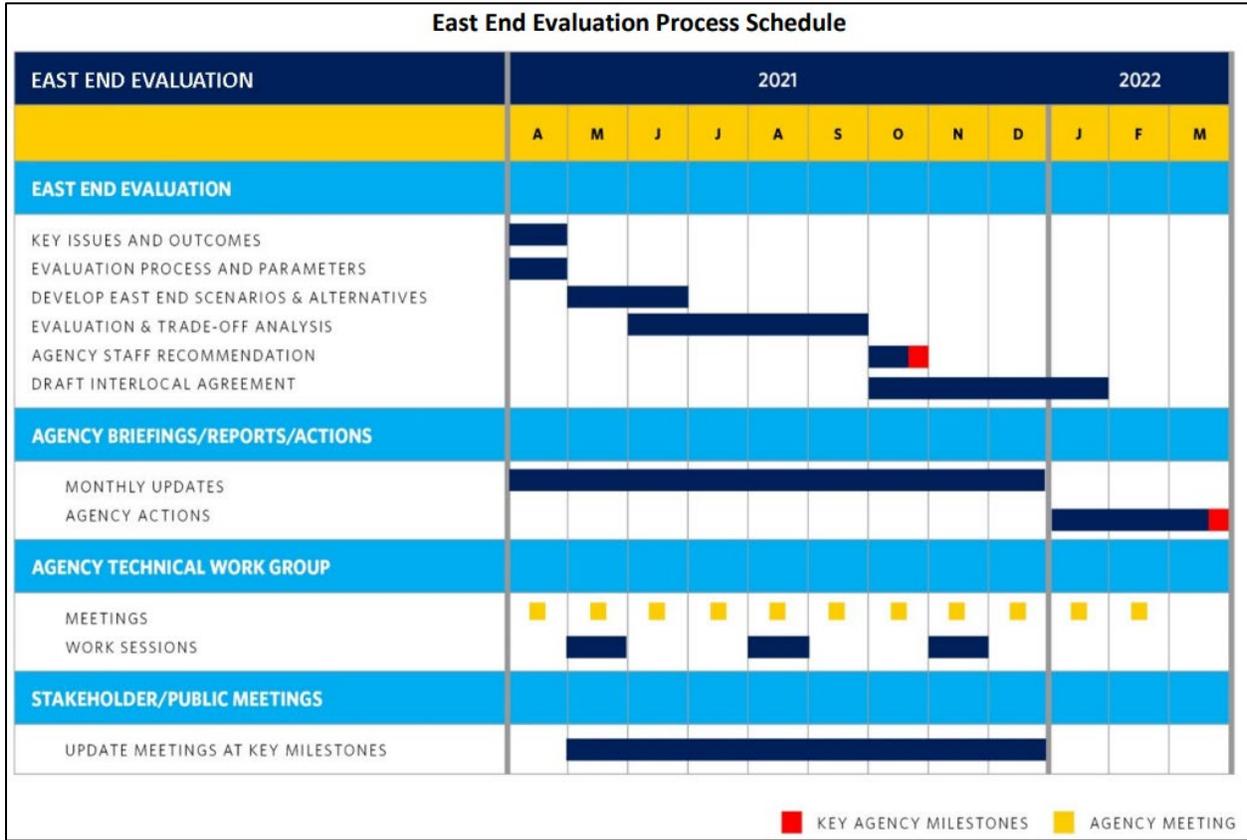
- Project Vision/Need and Purpose
- Design and Constructability
- Community, Economic, and Environmental Effects
- Transportation Effects
- Temporary (Construction) Effects
- Cost/Funding (including FTA grant implications)
- Schedule
- Support

TxDOT also provided information on where at-grade rail crossings of IH-345 would be feasible based on the alternative options for IH-345 that is planned to be presented during public meetings in June 2021.

## **Next Steps**

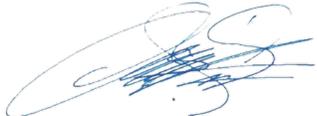
The next steps that will be advanced over the coming month will involve grouping the preliminary alternatives into "families" based on common themes, finalizing the evaluation parameters, and refining the alternatives to be evaluated to ensure they meet the basic criteria like constructability and whether it fulfills the purpose of D2.

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The partner agencies are committing the necessary resources to guide this process so that evaluation of potential refinements, enhancements, and/or modifications to the Zone B eastern end of the alignment is complete by the end of September 2021 and any recommended refinements, enhancements, and/or modifications are finalized no later than December 2021. Initial public and stakeholder outreach is anticipated to occur in July 2021.

If you have questions or need additional information, please contact Ghassan Khankarli, Director of the Department of Transportation, at [ghassan.khankarli@dallascityhall.com](mailto:ghassan.khankarli@dallascityhall.com).

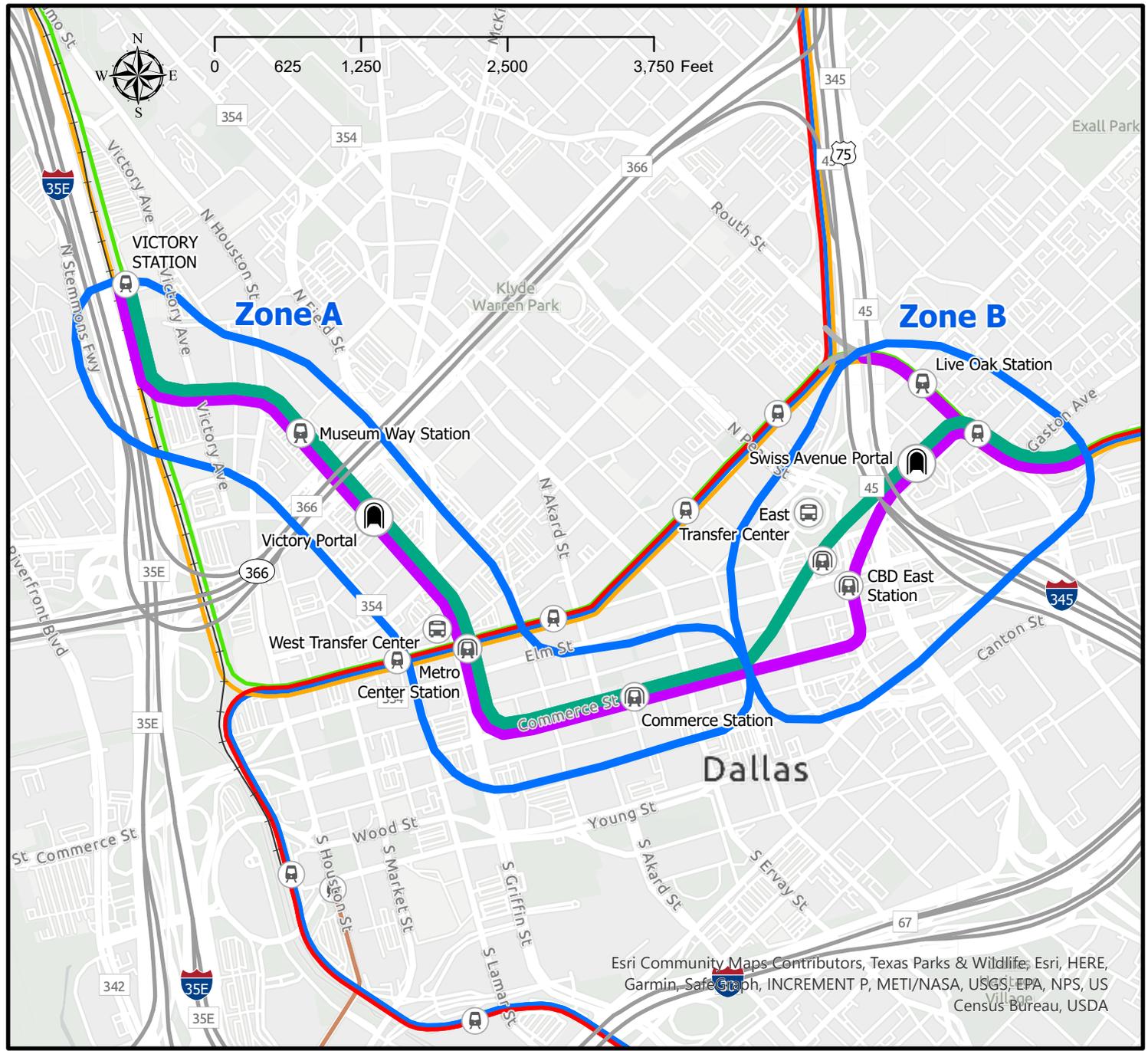
  
 Majed Al-Ghafry, P.E.  
 Assistant City Manager

[Attachment]

- c: TC Broadnax, City Manager
- Chris Caso, City Attorney
- Mark Swann, City Auditor
- Billerae Johnson, City Secretary
- Preston Robinson, Administrative Judge
- Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
- Jon Fortune, Assistant City Manager
- Joey Zapata, Assistant City Manager
- Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
- M. Elizabeth Reich, Chief Financial Officer
- M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
- Directors and Assistant Directors

# Attachment 1 DART D2 Project Council District 2, 14

- Locally Preferred Alternative - City Council Resolution September 2017
- DART's Current Proposed Alternative
- BLUE LINE
- GREEN LINE
- ORANGE LINE
- RED LINE
- MCKINNEY AVENUE TROLLEY
- DALLAS STREETCAR
- TRINITY RAILWAY



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