

Memorandum



CITY OF DALLAS

DATE August 21, 2017
TO The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins
SUBJECT **Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2)**

On Monday, August 28, 2017, you will be briefed on the Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2). The briefing materials are attached for your review.


Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jody Puckett'.

Jo M. (Jody) Puckett
Assistant City Manager (I)

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors



Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2 Subway)

Dallas City Council Mobility Solutions, Infrastructure, & Sustainability Committee

August 28, 2017

Gary C. Thomas, President/Executive Director
Steve Salin, VP Capital Planning



Discussion Topics

- Purpose of Presentation
- Project Background
- Project Status and Key Issues
- Next Steps

Purpose of Presentation

- Brief the Committee on the process, status and selection of a Refined Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2 Subway)
- Provide a draft Council Resolution for MSIS consideration for both D2 Subway and Dallas Streetcar Central Link

A photograph of a city street featuring a blue and yellow tram. The tram is positioned in the middle ground, moving towards the viewer. The street is paved with cobblestones and has tram tracks. In the background, there are several modern buildings with glass facades. A large sign on one of the buildings displays the number '1505'. A yellow rectangular box is superimposed over the tram and the text 'Project Background' is written in a bold, dark blue font across the center of the image.

Project Background

Prior City Council Briefings

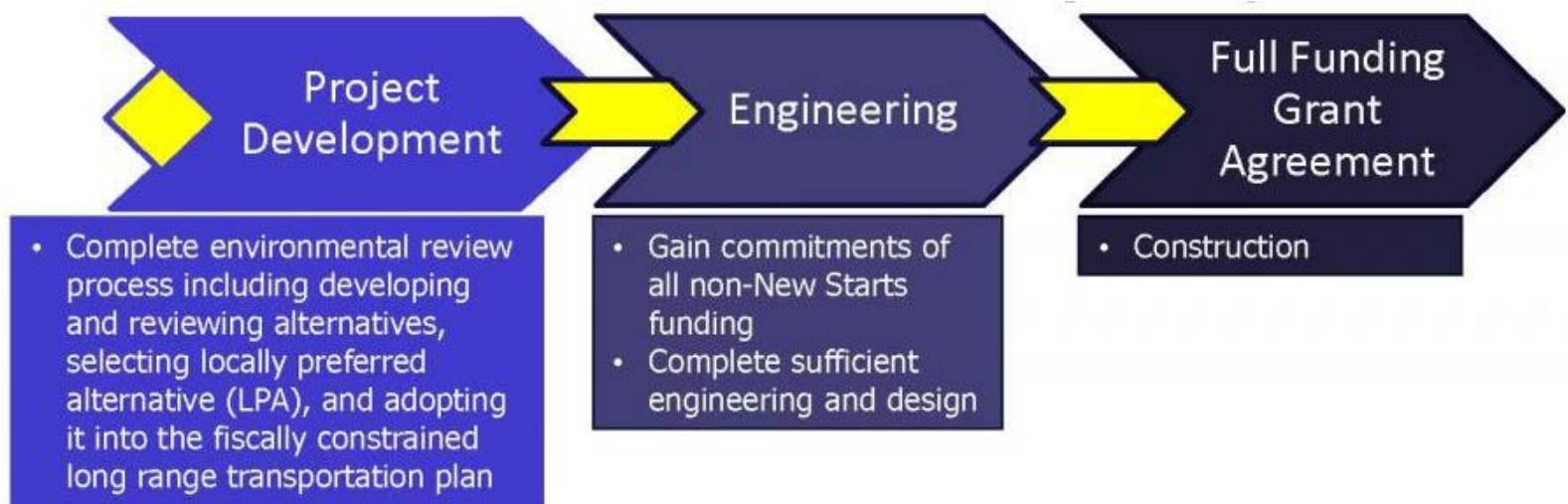
- October 2016 – DART Board and Dallas City Council provided direction to pursue a subway alternative
- DART has made two briefings to Transportation and Trinity River Project Committee (TTRPC):
 - February 13, 2017 TTRPC Briefing
 - Range of D2 Subway Alternatives, Process and Schedule
 - May 8, 2017 TTRPC Briefing
 - Short List of D2 Subway Alternatives

FTA Capital Investment Grant Program

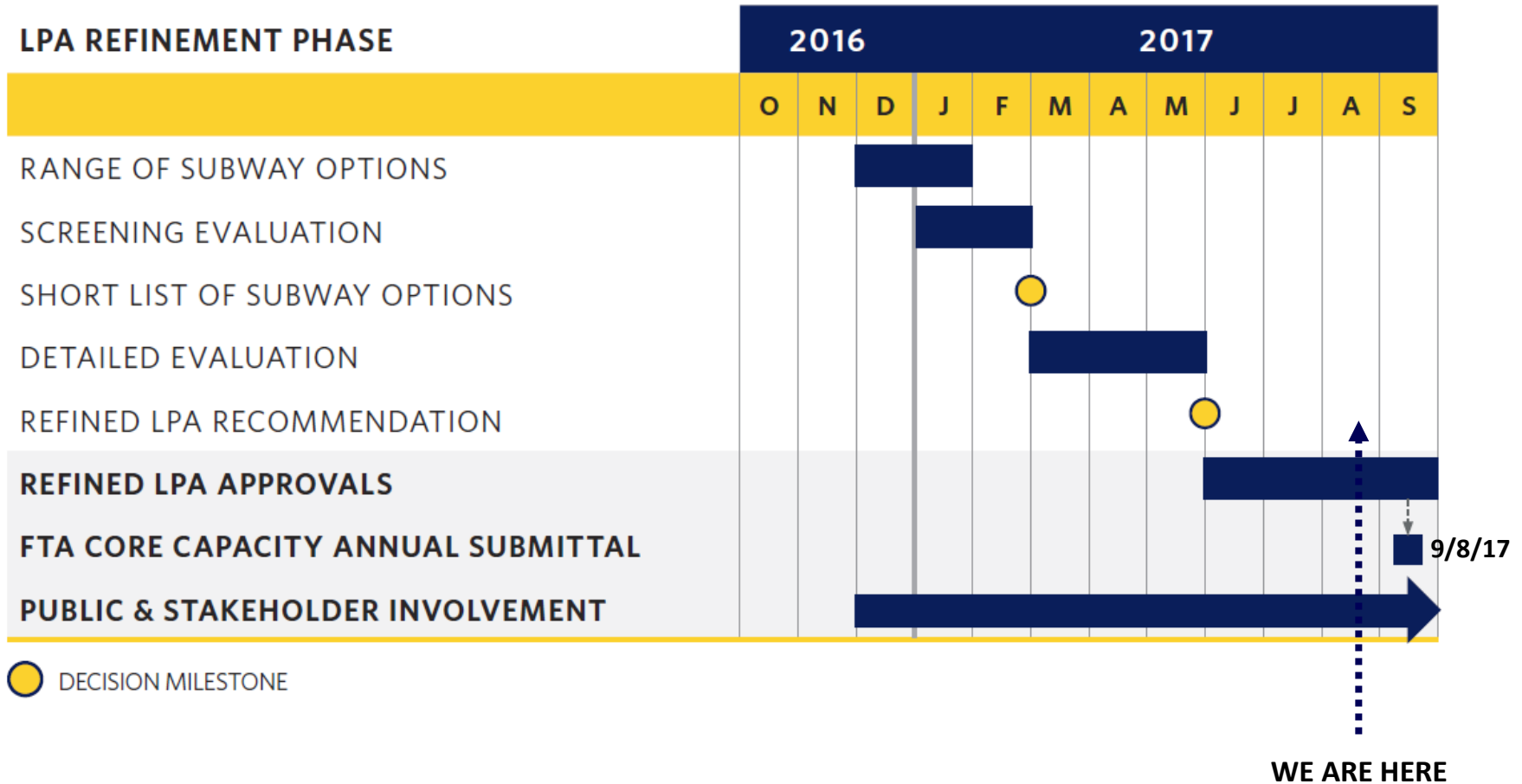
	New Starts	Small Starts	Core Capacity
Program Type	Discretionary	Discretionary	Discretionary
Funding Type	Competitive grant	Competitive grant	Competitive grant
Project Type	Fixed Guideway or extensions to existing fixed guideway	Fixed Guideway or extensions to existing fixed guideway or corridor –based bus rapid transit	Substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10% in corridors that are at capacity today or within five years
Total Estimate Capital Cost	≥ \$300M or seeking more than \$100M in CIG program funds	≤ \$300M and seeking less than \$100M in CIG program funds	
Maximum CIG Funding	By Law - 60 % By Policy – 50% Maximum Federal participation from all federal sources is 80%	Less than \$100M Maximum Federal participation from all federal sources is 80%	By Law - 60 % By Policy – 50% Maximum Federal participation from all federal sources is 80%
Project Examples	Green Line	Dallas Streetcar Central Link	D2 Subway / Platform Extensions

FTA Process Core Capacity Grant

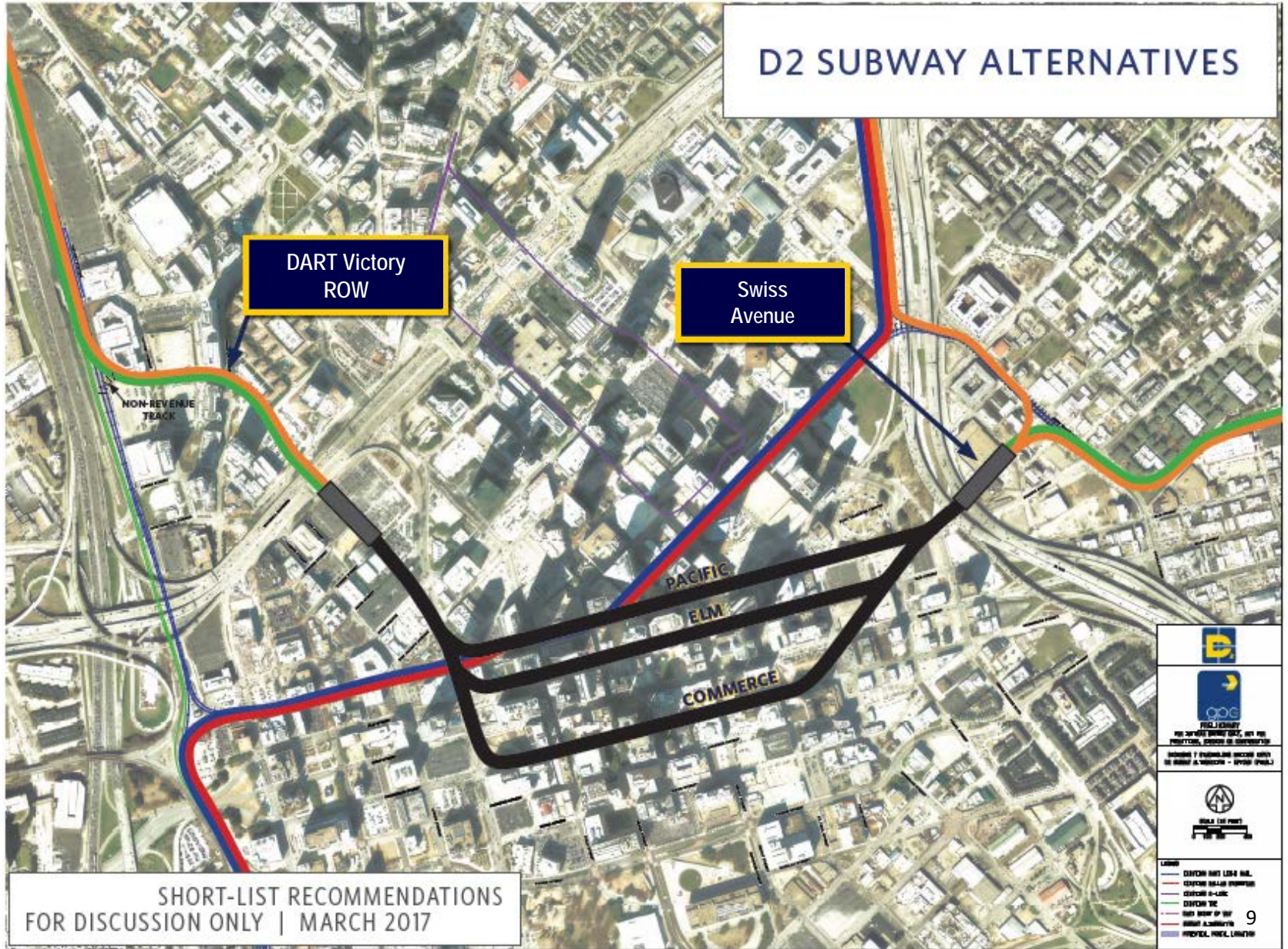
- Project Development phase
 - Selection of a Locally Preferred Alternative (LPA)
 - Preliminary design (30%)
 - Environmental clearance



Locally Preferred Alignment (LPA) Refinement Schedule



D2 SUBWAY ALTERNATIVES



DART Victory ROW

Swiss Avenue

NON-REVENUE TRACK

PACIFIC
ELM

COMMERCE

DART
DARTWIN
FOR SERVICE DELIVERY ONLY, NOT FOR
PROFESSIONAL DESIGN OR CONSTRUCTION
ISSUING / ENDORSEMENT INDICATE ONLY
OR HUNT & HALLAM - DARTWIN (HALL)

HALL THE POINT

DARTWIN HUNT LANE B&E
DARTWIN HALLAM OVERPASS
DARTWIN H-LINE
DARTWIN TIC
DART WINNUP SP. INF.
(HUNT & HALLAM)
DARTWIN, HALL, LANTON

SHORT-LIST RECOMMENDATIONS
FOR DISCUSSION ONLY | MARCH 2017



Project Status

Project Status and Key Issues

- Alternatives technical evaluation is complete
- Public and stakeholder feedback continues to be received
- Each alternative has unique issues and concerns
- All alternatives have a set of common issues
 - North portal area near Woodall Rodgers
 - East portal/Swiss Avenue connection near Carpenter Park and Deep Ellum
 - Numerous meetings have been held to discuss these issues and continued City support and stakeholder involvement will be necessary as design progresses

Letters to Date Received since June 2017

- Letters indicate support for D2
- Most support Commerce
- Key issues relate to potential property impacts/acquisition
 - First Presbyterian Church
 - Deep Ellum Foundation
 - Coalition for a New Dallas
 - Centurion American (Statler)
 - Hamilton Properties
 - Olympus USA
 - Parks for Downtown Dallas
 - Good Fulton Farrell
 - Madison Partners
 - Munsch/Hardt
 - Westdale/Epic development
 - Preservation Dallas
 - Downtown Dallas, Inc (DDI)
 - Baylor Scott & White Hospital
 - Farmers Market
 - Perot Museum
 - Dallas County Commissioners Court
 - Corgan

DART Planning Committee Action

- August 8, 2017 - The DART Planning Committee approved a resolution selecting **Commerce** as the refined LPA
 - Directed DART staff to provide update to FTA by September 8, 2017 using Commerce Alternative
 - Forward resolution to Committee of the Whole and DART Board for consideration in September
 - Includes continued study of Elm and Pacific in the Environmental Impact Statement as design options

DART Planning Committee Action



Key Issues to be Resolved Common Segment (Victory)

COMMON



VICTORY STATION



At-Grade Street Crossings

- Victory Avenue
- Victory Park Lane
- Houston Street



MUSEUM WAY STATION

- Perot Museum Station Coordination

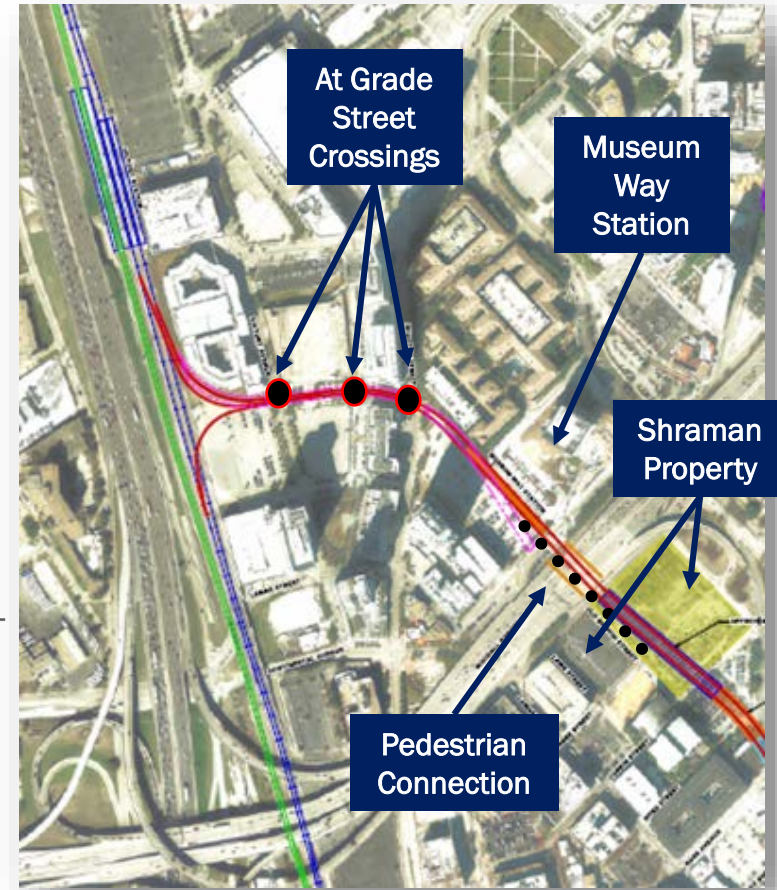


Improve Pedestrian Connection



PORTAL

- Shraman Property
 - » Construction Needs
 - » Economic Development Opportunity
 - » Design to Minimize Property Impact



Key Issues to be Resolved Commerce Corridor

COMMERCE ALIGNMENT



METRO CENTER STATION

- Direct Transfer Point to West Transfer Center



Property Easement

- Under Belo Garden Park to Turn From Griffin to Commerce
- Station Access Points



COMMERCE STATION

- Limited Space for Station Access



Property Easement

- Under Main Street Garden Park to Turn From Commerce to Harwood
- Station Access Points



CBD EAST STATION

- Direct Transfer to East Transfer Center
- Potential Use of DART-Owned Property
- Parking Garages
 - » Potential D2 Realignment Around Garage Will Increase O&M (Tighter Curves)
 - » Potential Acquisition / Economic Development Opportunity

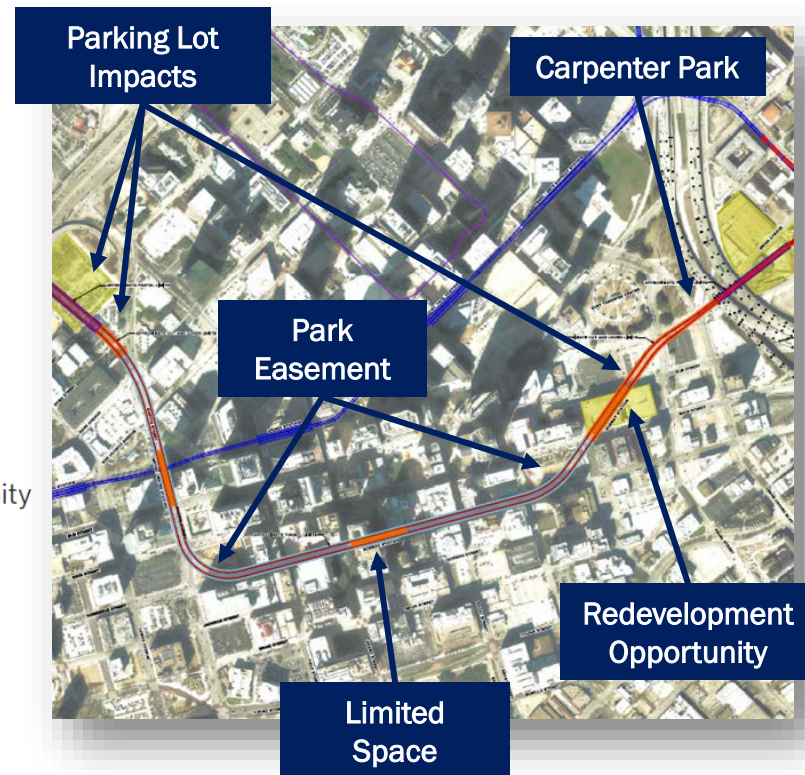


Parking Lots Impacted During Construction



Carpenter Park

- Design D2 to Minimize Impact



Key Issues to be Resolved Common Segment (Deep Ellum)



PORTAL

- Preserve Options for IH 345



Swiss Avenue

- Connection to Green Line
- Minimize Property Impacts
- Construction Needs



Deep Ellum Station

- Remove Station
- Improve Pedestrian Connections Between East Transfer Center and Baylor Station



Good Latimer

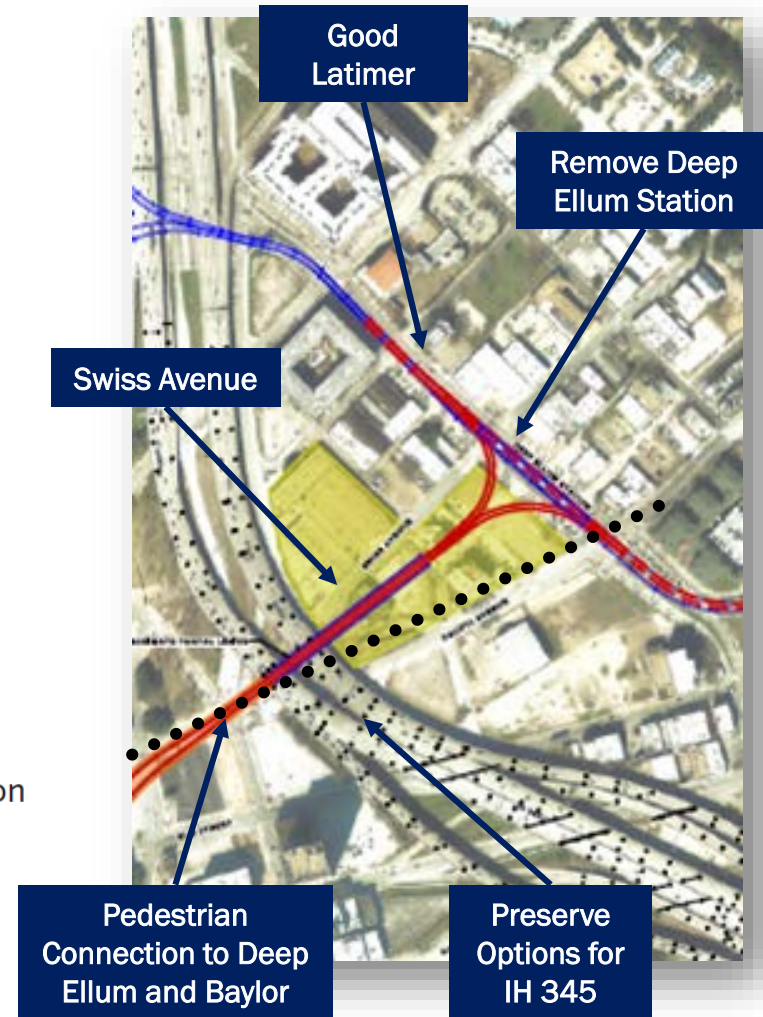
- Reconfigure Good Latimer
- Replace Ballast Track With Embedded Track



BAYLOR STATION

- Improve Signage in Deep Ellum to Baylor Station
- Potential Name Change to Baylor/Deep Ellum Station

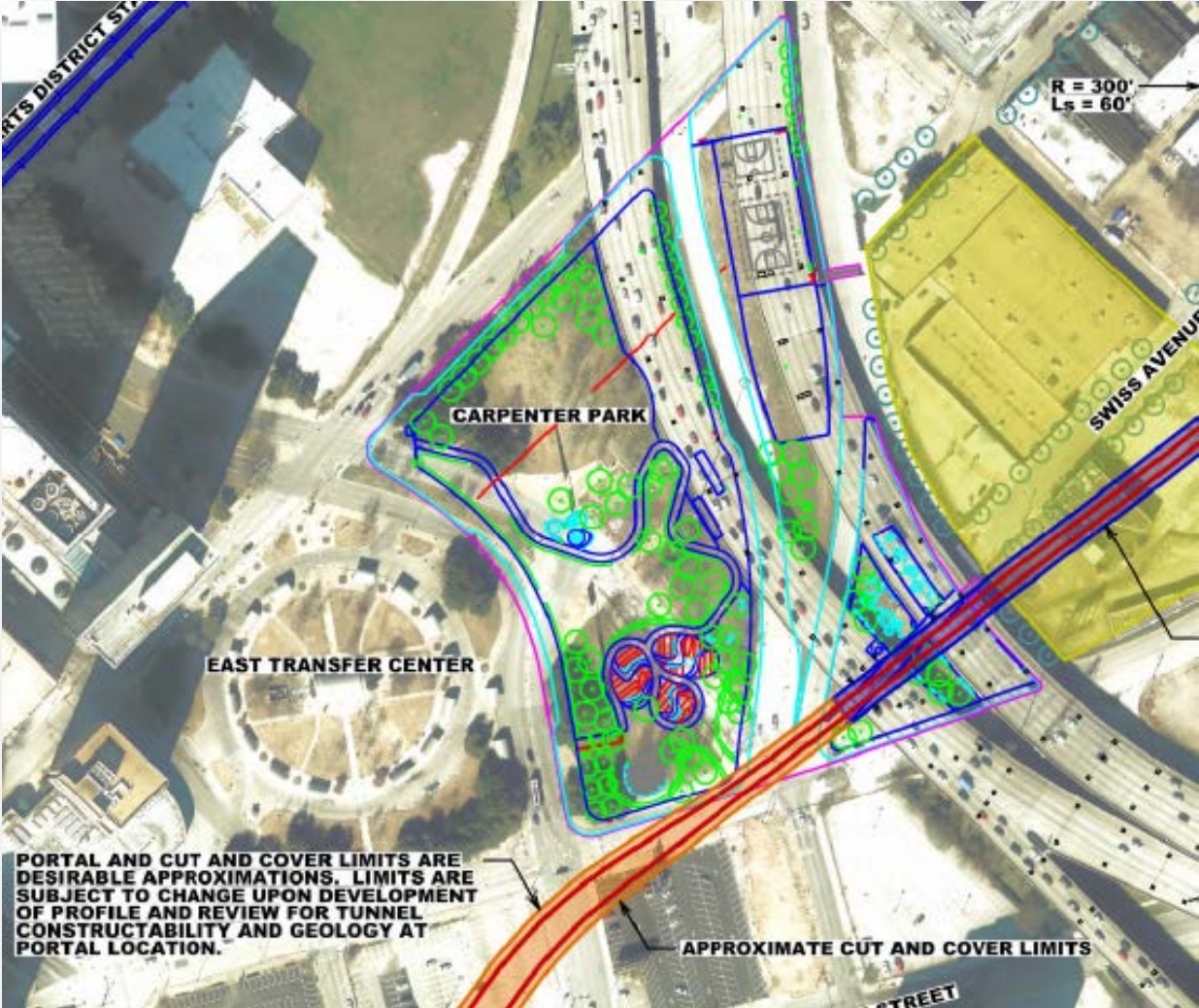
COMMON



Carpenter Park

- Meeting held with Parks Department and Parks for Downtown Dallas on March 8, 2017
 - Opportunity to phase park development pending more detailed design for any temporary construction needs on south end of park
 - Revise dog park area under IH 345 pending more detailed design for Swiss option
- Parks for Downtown Dallas letter received on July 25, 2017
 - Strong support for Commerce Alternative and a portal south of Swiss Avenue (as shown) to minimize parks impacts
 - Proceeding with two-phase approach until more D2, IH 345 information is known

Carpenter Park





Next Steps

Next Steps

FTA Core Capacity Submittal

- Core capacity submittal is due by September 8, 2017
- Submittal includes:
 - Project Description and Project Map
 - Project Templates
 - Capital Cost Estimate
 - O&M Cost Estimate
 - Supplemental Information
 - Technical
 - Financial

Upcoming Approval Schedule^(rev)

AUGUST						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8 PC	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28 MC	29	30	31		

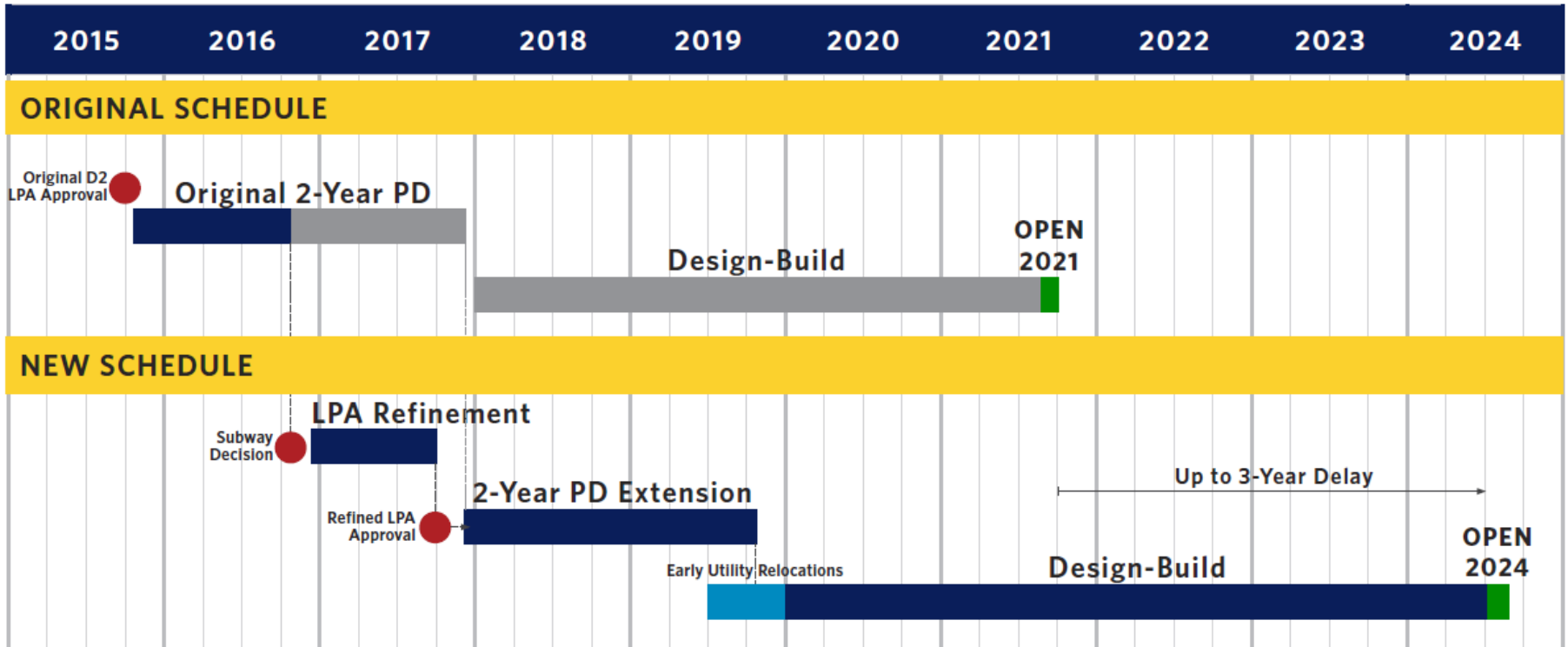
SEPTEMBER						
S	M	T	W	T	F	S
					1	2
3	4 Labor Day	5	6	7	8	9
10	11	12 PC	13 CM	14	15	16
17	18	19	20	21	22	23
24	25	26 CW/B	27	28	29	30

City of Dallas
MC – Dallas Mobility Committee
CM – Dallas Council Meeting

FTA
Deadline

DART
PC – DART Planning Committee
CW – Committee of the Whole
B – DART Board

D2 Subway Project Schedule



Preliminary Schedule subject to determination of subway alignment and construction methods



DART

let's go.



DART.org



Appendix

A city street scene with a yellow bus and a sign that says '#HungerActionMonth'. The scene is overlaid with a semi-transparent yellow rectangle containing the text 'Public Engagement'.

Public Engagement

Extensive Public Involvement Program

Between 2007 and October 2016 (108 months)

- 20 Public Meetings
- 200+ Small Group Meetings
- 28 Board Briefings
- 17 Dallas City Council Briefings
- 42 Project Committee Meetings

Since November 2016 (10 months)

- 6 Public Meetings
- 75+ Small Group Meetings
- 11 Board Briefings
- 3 Dallas City Council Briefings
- 6 Project Committee Meetings
- 600+ Rider Surveys

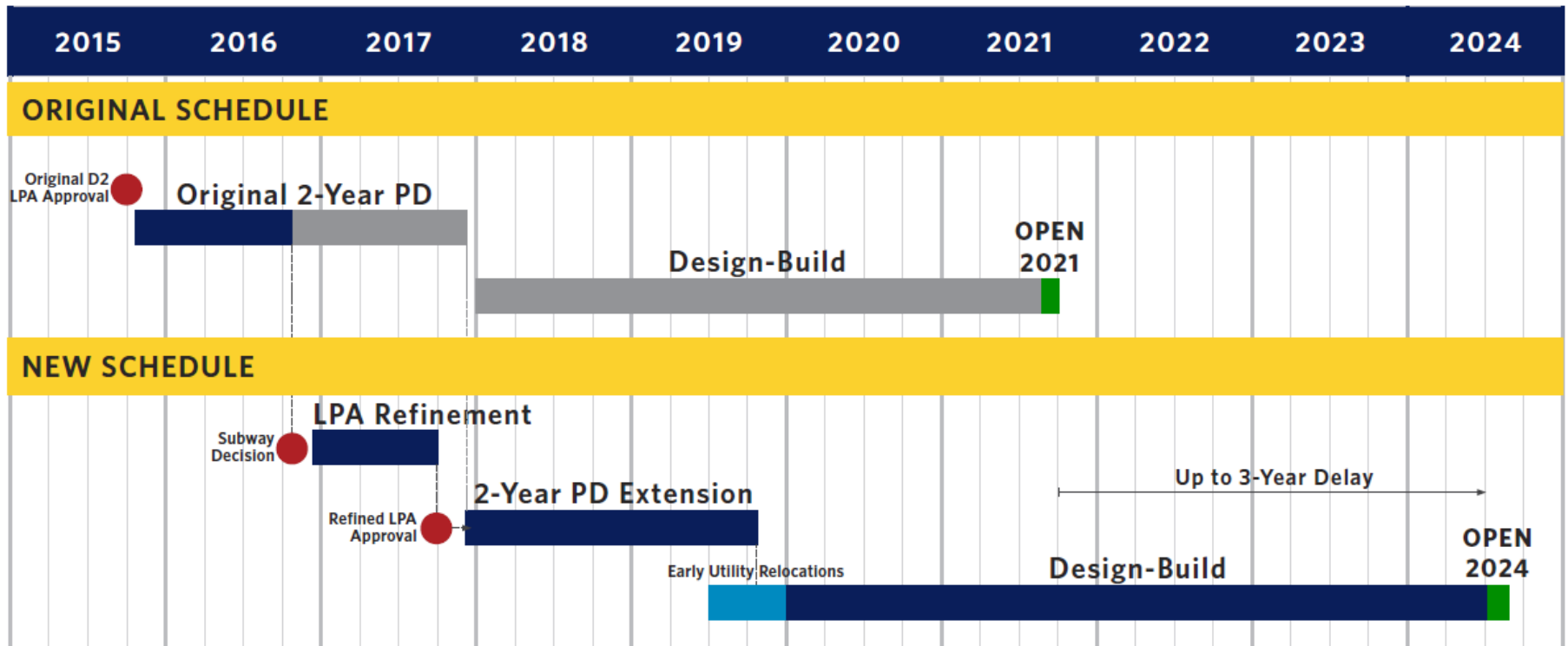
Summary of Public Input

- Most public/rider input support all three equally
- Most stakeholders support Commerce and Elm, but do not support Pacific
- Stakeholder letters to date support Commerce with conditions/caveats:
 - Continue public involvement
 - Continue to work with property owners
 - Minimize impacts
 - Coordinate design with the community desires to modify IH-345
 - Carry multiple alignments into the next phase
 - Incorporate urban design elements

A city street scene with a yellow bus and a billboard for #HungerActionMonth. The scene is overlaid with a semi-transparent yellow rectangle containing the text "Project Background".

Project Background

D2 Subway Project Schedule



Preliminary Schedule subject to determination of subway alignment and construction methods

Why is D2 Important?

- Add **Core Capacity** to and through downtown
 - Some trains will be at capacity within a few years
- Provide **Operational Flexibility** for the system
 - Continuity of service during incidents
 - System expansion/added service
- Enhance **Mobility and Access** for existing and future riders
 - Get our riders where they need to go

D2 Subway Project Background

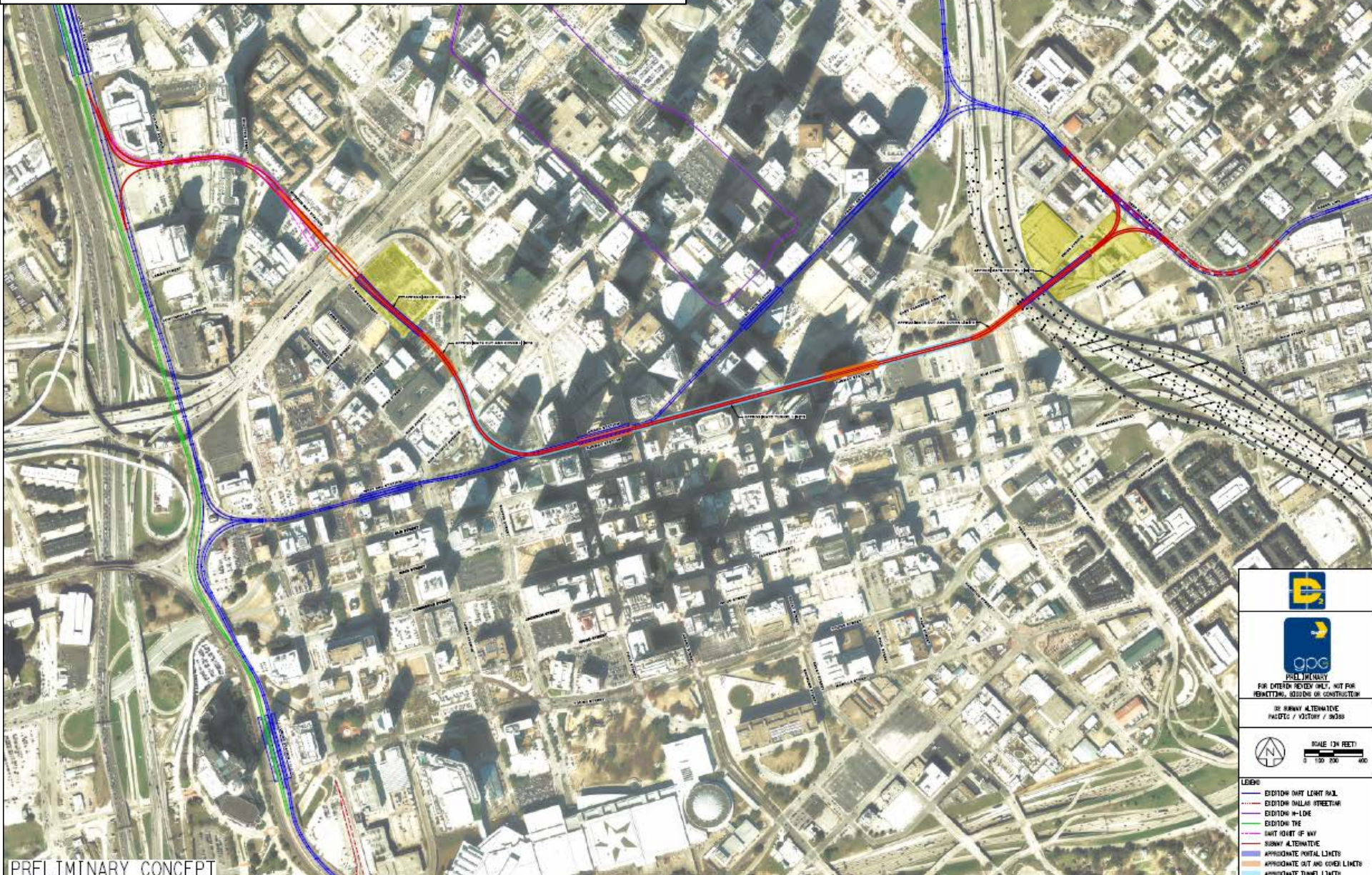
- In November 2015, FTA authorized DART into a 2-year Project Development Phase for the original LPA under the FTA Core Capacity Capital Investment Grant program
 - D2 received a “Medium-High” Core Capacity rating
- October 2016 – DART Board and Dallas City Council provide direction to pursue a subway alternative
 - DART requested a 2-year extension for Project Development
 - FTA recommends requesting extension closer to the 2-year deadline and continue refining project



Conceptual Design

Short-List of Alternatives

Pacific Alternative via Victory-Swiss



PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
FEBRUARY 2017

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.

FOR EXTERIOR REVIEW ONLY, NOT FOR
RENDERING, SIGNING OR CONSTRUCTION

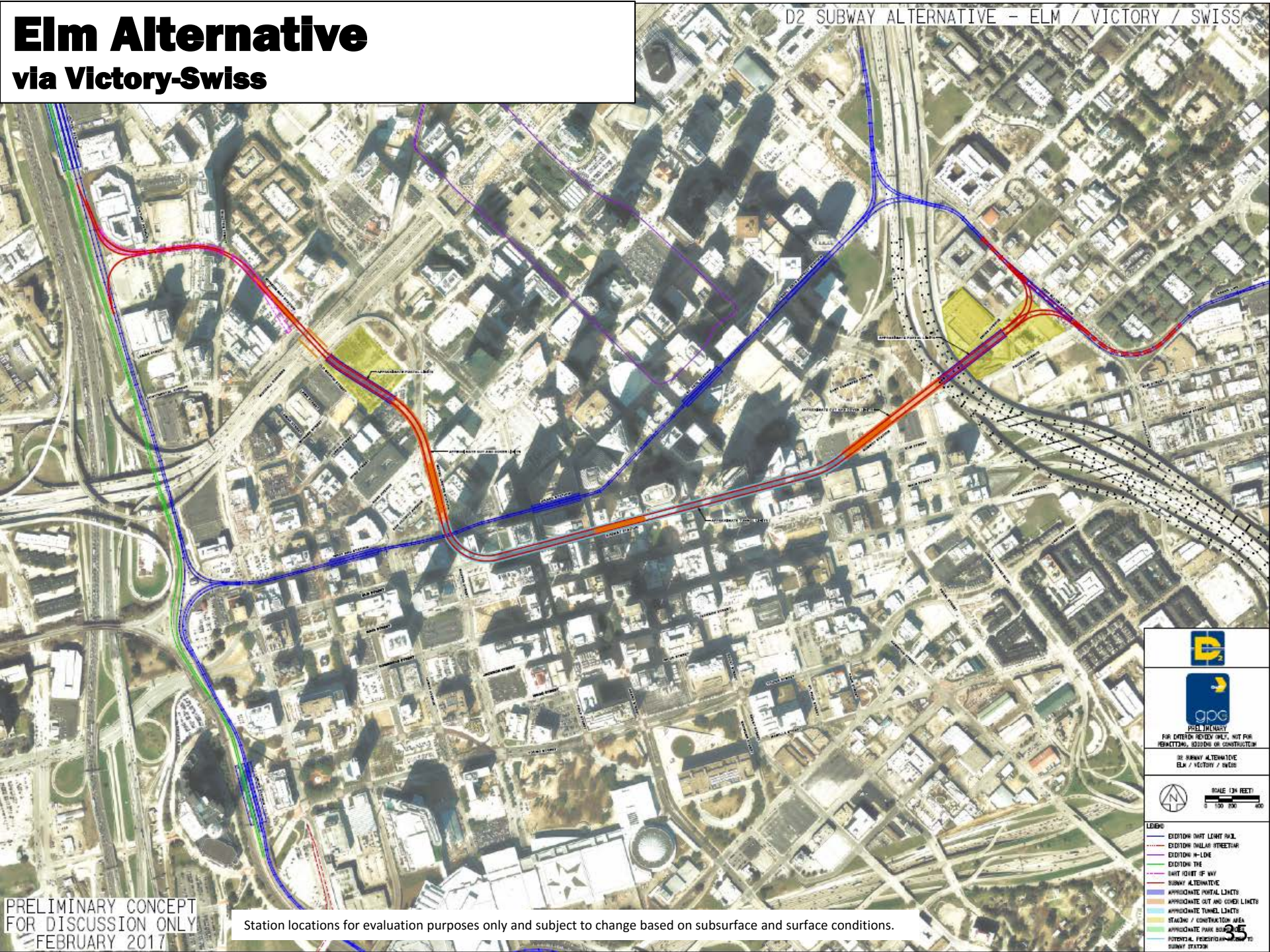
32 RAILWAY ALTERNATIVE
PACIFIC / VICTORY / SWISS

SCALE 1/4" = 100 FEET
0 100 200 400

LEGEND

- EXISTING LIGHT RAIL
- EXISTING MILLER STREET
- EXISTING IN-LOVE
- EXISTING TRAM
- EXISTING IF ANY
- SUBWAY ALTERNATIVE
- APPROXIMATE PORTAL LIMITS
- APPROXIMATE OUT AND OVER LIMITS
- APPROXIMATE TUNNEL LIMITS
- STAGING / CONSTRUCTION AREA
- POTENTIAL PARK STATION
- POTENTIAL FUTURE STATION
- SUBWAY STATION

Elm Alternative via Victory-Swiss



GPC
PRELIMINARY
FOR DISCUSSION ONLY. NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION

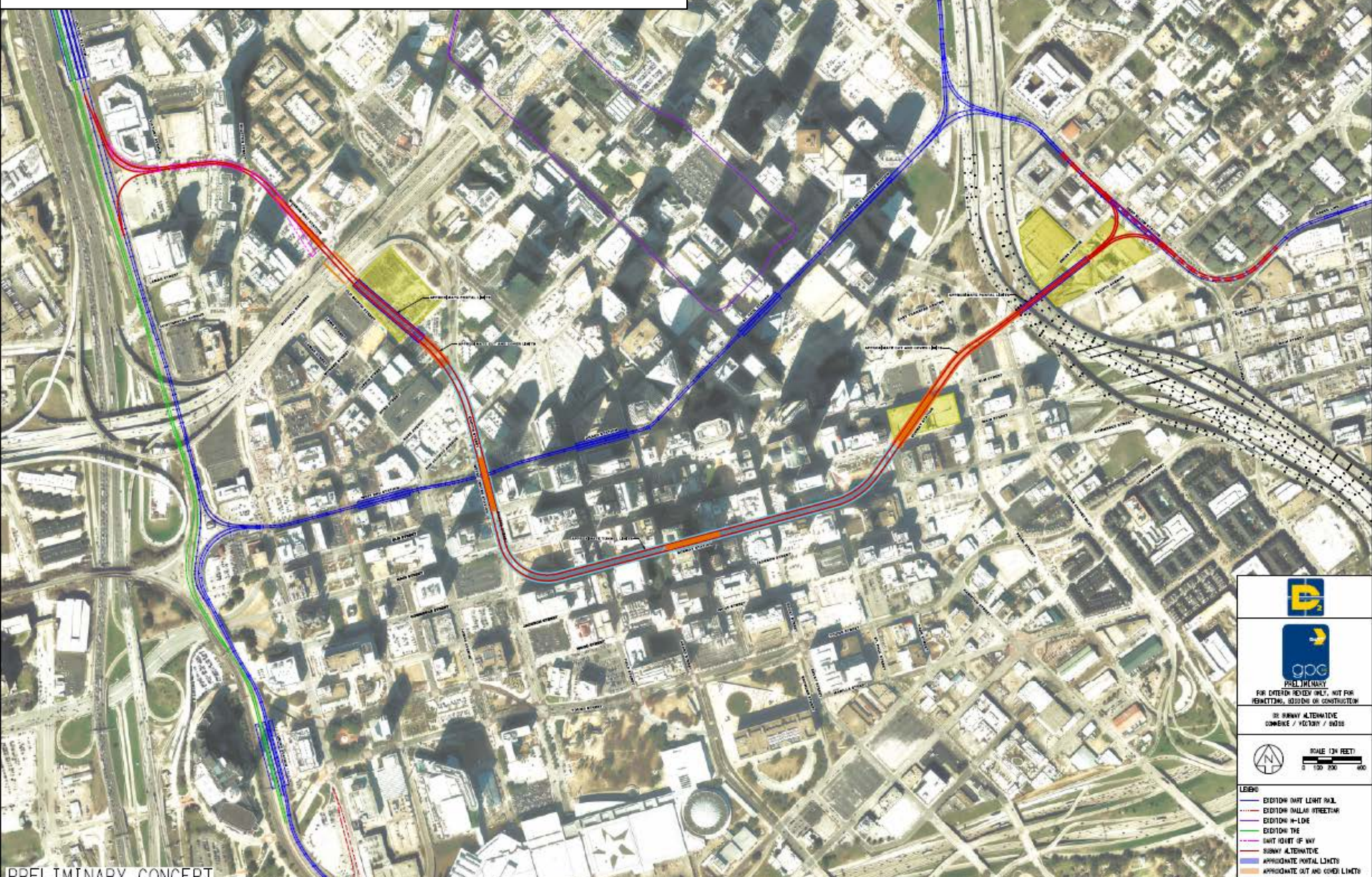
SCALE (IN FEET)
0 100 200 400

- LEGEND**
- EXISTING DIRT LEVY MAIL
 - EXISTING DALLAS STREETWAY
 - EXISTING H-LINE
 - EXISTING TIE
 - DIRT JOINT IF ANY
 - SUBWAY ALTERNATIVE
 - APPROXIMATE PORTAL LIMITS
 - APPROXIMATE CUT AND COVER LIMITS
 - APPROXIMATE TUNNEL LIMITS
 - STATION / CONSTRUCTION AREA
 - APPROXIMATE PARK AND RIDE
 - POTENTIAL FUTURE STATION
 - SUBWAY STATION

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
FEBRUARY 2017

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.

Commerce Alternative via Victory-Swiss



PRELIMINARY
FOR INTERIM REVIEW ONLY, NOT FOR PERMITTING, BIDDING OR CONSTRUCTION
D2 SUBWAY ALTERNATIVE
COMMERCE / VICTORY / SWISS

LEGEND

- EXISTING RAIL LIGHT RAIL
- EXISTING RAIL ALL OTHERS
- EXISTING M-LOVE
- EXISTING TRM
- SMRT ROUTE IF ANY
- SUBWAY ALTERNATIVE
- APPROXIMATE PORTAL LIMITS
- APPROXIMATE CUT AND COVER LIMITS
- APPROXIMATE TUNNEL LIMITS
- STATION / CONSTRUCTION AREA
- APPROXIMATE PARK SQUARE
- POTENTIAL FUTURE STATION
- SUNNY STATION

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
FEBRUARY 2017

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.



Corridor Fact Sheets

Short-List of Alternatives Evaluation

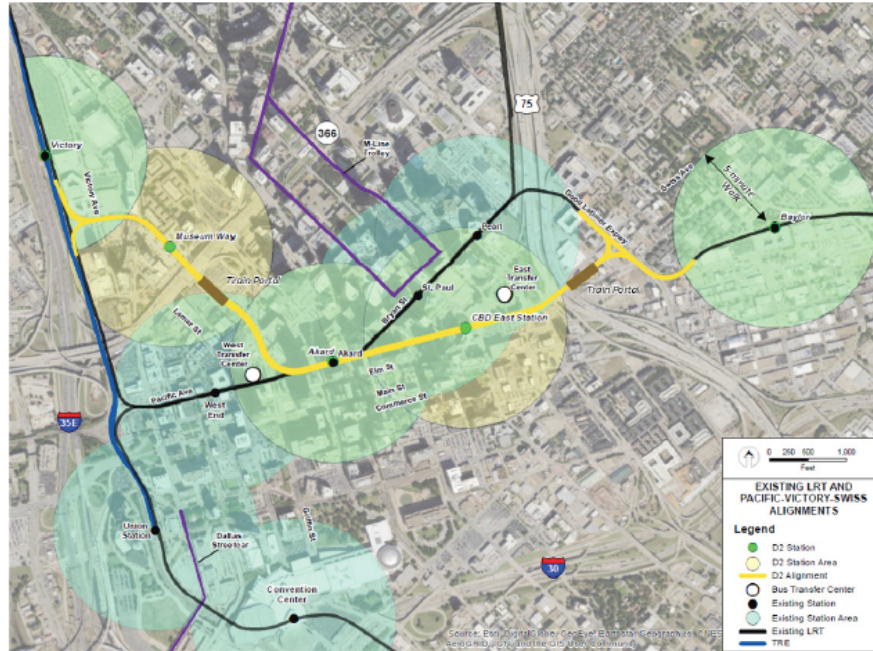


D2 SUBWAY OPTIONS

PACIFIC/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Pacific, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOE\$)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.12	42%	\$0.938B/\$1.32B	1	2

	DEMOGRAPHICS WITHIN 1/4-MILE OF STATION		PROJECTED RIDERSHIP (2035)	
	EMPLOYMENT	POPULATION		
Existing 2014 (NCTCOG)	150,842	8,430	Light Rail System	137,000
Projected 2040 (NCTCOG)	150,148	23,295	Total Systemwide	378,000
Projected 2040 (Dallas)	165,042	29,253		

EVALUATION SUMMARY

CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/ AFFORDABILITY	Capital cost estimate is approximately \$0.938B (YOE\$). Project budget is \$1.32B (YOE\$); Estimated capital costs under budget by approximately \$380M (YOE\$)	-
SERVES HIGH-DENSITY EMPLOYMENT AREA	Penetrates highest employment density area within the Central Business District; Approximately 150,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 9% more by 2040	-
RIDER TRANSFERS	Accommodates direct transfers between 4 light-rail lines at existing Akard Station and proposed Akard Subway Station; New CBD East Station located near existing East Bus Transfer Center provides for multi-modal transfers	Two block walk to West End Bus Transfer Center; One block walk to East Bus Transfer Center
NUMBER OF STATIONS	3 stations (Museum Way, Akard Subway, CBD East); Only 2 subway stations (Akard Subway, CBD East) which minimizes capital costs	3 stations; One fewer station than the 4 stations along Elm and Commerce alignments; Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	New alignment keeps existing riders closer to current destinations along Transit Mall; Akard Station becomes central rail transfer location for all routes	-
SERVES NEW MARKETS	Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Klyde Warren Park Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Dallas City Hall Farmers Market Area 	Primarily serves existing market areas; Minimal access to new market areas in CBD
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Pacific is 4 minutes faster than existing travel time (10 minutes); Approximately 1 minute faster than Elm and Commerce alignments (11 minutes)	-
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; DART is major property owner along corridor with West Bus Transfer Center, DART HQ and East Bus Transfer Center; provides opportunity for redevelopment at all locations; Potential activation of properties near IH 345; Station access points to be determined	Possible demolition and relocation of DART HQ would have to be coordinated with construction
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Minimal impacts; Potential utilization of DART-owned property for station construction areas; Environmental Impact Statement will identify specific impacts when prepared	Potential conflict with underground Bullington Truck Terminal and pedestrian tunnel across Pacific; Potential conflict with 66" water line; Potential conflict with 7" storm water pipe across Pearl
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the north train portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation need for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas



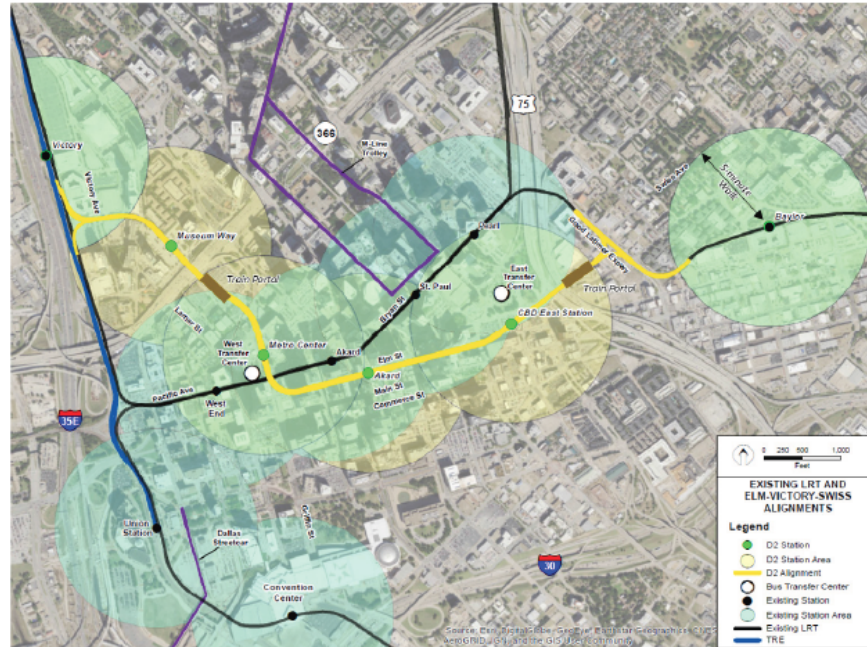


D2 SUBWAY OPTIONS

ELM/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Elm, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOES)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.18	49%	\$1,298/\$1,328	1	3

	DEMOGRAPHICS WITHIN 1/4-MILE OF STATION		PROJECTED RIDERSHIP (2035)	
	EMPLOYMENT	POPULATION		
Existing 2014 (NCTCOG)	150,572	8,403	Light Rail System	145,000
Projected 2040 (NCTCOG)	151,380	23,820	Total Systemwide	395,000
Projected 2040 (Dallas)	166,189	29,967		

EVALUATION SUMMARY

CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/AFFORDABILITY	Capital cost estimate is approximately \$1.29B (YOES). Project budget is \$1.32B (YOES)	Fully utilizes available FY17 budgeted funds; Limits flexibility
SERVES HIGH-DENSITY EMPLOYMENT AREA	Penetrates highest employment density area within the Central Business District; Approximately 150,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 10% more by 2040	-
RIDER TRANSFERS	Accommodates multi-modal transfers between West End Station and proposed Metro Center Station; Accommodates transfers between LRT and bus along Elm corridor and East Bus Transfer Center; Transfers from Metro Center Station to West End/Akard Stations decentralizes rail-to-rail activity	One block walk to East Bus Transfer Center
NUMBER OF STATIONS	4 stations (Museum Way, Metro Center, Akard Subway, CBD East); One more station than Pacific alignment	Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	New alignment keeps existing riders close to current destinations along Transit Mall; Provides opportunity for some riders to have a shorter walk to Elm St businesses when using Orange/Green Lines	Potentially changes travel patterns for existing Orange/Green Line riders; requiring transfer or longer walk
SERVES NEW MARKETS	Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Klyde Warren Park Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Dallas City Hall Farmers Market Area 	Primarily serves existing market areas; Minimal access to new market areas in CBD
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Elm is 3 minutes faster than existing travel time (11 minutes)	Approximately 1 minute slower than Pacific alignment
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; Provides opportunity for redevelopment at all station locations; Potential activation of properties near IH 345; Station access points to be determined	Possible acquisition of Homewood Suites; Part or all of proposed Shaman Asian Museum site needed for construction staging/portal
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Minimal impacts; Potential utilization of DART-owned property for CBD East station construction area; Environmental Impact Statement will identify specific impacts when prepared	Potential impact to underground pedestrian tunnels across Griffin and Elm; Potential conflict with 7" storm water pipe across Pearl; Temporary closure/detour Griffin with cut-and-cover for station construction and roadway replacement; Temporary closure/detour Pacific, Cesar Chavez, Elm, Pearl with cut-and-cover for station construction and roadway replacement
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the north train portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation need for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas

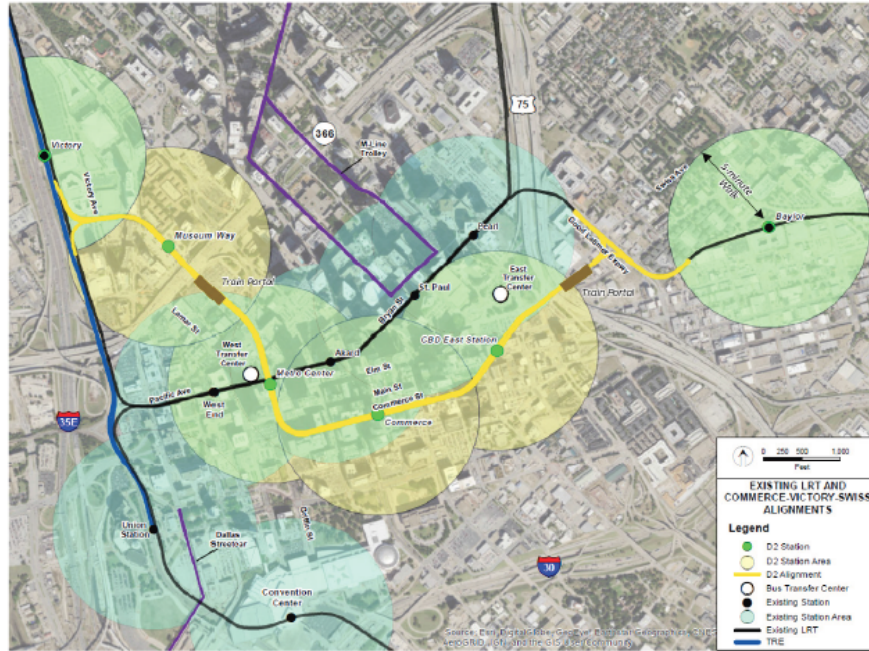




D2 SUBWAY OPTIONS COMMERCE/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Commerce, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOES)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.34	48%	\$1.26B/\$1.32B	1	3

DEMOGRAPHICS WITHIN 1/4-MILE OF STATION			PROJECTED RIDERSHIP (2035)	
	EMPLOYMENT	POPULATION		
Existing 2014 (NCTCOG)	142,608	8,572	Light Rail System	147,000
Projected 2040 (NCTCOG)	147,297	23,569	Total Systemwide	394,000
Projected 2040 (Dallas)	165,761	29,769		

EVALUATION SUMMARY

CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/ AFFORDABILITY	Capital costs estimate is approximately \$1.26B (YOES). Project budget is \$1.32B (YOES)	Fully utilizes available FY17 budgeted funds; Limits flexibility
SERVES HIGH-DENSITY EMPLOYMENT AREA	City of Dallas projects significant employment growth in this area; Approximately 140,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 16% more by 2040	Borders southern end of highest employment density area in Central Business District
RIDER TRANSFERS	Accommodates multi-modal option for rail-to-rail transfers at West End and Akard; Accommodates transfers between 2 light-rail lines and buses along Commerce Street; new CBD East Station located near East Bus Transfer Center; Transfers from Metro Center Station to West End/Akard Stations decentralizes rail-to-rail activity	Two block walk to East Bus Transfer Center
NUMBER OF STATIONS	4 stations (Museum Way, Metro Center, Commerce, CBD East); One more station than Pacific alignment	Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	Provides opportunity for some riders to have a shorter walk to Commerce St businesses when using Orange/Green Lines	Potentially changes travel patterns for existing Orange/Green Line riders; requiring transfer or longer walk
SERVES NEW MARKETS	<ul style="list-style-type: none"> Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Klyde Warren Park Dallas City Hall, Dallas Public Library Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Farmers Market Area 	
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Commerce is 2.5 minutes faster than existing travel time (11.5 minutes)	Approximately 1.5 minutes slower than Pacific alignment
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; Provides opportunity for redevelopment at all station locations; Potential activation of properties near IH 345; Station access points to be determined	Part or all of proposed Shraman Asian Museum site needed for construction staging/portal; Possible demolition and relocation of parking garage(s) at Elm and Harwood
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Able to conduct tunneling under existing parks without significant impacts; Opportunities exist for pedestrian access to underground station; Environmental Impact Statement will identify specific impacts when prepared	CBD East Station impacts parking garage(s) on east end of CBD; Potential impact to underground pedestrian tunnels across Griffin; Potential conflict with 7" storm water pipe across Pearl; Temporary shut down Griffin with cut-and-cover for station construction and roadway replacement; Temporary shut down Pacific, Cesar Chavez, Elm, Pearl with cut-and-cover for station construction and roadway replacement
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the west portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation needed for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas



Key Comparators

Physical Elements

	Pacific	Elm	Commerce
Length (Overall)	2.12 miles	2.18 miles	2.34 miles
Tunnel Length (%)	.89 miles (42%)	1.07 miles(49%)	1.12 miles (48%)
Number of Stations At-grade	1	1	1
Number of Stations In Tunnel	2	3	3
Total New Stations	3	4	4
Capital Cost Estimate (YOES\$)	\$0.938B	\$1.29B	\$1.26B
FY17 Budget (YOES\$)	\$1.32B	\$1.32B	\$1.32B

Key Comparators

Ridership and Demographics

	Pacific	Elm	Commerce
Projected LRT Ridership (2035)*	137,000	145,000	147,000
Projected System-wide Ridership (2035)*	378,000	395,000	394,000
Key reasons for ridership difference	<ul style="list-style-type: none"> • Elm and Commerce have one additional station • Elm and Commerce provide better connection to West Transfer Center • Elm and Commerce provide new market area coverage 		
Population ¼-mile of Stations (City of Dallas)	29,253	29,967	29,769
Employment ¼-Mile of Stations (City of Dallas)	165,042	166,189	165,761

*Ridership from Regional Travel Demand Model

Key Comparators

Customer Experience

	Pacific	Elm	Commerce
Travel Time (Victory to Baylor) Existing = 14 minutes	10 Minutes	11 Minutes	11.5 Minutes
Within Ten Minute Walk	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area
Transfers	<ul style="list-style-type: none"> • Direct rail-to-rail transfers at Akard Station • 2 block walk to West Transfer Center (WTC) • Direct access to East Transfer Center (ETC) 	<ul style="list-style-type: none"> • Metro Center Station decentralizes rail transfers • Direct access to WTC • Direct access to ETC 	<ul style="list-style-type: none"> • Metro Center Station decentralizes rail transfers • Direct access to WTC • 1-2 block walk to ETC



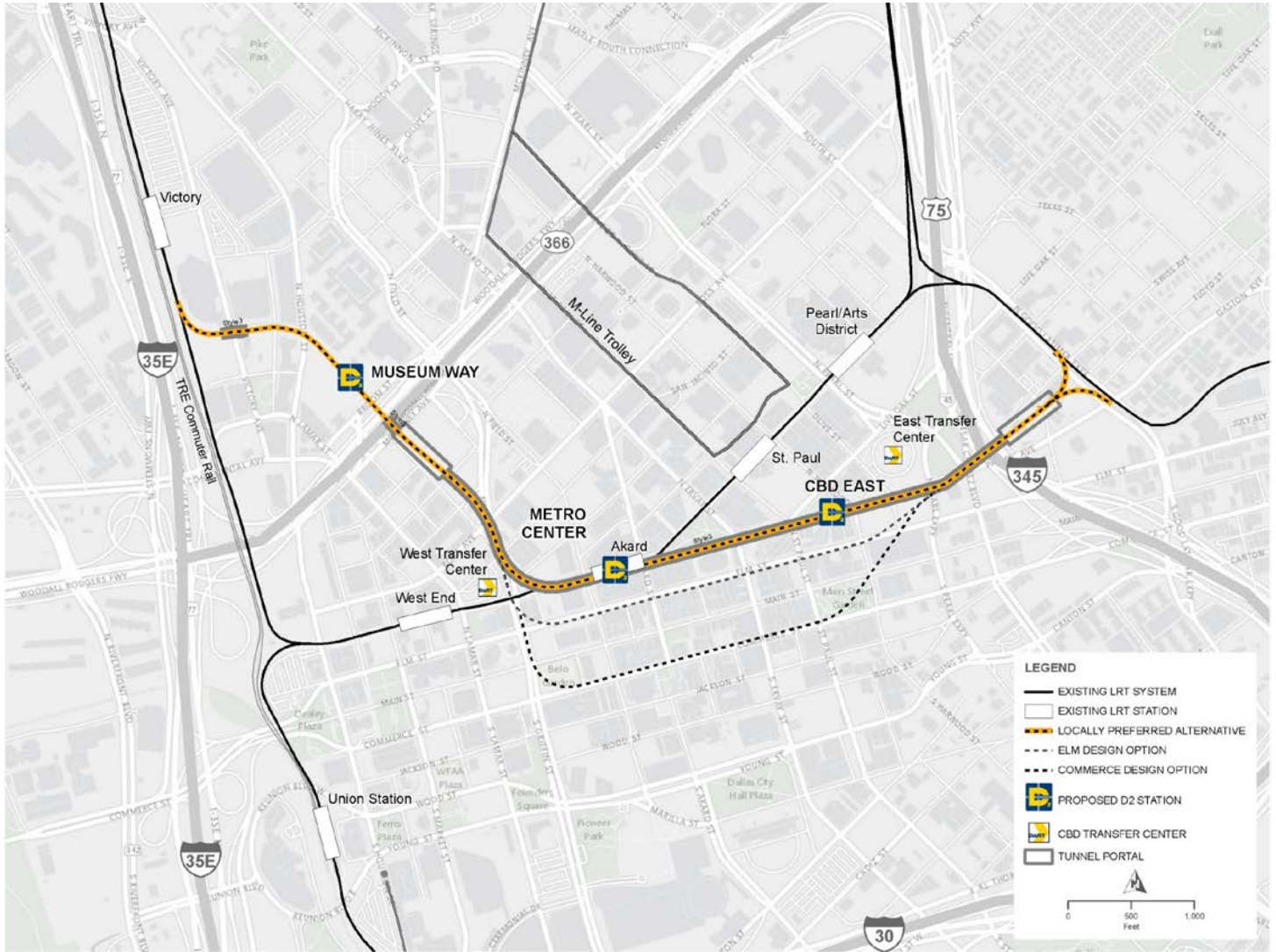
Locally Preferred Alternative

Considerations

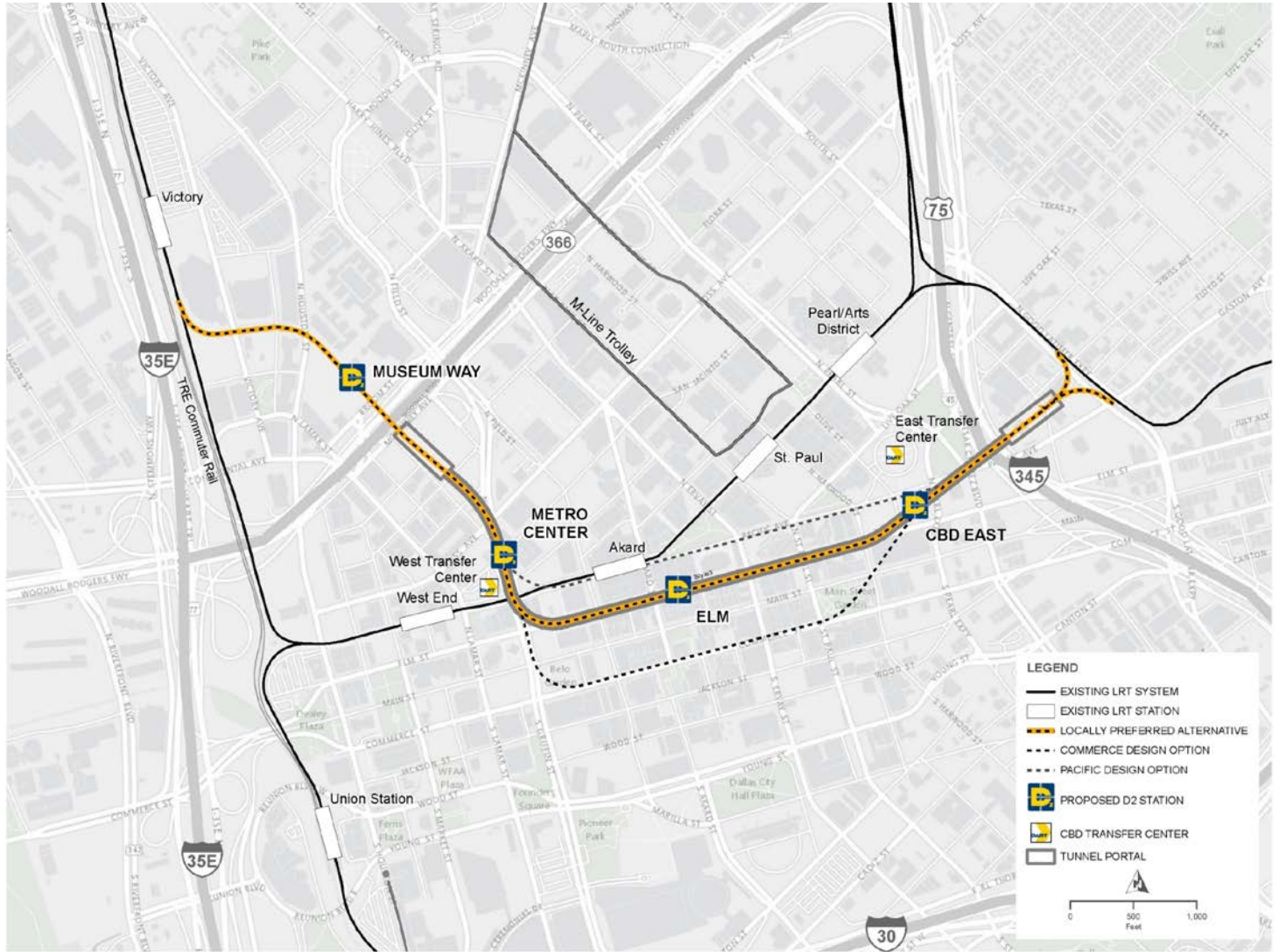
LPA Considerations

- For the FTA Submittal, it is recommended to be consistent with approved FY17 financial plan (\$1.322 billion YOES) and include higher grant request (\$650 million YOES)
- DART will continue to coordinate with other project efforts, including but not limited to potential modifications to IH 345, Dallas Streetcar Central Link and future High Speed Rail
- Multiple alternatives can advance through Project Development environmental process
- DART will amend the Service Plan and Transit System Plan to reflect the final refined LPA at the appropriate time
- Three options for Refined LPA

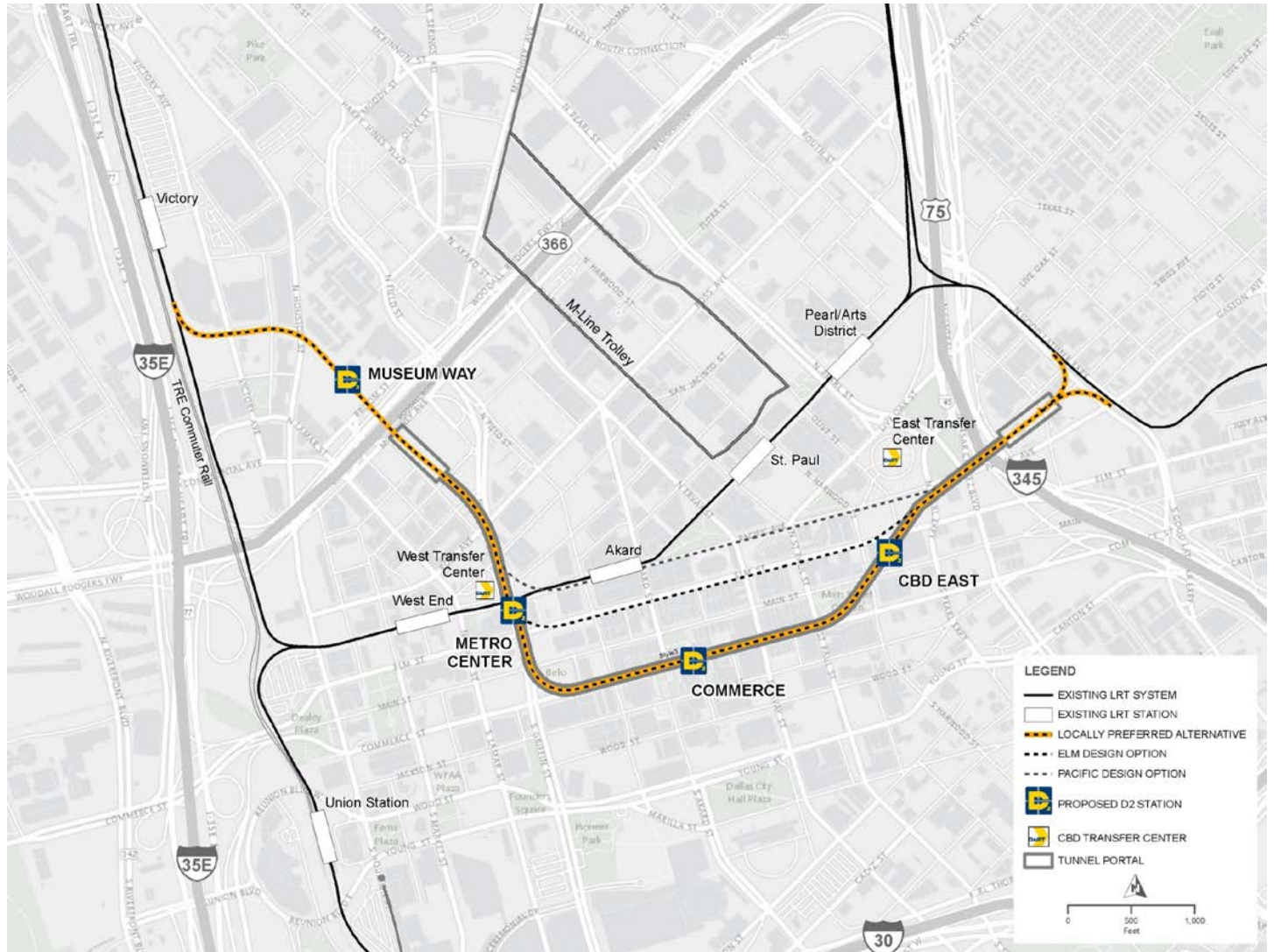
Pacific/Victory/Swiss Option



Elm/Victory/Swiss Option

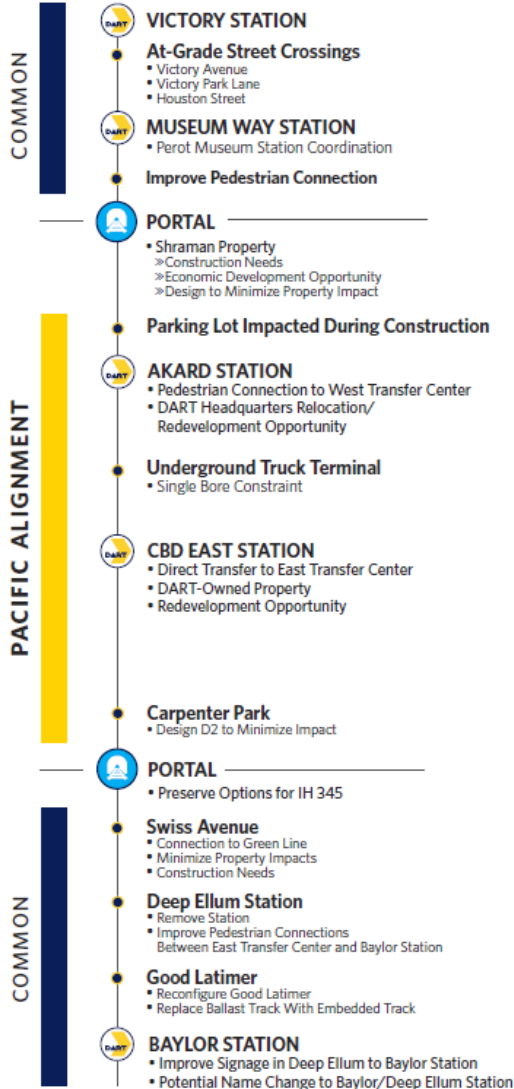


Commerce/Victory/Swiss Option

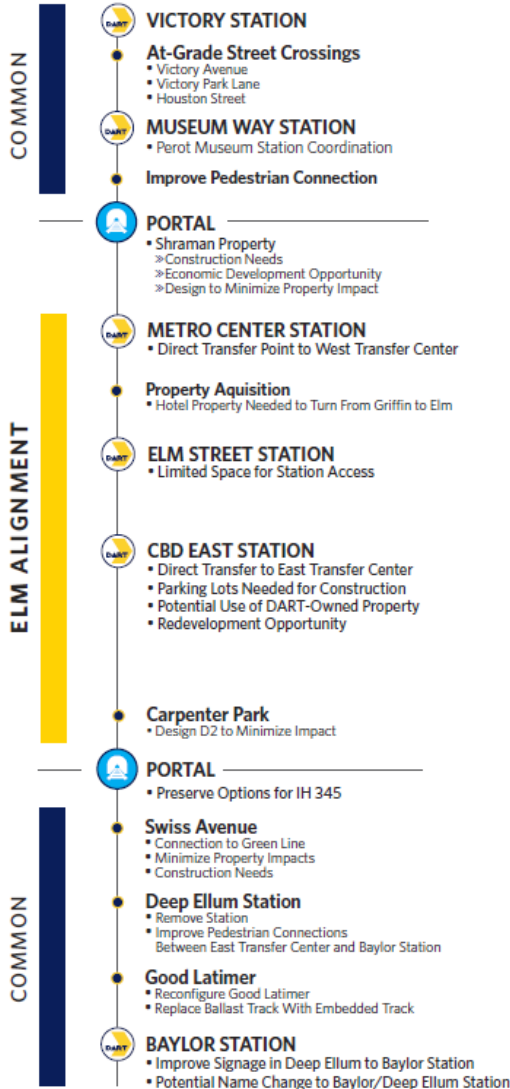


Key Issues Discussion

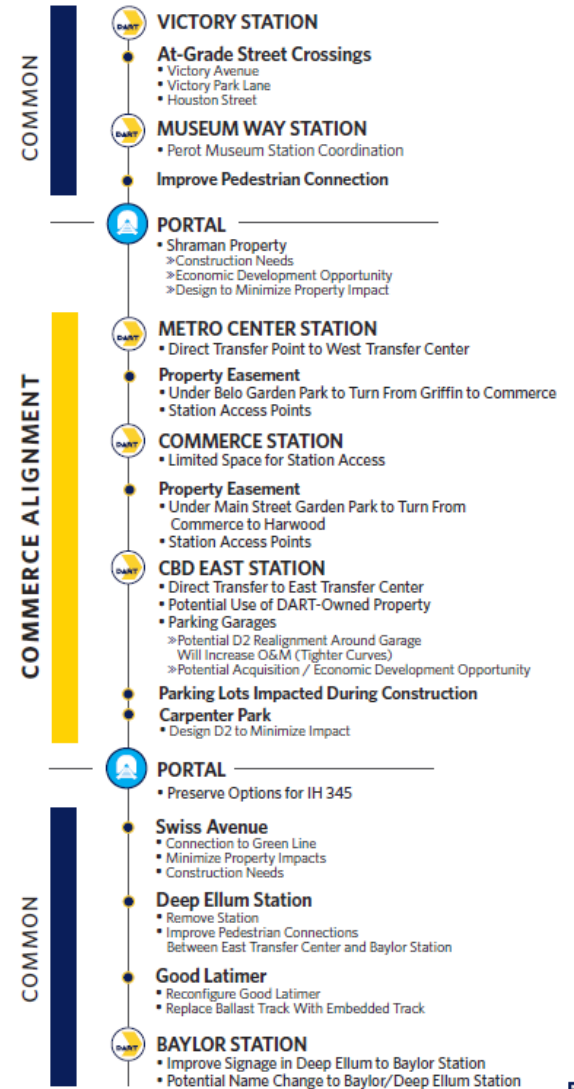
PACIFIC



ELM



COMMERCE



Key Issues to be Resolved Pacific Corridor

PACIFIC ALIGNMENT

● Parking Lot Impacted During Construction



AKARD STATION

- Pedestrian Connection to West Transfer Center
- DART Headquarters Relocation/ Redevelopment Opportunity

● Underground Truck Terminal

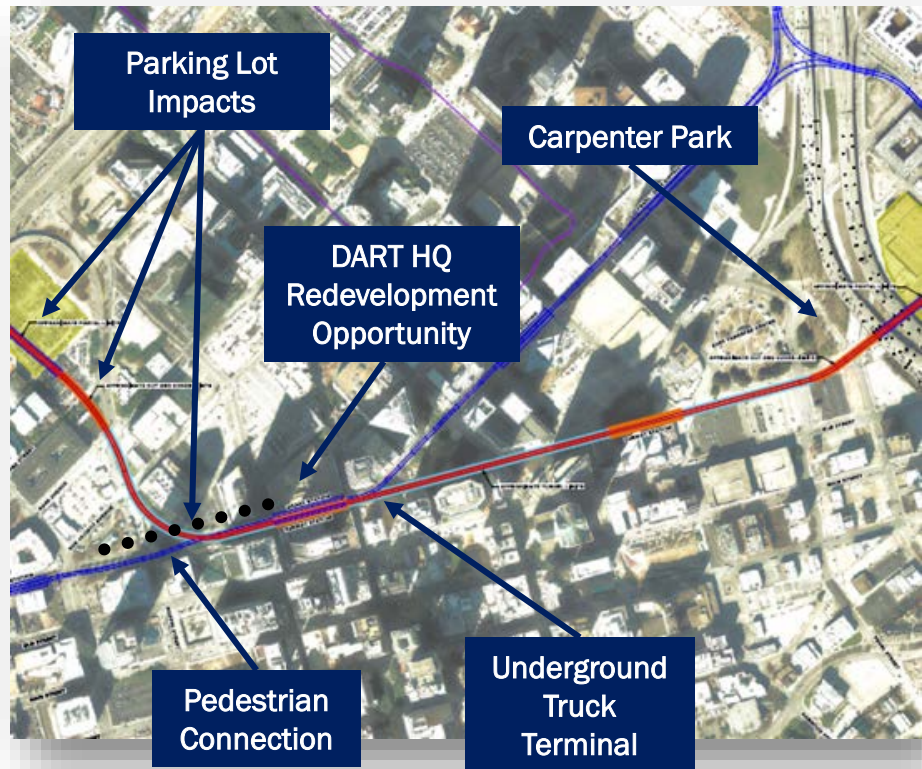
- Single Bore Constraint



CBD EAST STATION

- Direct Transfer to East Transfer Center
- DART-Owned Property
- Redevelopment Opportunity

● Carpenter Park
▪ Design D2 to Minimize Impact



Key Issues to be Resolved Elm Corridor

ELM ALIGNMENT



METRO CENTER STATION

- Direct Transfer Point to West Transfer Center



Property Acquisition

- Hotel Property Needed to Turn From Griffin to Elm



ELM STREET STATION

- Limited Space for Station Access



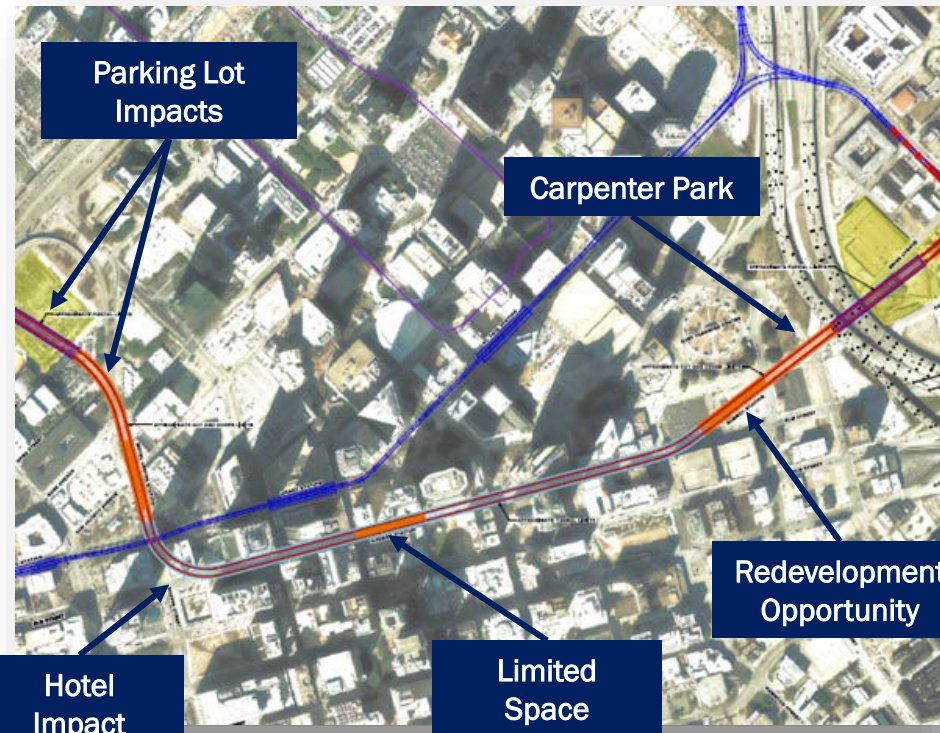
CBD EAST STATION

- Direct Transfer to East Transfer Center
- Parking Lots Needed for Construction
- Potential Use of DART-Owned Property
- Redevelopment Opportunity



Carpenter Park

- Design D2 to Minimize Impact



A background image of a city street with tall buildings and a yellow text box in the center. The text box contains the following text:








Next Steps

Refined LPA Approval

FTA Submittal

Project Development (PE/EIS)

Refined LPA Approval Schedule

Date	Meeting	Purpose	Topic
Aug 8	DART Planning Committee	 ACTION	Take action on D2 Subway LPA and forward to DART COTW
Aug 22	DART Planning Committee	 BRIEFING	Update on Streetcar LPA Options
Aug 22	DART COTW/ Board 1*	 ACTION	Take action on D2 Subway and forward to DART Board
Aug 28	City Council Mobility Committee	 ACTION	Take action on D2 Subway and Streetcar LPA recommendation and forward to City Council
Sept 8	FTA Submittal Deadline	Annual Update	Submit FTA Core Capacity templates for D2 Subway
Sept 12	DART Board 2	 FINAL ACTION	Approve D2 Subway and forward Board resolution and FY18 Financial Plan (when approved) to FTA
Sept 13	City Council	 FINAL ACTION	Approve D2 Subway and Streetcar LPA and forward to DART Board
Sept 26	DART Board 3	 FINAL ACTION	Approve D2 Subway and forward Board resolution and FY18 Financial Plan (when approved) to FTA



*Item may be posted for Board approval

FTA Core Capacity Submittal

- Project templates largely based on existing ridership and current capacity issues
- Core capacity rating does not consider future ridership – it is to address a current/near term (within 5 years) capacity issue
- The primary difference from 2016 submittal will be project scope/schedule/cost and financial plan



DART

let's go.



DART.org



Wes Huff
Sr. Vice President, Real Estate

2001 Bryan Street
Suite 2200
Dallas, Texas 75201
(214) 820-4131

Honorable Mayor Mike Rawlings
Office of the Mayor
1500 Marilla, Room SEN
Dallas, Texas 75201

August 7, 2017

Dear Mayor Rawlings,

It is my pleasure to write a letter in support of the Dallas Central Business District (CBD) Second Light Rail Alignment – Swiss Avenue Alignment Option.

The Swiss Avenue Option provides the best support for the Baylor Scott & White (BSWH) Dallas Campus by allowing critical access lines to the campus to be maintained. Delays and confusion related to detours and street closures could have life impacting consequences to our patients. It also provides for a future extension of rail access from the north to the Baylor Station which is a key consideration for BSWH as many of our employees, physicians and patients interface with the Dallas campus from that direction.

As you are well aware, Baylor Scott & White Health is an immense supporter of DART and very grateful for the DART station on our Dallas campus. In general, we are always supportive of expansions to DART and mass transportation because it enhances the quality of life for all residents of North Texas.

The North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center as one of two Level 1 trauma centers for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents is sometimes minutes. The difference between permanent paralysis and complete recovery for a stroke patient is often minutes. Traffic delays have the potential to impact care.

We look forward to hearing the final solution for expansion of DART and as always, are very grateful for your service to the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Wes Huff", written over a white background.

Wes Huff
Sr. Vice President – Real Estate Services
Baylor Scott & White Health



August 4, 2017

DART
1401 Pacific Ave.
Dallas, TX 75202

RE: DART D2 Subway Alignment Comments

Dear DART:

*Board of Trustees
2017 - 2018*

*Alicia Quintans, AIA
President
Leigh Richter
Vice President -
Preservation Issues
Alicia Schroeder
Vice President-
Membership
Kerry Adams
Vice President-
Education
Will Stovall
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Nicky DeFreece Emery
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*Norm Alston, AIA
Buddy Apple
Betty Artis
Vanessa Baker
Chris Bell
John Brown, AIA
Michael Fahrenbrook
Dustin Gadberry
Christopher T. Haley
Grayson Hughes
Dave Millheiser
Craig Melde
Carrie Patterson
Ann Piper
Carol Roark
Diane Sherman
Katy Slade
Julie Travis
Joan Walne*

*David Preziosi
Executive Director*

Preservation Dallas would like to take this opportunity to comment on the current DART proposal for the routing of the D2 line through downtown Dallas. We are very pleased that DART has decided to go underground with the D2 alignment, which will avoid many of the impacts to historic structures created by the LPA for the former D2 surface line proposal.

We understand that DART has divided the D2 subway line into three components – west end, central section, and east end – and that all of the alignment details must still be completed and refined with regard to line location, portal location, tunneling depth, station location, construction impacts and staging areas, etc. Due to these presently unknown factors, we reserve final judgement and the chance to make additional comments on the impact of the line until such time as we can study the above details and how they could potentially impact historic resources along the route.

We also applaud DART for taking one of the options for the west end of the alignment off of the table, that of going under Dealey Plaza with a subway tunnel. That option was not acceptable due to the negative impact it would have had on Dealey Plaza and the Texas School Book Depository. They are both nationally significant historic sites and part of the Dealey Plaza National Historic Landmark district, the highest level historic designation for districts in the country. The major issue with that option was the possibility of using the cut and cover to build the tunnel. That was not acceptable as it would have destroyed the extremely significant historic fabric of the Dealey Plaza area in the process. Plus, we believe it would not have been possible under Section 4(F) of the National Transportation Act. Now that the Dealey Plaza route option has been removed we would like to study further the alternative route, when finalized, to make sure that there are no historic resources along the route which would be negatively impacted.

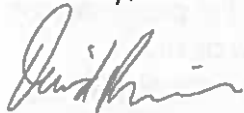
For the central section of the project there are historic buildings along the three proposed routes of Pacific Avenue, Elm Street, and Commerce Street which may have underground features that extend into the right-of-way such as basements, mechanical vaults, etc. We know that DART will be investigating those issues and whichever line is chosen must minimize the impact to those features. The three proposed center section routes also go under the Downtown Dallas National Register of Historic Places Historic District and the City of Dallas Harwood Historic District, as well as a number of buildings which are individual City of Dallas Landmarks and/or may be eligible for the National Register of Historic Places or local designation. Thus, a thorough review of impacts to those buildings will be necessary as part of the environmental review phase.

On the east end we understand that the Swiss Avenue option is receiving more consideration versus the Monument Street option. In order to understand the impacts with the Swiss Avenue option we would need to know the specific location where the portal for the line coming up to the surface will go, as well as staging areas and construction impacts. The options we have seen so far for the Swiss Avenue option would impact historic properties and we would need further information regarding the option and its potential impacts in order to determine which buildings may be negatively affected and which may be historically significant.

We trust that DART will also continue to work with the Texas Historical Commission on the route options of the subway alignment through downtown Dallas to make sure all federal historic preservation regulations for project review are being followed, especially Section 4(F) of the National Transportation Act.

We continue to be available for consultation on the potential impact to historic resources as the current options for the subway alignment are being finalized and look forward to providing additional input as an official party to the environmental review process. We would be happy to meet with DART staff and any consultants who will be working on environmental reviews in the future.

Sincerely,



David Preziosi
Executive Director

cc: Linda Henderson, Texas Historical Commission



DOWNTOWN
DALLAS INC

901 Main Street
Suite 7100
Dallas, TX 75202
P 214.744.1270
F 214.744.1986

Chair of the Board
Jim Greer
Oncor

August 7, 2017

President & CEO
Kourtney Garrett
Downtown Dallas, Inc.

Gary Thomas, President
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163

Dallas Area Rapid Transit
Board of Directors
P.O. Box 660163
Dallas, Texas 75266-0163

Vice Chairman
John F. Crawford
Downtown Dallas, Inc.

Executive Committee:

Dear Mr. Gary Thomas, and DART Board of Directors:

Dr. José Adames
El Centro College

In advance of upcoming DART committee and full Board decisions related to the second DART light rail alignment and Central Dallas Link of streetcar, please find recommendations from Downtown Dallas, Inc. as follows.

Liz Beauchamp
Almos Energy Corporation

Ted Benn
Thompson & Knight LLP

We appreciate your continued partnership as these critical decisions for the heart of our city are made so that they may have the greatest long term benefit for our citizens.

Brian Bergersen
Spectrum Properties

Thank you,

Doug Curtis
AT&T Performing Arts Center

Mattia Flabiano, III
Page

Kourtney Garrett
President & CEO

Ted Hamilton
Hamilton Properties Corporation

David Lind
Corgan

Katy Murray
A.H. Belo Corporation

Holly Reed
Texas Central Partners, LLC.

cc:

Randy Robason
Grant Thornton LLP

City of Dallas:
Mayor Mike Rawlings
Dallas City Council Members
T.C. Broadnax, City Manager
Kimberly Tolbert, Chief of Staff
Majed Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services
Tanya Brooks, Assistant Director, Mobility and Street Services
Rick Galceran, Director, Mobility and Street Services
Peer Chacko, Director, Economic Development

Jon Ruff
Spire Realty Group

Kristi Sherrill Hoyl
Baylor Scott & White Health

Michael Tregoning
Headington Companies

Jim Truitt
Forest City Residential, Inc.

DART:
Steve Salin, Vice President of Rail Planning
Michael Miles, Vice President of Government Relations
Katy Shelton, Project Manager, Capital Planning
Frank Turner, Principal, Urban Opportunity



DOWNTOWN
DALLAS INC

August 7, 2017

Re: Improving Urban Mobility in Downtown Dallas: DDI Position on the DART Second Light Rail Alignment (D2) and the Central Dallas Link of Modern Streetcar

Downtown Dallas, Inc. (DDI) is the principal advocate, champion, and steward of Downtown. For nearly 60 years we have worked to ensure our urban core remains a top priority, contributing to the growth of the entire city. Our annual priorities and program of work are guided by:

Our mission: To effect change by developing strategies, setting targets, and mobilizing resources that:

- Stimulate a vibrant and sustainable Downtown environment
- Improve infrastructure
- Enhance economic competitiveness
- Create an inclusive urban center
- Position the area as a global destination
- Foster innovation and technology in all aspects of the urban experience

Our 2017 priorities:

- Public Safety
- Create and Foster Vibrant Streets and Public Spaces
- Ensure Great Urban Design
- Promote Positive Downtown Perceptions and Experiences
- Support a 21st Century Economy
- Foster the Growth of Complete Neighborhoods
- Advance Balanced Mobility Principles for Urban Core

The 360 Plan:

The 360 Plan continues to serve as a roadmap for the rebirth of the center city, and current work to update its strategies includes the following urban mobility principles, intended to guide future planning that impacts Downtown and adjacent neighborhoods:

- Create a balanced multimodal system that can support transit, bicycles, and pedestrians in addition to automobiles, particularly for short trips.
- Provide a system that is safe, well-lit, comfortable, and accessible for a diverse base of users.
- Improve inter-district connectivity for all modes of travel.
- Encourage mixed use, pedestrian-oriented design and development.
- Ensure that both regional and local transportation systems support urban design and livability goals for the urban core.

- Deliver a system that responds proactively to future trends in technology, demographics, and user preferences.

Resting on our mission, priorities, and The 360 Plan as the foundation, the DDI Executive Committee, with contribution from the DDI Mobility Committee, presents the following position related to D2 and the Central Dallas Link of modern streetcar.

DART Second Light Rail Alignment (D2)

Current Status: It is the understanding of the DDI Executive Committee and Board of Directors that DART continues to seek a Federal Transit Administration (FTA) Core Capacity Grant for a match to construct an approximate \$900 million - \$1.3 billion system, to be a subsurface line through (at minimum) the Central Business District. DART staff recommendations to date include three proposed alternatives, "Commerce," "Elm," and "Pacific," with the greatest stakeholder preference for "Commerce."

We further understand that DART plans to submit the project update to FTA by September 8, 2017, to keep the project in the funding queue. An extended two-year project development period is included in the September submittal.

DDI acknowledges and supports DART's need for operational improvements to the light rail system, necessitating the construction of a second light rail alignment that will increase system flexibility and further saturate the urban core with transit coverage. We also recognize that the second alignment has the potential to be a net gain: in principle, more transit equals better connectivity and support of the rapid growth in Dallas' central city. Downtown employee transit ridership is increasing and many companies report that access to public transit is an attraction, helping to relieve parking demand, and supporting mobility preferences of today's talent. Finally, it is critical that comprehensive planning be fundamental, recognizing and planning for other potential changes, like streetcar, additional bike lanes, bus operations, and pedestrian and public realm improvements to the street network.

- 1) DDI prefers the currently proposed "Commerce Street" alignment, with conditions as outlined below. The Commerce alignment is preferred due to improved geographic coverage, and potentially enhanced ridership and support of future development in the Downtown core.
 - a. Further engineering analysis of the Commerce alignment is required to ensure feasibility of construction and mitigation of real estate impacts.
 - b. Swiss Avenue Portal Options: Proceed with the station west of I-345 and portal east of I-345 at Swiss Avenue. This alternative avoids significant negative impacts to the Downtown street grid and provides a below grade station location that can be designed with better integration with the East Bus Transfer Station.
 - c. West Portal:
 - A recent proposal to move the Museum Way station under Woodall Rodgers and place the portal in Museum Way north of Woodall Rodgers has been determined to be infeasible due to geometric and profile issues.
 - Several big picture alternatives are being studied that would keep the portal south of Woodall Rodgers and enhance development opportunity for the surrounding property. This includes potential removal of the ramp from eastbound Woodall Rodgers to Field and introducing a new street grid.
 - Particular opportunities to leverage reconstruction in the area include:
 - Enhancement of development sites with consideration of removal of the Field Street off ramp and realignment of Griffin Street
 - Enhanced walkability including pedestrian permeability of Woodall Rodgers

- Restoring the street grid
 - Air righted development over the portal
 - DDI recommends that work should continue toward validation and feasibility of the above concepts. This should be done in coordination with the 360 Plan and CityMAP to maximize development opportunity, improve multi-modal access and the pedestrian environment, and minimize conflicts presented by the west portal location.
 - A West Portal Charrette will be facilitated in October with the intent to involve agencies, property owners and stakeholder in the area. The charrette will address streets, walkability, urban design, and real estate issues.
- 2) Elm should remain a secondary LPA option during project development until Commerce is proven as feasible.
 - 3) Pacific should NOT remain in the alternatives package due to redundancy of service with the current transit mall, even if federal funding is decreased or eliminated.
 - 4) Stakeholders request that DART provide further engineering analysis to ensure that the Elm and Commerce alternatives do not preclude any of the I-345 alternatives, and that TxDOT confirms that there are no significant impacts to the future I-345 project by either alignment.
 - 5) Regardless of alignment, achieving "great urban design," inspired by the greatest urban transit systems in the world, should be the first priority. DDI's Mobility Committee, working with the City of Dallas Department of Planning and Urban Design, with input from a number of stakeholders and relevant neighborhood organizations, has created the Urban Transit Design Manual, adopted by the Dallas City Council, to be stewarded by the City of Dallas Urban Design Peer Review Panel (see supplemental report). This provides the principles, solutions, and process to ensure the best decisions are made to integrate the system into the urban fabric.
 - 6) Safety is imperative. Any additional transit requires an increase in DART security and enhanced operational plans that minimize both criminal and quality of life issues.
 - 7) Current D2 planning should allow for a future connection to the High-Speed Rail (HSR) station and should begin to consider future extensions, particularly serving southern areas of the city.

Modern Streetcar: The Central Dallas Link

Current status: In coordination with D2, but as a separately funded project owned by the City of Dallas and operated and maintained by DART, planning has commenced for the next phase of modern streetcar. This phase will connect the current terminus at Union Station, through the Central Business District, to the McKinney Avenue Trolley. Capital costs for the proposed extension are estimated to be \$90 million, funded by DART capital funds as the local share to match FTA investment through the Small Starts Capital Improvement Grant program. The City of Dallas will serve as the applicant for the grant, with cooperation from DART and support from DDI. Current study of proposed alignments includes an Economic Benefits Assessment led by DDI, and operations, maintenance, ridership, and cost recovery models led by DART and the City of Dallas. These studies will inform LPA preferences by all parties to be determined in concert with D2 LPA determination.

DDI has previously been on record supporting an "Elm-Commerce" couplet, one of four alternatives in the current study. With the shift in light rail alignments since the original recommendation, DDI is now considering additional alignment opportunities. We anticipate confirmed or revised recommendations to be complete by August 28. Furthermore, because of the importance of comprehensive planning, The 360 Plan will leverage more than one year's worth of stakeholder and community input on mobility issues in the urban core to suggest desire lines to further connect the streetcar to adjacent neighborhoods. The

Central Core Link should be considered a "next phase" of a fully developed system, not a finite line with a start and end.

Streetcar is of the utmost significance to Downtown stakeholders, as well as improvements to bus service. We urge DART and the City of Dallas to ensure focus remains on protecting available funding for streetcar, with equal importance to that of D2, as well as meeting federal guidelines for the upcoming grant application cycle.

- 1) Regardless of the outcome of D2, streetcar can and should move forward; *we must support existing and future growth of the center city.* The central area of Dallas, including Downtown, is experiencing the highest rate of population growth in the city and it remains the largest employment center in North Texas. Continued growth and success is dependent on a robust multi-modal transportation network that creates inter-area and regional connections that deliver equal access to housing, jobs, entertainment, and recreation. Such connections will not only serve current Dallas residents, but will enable us to be economically competitive, attracting new residents and talent who expect and are accustomed high quality, well-connected urban environments. Downtown is the heart of Dallas and strengthening mobility options through streetcar, bus, rail, bike lanes, and walkable infrastructure will benefit the entire city.
- 2) Streetcars are a proven transportation option that can reduce dependence on auto usage, especially for traveling within the central Dallas area for "short trips". This reduction of automobile dependence lowers congestion and parking demand, and improves walkability, while producing positive environmental benefits.
- 3) Streetcar will better connect neighborhoods in and around Downtown, and DDI strongly supports the Central Dallas Link as well as future expansion further east, north, south, and west. *The sooner, the better.*
- 4) Streetcar can be a "last mile" solution for DART light rail. As we seek means to move people – commuters, residents, and visitors - from light rail stations and bus stops to other parts of the urban core that are not connected by light rail, streetcar is a logical, attainable, and desirable answer. Providing the "last mile" connection will further decrease auto dependence and better connect housing and jobs.
- 5) Streetcar has proven to stimulate economic development in other cities. Due to its permanency, ease of use, reliability, and integration into the urban fabric (i.e. slower-moving nature, frequent stops, and shorter trains), private development has been proven in other markets to be drawn toward streetcar lines and the areas it links. Furthermore, streetcar brings the potential for increased sales-tax revenues for businesses on or near a streetcar line.
- 6) Streetcar in the central area of Dallas could help improve efficiency and effectiveness of the overall bus system, allowing for the redistribution of some buses to underserved, high demand areas.
- 7) The Streetcar Locally Preferred Alternative (LPA) must be coordinated with the D2 project with respect to alignment, ensuring that neither project precludes options for the other and those issues such as construction staging and future connection points are considered to avoid delays and future rework of the streetcar.

8) Streetcar is supported by The 360 Plan, as adopted by the Dallas City Council in 2011:

As the center of the city and one of the region's most prominent employment centers, it [Downtown Dallas] is the place where freeways, arterial roads, commuter rail, light rail, bus lines and trolley cars all converge. However, despite this range of transportation, most of the emphasis is on the automobile and there is a lack of connectivity between these different modes of travel. Downtown Dallas must expand its transit and realize the full potential of Transit-Oriented Development (TOD). If it does not, it risks being left behind in the competitive global marketplace of urban centers.

A modern streetcar network can be the glue that binds Downtown's established destinations together and the framework along which new development can rebuild the fabric of the central city.

D2 and modern streetcar are history-making projects for Downtown that will forever change the way residents, employees, and visitors experience the center of our city every single day. These are critical decisions that must be methodically thoughtful and made with long-term comprehensive vision. We are grateful for this opportunity to speak in the best interest of Downtown, reverberating benefits throughout the entire city.



MADISONPARTNERS

July 28, 2017

Honorable Mayor Mike Rawlings
1500 Marilla, Room 5EN
Dallas, Texas 75201

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

To Whom It May Concern:

I understand the importance of a second downtown light rail alignment for the functionality and reliability of the DART system as a whole. I have been working closely with DART staff, consultants, engineers and other stakeholders for more than a year and believe I have a firm grasp of the various factors involved in determining the locally preferred alignment ("LPA") decision before you now.

With any large infrastructure project through an urban core, there will be significant tradeoffs with any option. Given our large property holdings in Deep Ellum, I am primarily focused on the impacts to that neighborhood but I am also very passionate about Dallas' urban core as a whole. Of the options presented so far, my support is for the "Victory-Commerce-Swiss" subway alignment because it has the least direct impact on major projects, doubles the capacity of the light rail network, and adds some additional service area as the southernmost viable option. My understanding is that this is also the alignment supported by the largest number of stakeholders that I have been in contact with (though not all). My support of this alignment is strictly caveated on DART coming to a satisfactory resolution with the stakeholders on the following:

1. Revamping the bus system, creating downtown streetcars and not closing off surface or depressed 345 options. While I understand the importance of the D2 project, I feel these other projects are either equally or more important than completing D2 at this time and they will have a major impact on the transportation options for our most vulnerable citizens and the future development of the urban core.

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300



MADISONPARTNERS

2. This alignment would remove the “Deep Ellum” station on Good Latimer and DART will need to maintain system access for this critical Dallas neighborhood. Therefore, I request that DART rename the “Baylor” station to the “Deep Ellum/Baylor” station and improve the pedestrian connectivity between that station and the core of Deep Ellum.
3. This project will necessarily involve eminent domain and taking of land, so I ask that DART and the City of Dallas make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.
4. This alignment will have trains operating on the surface in Deep Ellum and DART should work closely with the Deep Ellum Foundation, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks).

If DART is able to accommodate these requests, I am willing to provide my support for the “Victory-Commerce-Swiss” alignment option as it relates to the Core Capacity Grant application and LPA designation. I appreciate all of DART’s time spent working with the stakeholders and I hope that will continue in the future. The D2 line will major impacts the urban core’s development and viability for 100+ years and I look forward to helping in any way I can to make sure it is a success for both DART and the City of Dallas.

Best Regards,

Jonathon R. Hetzel
jhetzel@madisonpartnersllc.com
214.217.4306

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300



June 27, 2017

Ms. Faye Moses Wilkins, Chair
Dallas Area Rapid Transit
PO BOX 660163
Dallas, Texas 75266-0163

RE: DART D2 Subway, First Presbyterian Church, Dallas

Dear Madame Chair,

Please accept this letter of support for the continuing and prompt planning for the DART D2 Subway in downtown Dallas. First Presbyterian Church, at Young and Harwood, is supportive of the planning efforts exemplified by the DART Staff and Planning Consultants.

As vocal opponents of the D2 Surface line proposed last year, FPC is heartened by the current subway planning leading to a new Locally Preferred Alternative (LPA) to be finalized later this summer. While last year's LPA on Jackson Street was acceptable to the church, the alternative on Young Street would have bifurcated our Church Campus seriously disrupting our mission and outreach. It is our belief that a subway is a far better choice both for the immediate downtown and the entire community.

As the year and planning has progressed we have participated fully in the Stakeholder meetings and the Deep Ellum Charrette, held earlier this year. DART staff and consultants have been and continue to work with the Stakeholders. We understand the complications of an endeavor such as this. We recognize the need for compromise, flexibility and consensus building. The D2 Subway routes have been and continue to be thoroughly studied through the planning process.

We believe, based upon what is currently known, that the Commerce Street Alignment with the Victory connection on the west and the Swiss Avenue connection on the east will provide the most direct, logical and flexible routing. We also understand that issues may surface which will require either minor or perhaps major adjustments; one would not know until discovered. However due to the critical nature of the timeliness of the proposed submittal to the Federal Transportation Authority, DART's efforts toward the completion of this submittal should be advanced as quickly as possible.

1835 Young Street • Dallas, Texas 75201 • 214.748.8051 • fax: 214.746.2757 • www.fpedallas.org



DEEP ELLUM FOUNDATION

July 6, 2017

Stephen L Salin, AICP
DART - Vice President of Rail Planning
PO Box 660263 Dallas, TX 75286

Dear Mr. Salin and DART D2 staff,

After much deliberation, continued involvement in the public process, and in-depth conversations with DART staff the Deep Ellum Foundation (DEF) board of directors would like to see continued progress with the DART D2 Subway project and offer our desired outcomes. It's clear that the D2 project is a benefit to the whole region and system by effectively doubling capacity, however it comes at the expense of Deep Ellum through the loss of an existing DART station, eminent domain requirements, and trains remaining on the surface in our area (please see list below for more details). In order to maintain progress with the project, we'd like to put forth our requirements for our full support of the project with any given alignment:

1. It's imperative that a multi-modal approach is taken when determining the final subway alignments. By multi-modal we mean that all other forms of transportation such as streetcar, buses, and future plans for I-345 need to be a part of the alignment process. As subway alignments are refined, so should the plans for intuitive streetcar connections and expansions as well as a reliable and efficient improved bus system. This also means that the alignment chosen for the D2 subway should in no way interfere with the future of I-345.
2. No matter the final alignment chosen, we firmly believe that all DART operational services need to be improved. This means that the Orange line is functioning to the benefit of Deep Ellum and the whole system; that trains are running later on the weekends and earlier on the weekdays to better accommodate transit dependent riders; and that all services are running on time and are quickly repaired as problems arise.
3. To make any of the currently proposed alignments work, we understand that DART will need to remove the existing Deep Ellum (Good Latimer) station. If this is the case, it is essential that DART improves the existing Baylor station in several ways. The station needs to have more pedestrian accessibility to the Deep Ellum core, an increase in security presence, and a redesigned staging area to allow for more traffic. We would like the Baylor station to be renamed "Deep Ellum/Baylor" to provide a more accurate name for the station in our neighborhood. DEF also asks DART to place the easternmost D2 subway station as close to Deep Ellum as is feasible.
4. DEF is fully aware that the City of Dallas and DART need to employ eminent domain for large capital projects such as the D2 subway. Currently, there are several properties that are under construction and/or have been recently purchased as well as are viable operating businesses that would be subject to eminent domain along the Swiss alignment option. We ask that you make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.



DEEP ELLUM FOUNDATION

5. With the Swiss Alignment, the light rail trains will continue to operate on the surface in Deep Ellum. Therefore, DART needs to work closely with DEF, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks similar to Pacific Plaza and Fair Park).

If DART is able to accommodate these support requirements, the Deep Ellum Foundation will support the Commerce/Swiss alignment option for the Core Capacity Grant application and Locally Preferred Alignment designation with the City of Dallas. DEF also requests that other alignments remain an option in case there are fatal flaws found with the Swiss option. We feel that it's important to support an alignment, but also to have at least one backup option in case engineering and design reveal insurmountable hurdles (e.g. 345 tear down coordination issues).

We do greatly appreciate DART staff's readiness to work with us and accessibility to all of our questions and concerns. As stated in our previous letter, we do fully support the overall improvement and growth of services that DART has to offer and feel that meeting and fulfilling these conditions will help solidify a more successful outcome that is focused on the next 100 years for our city.

On behalf of the Deep Ellum Foundation,

Jessica Burnham, Executive Director

jessica@deepellumtexas.com

214-984-7300

DALLAS MOBILITY COUNCIL COALITION FOR A NEW DALLAS

July 13, 2017

Ms. Faye Moses Wilkins
Board Chair
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7200

RE:Coalition for a New Dallas - Dallas Mobility Council - Current Proposed D2 Alignment

Dear Madame Chair Wilkins:

As requested by DART representatives, the Dallas Mobility Council (DMC) is submitting an interim letter of support for the current proposed D2 alignment. DMC's purpose was to facilitate meetings and encourage transparent discussion among our various mobility committee stakeholders with DART regarding the D2 subway alignment. Our findings are as follows:

It is the view of the DMC participants that the current alignment of D2 as a subway is generally acceptable as proposed by DART on the condition that its construction does not impact any plans – as outlined by TxDOT's CityMAP document – to remove highway I-345 so it may be replaced at surface level.

The DMC strongly suggests that an ongoing effort be made to continue to build trust with communication between the stakeholders and representatives of DART. Although, there is not a total consensus among the DMC, but this represents a majority view. The DMC participants insist that if any obstacles evolve to impact any section of the proposed alignment, that all options for that section should be opened again for consideration, including being emphatically supportive of the subway only and opposed to the surface line. There is also concern regarding the pressing schedule and its impact on the best solution. Also, the DMC is firmly committed to the priority of the D2 alignment over the Cotton Belt Line as well as a strong commitment for continued improvement in the trolley, streetcar and bus service.

Specific and further discussions took place on all three major alignment segments:

1. The Victory Station / West End Alignment needs further study with the adjacent stakeholders including residents, retail, developers and building owners. Secondly, the alternate route following the existing rail line seemed to be preferred by some of our members. DART representatives responded to these concerns: 1) The impact to the proposed Asian Museum would receive further refinement and 2) explained the existing rail right-of-way was eliminated due to historical disruption at Dealey Plaza and poor soil conditions. A design work-session would benefit these stakeholders.
2. The Commerce line is strongly supported by the DMC.
3. The Swiss Avenue Alignment received the most discussion in regards to the alternative and feasible Monument route as well as the surface solution to I-345. After requesting a design session on this topic, DART scheduled a D2 Alignment at Swiss Avenue work-session that was facilitated by a group of design professionals including a member of the DMC. It was also confirmed by engineers that I-345 could go to proposed surface level with this approach. The work-session was highly effective in communication of the issues and generally led to the acceptance of the D2 Alignment.

In conclusion and from our collective participation, the DART representatives have been accessible and accommodating to the DMC. Our frequent meetings and timely feedback were instrumental in the interim approval of the D2 alignment. Thank you for the opportunity to give feedback for the proposed D2 Alignment.

Sincerely,



H. Ralph Hawkins, FAIA, FACHA, LEED AP
CHAIRMAN

5006 Shadywood Lane, Dallas TX 75209 M+1 214-850-8902 H+214-350-1745

With copy to:

City of Dallas

Hon. Mayor Mike Rawlings
Scott Griggs, District 1
Adam Medrano, District 2
Casey Thomas II, District 3
Dwaine Caraway, District 4
Rickey D. Callahan, District 5
Omar Narvaez, District 6
Kevin Felder, District 7
Tennell Atkins, District 8
Mark Clayton, District 9
Sandy Greyson, District 12
Jennifer S. Gates, District 13
Phillip T. Kingston, District 14

Coalition for a New Dallas -Dallas Mobility Council

DART Representatives
Steve Salin (email)
Frank Turner (email)

DART Board of Directors

City of Dallas
Sue Bauman
Ray Jackson
Patrick Kennedy
Jon-Bertrell Killen
Michele Wong Krause
Amanda Moreno
Dominique Torres
City of Dallas and Cockrell Hill
Catherine Cuellar
City of Garland
Jonathan R. Kelly
City of Irving
Rick Stopfer
City of Plano
Paul N. Wageman
Cities of Richardson and University Park, Towns of Addison and Highland Park
Gary Slagel
-Secretary
Cities of Carrollton and Irving
Timothy A. Hayden
Cities of Plano and Farmers Branch
Faye Moses Wilkins
-Chair
Cities of Garland, Rowlett and Glenn Heights
Mark C. Enoch



July 14, 2017

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

Dear Ms. Wilkins,

The Dart planning board has worked hard to meet stakeholder needs with their new Dart D2 proposal. After meeting with Dart committee members and reviewing the Dart D2 presentation, I would like to voice my support in favor of the new D2 proposal. The subway system is the most feasible alternative presented by Dart and I feel, meets the logical requirements for the future growth of downtown Dallas.

I would like to thank the Dart planning board for their flexibility and willingness to change course to meet the downtown stakeholders needs.

Respectfully,

Mehrdad Moayedi
President & CEO



July 14, 2017

Honorable Mayor Mike Rawlings
1500 Marilla
Room 5EN
Dallas, Texas 75201

Dear Mayor Rawlings,

The Dart planning board has worked hard to meet stakeholder needs with their new Dart D2 proposal. After meeting with Dart committee members and reviewing the Dart D2 presentation, I would like to voice my support in favor of the new D2 proposal. The subway system is the most feasible alternative presented by Dart and I feel, meets the logical requirements for the future growth of downtown Dallas.

I would like to thank the Dart planning board for their flexibility and willingness to change course to meet the downtown stakeholders needs.

Respectfully,

Mehrdad Moayed
President & CEO



July 18, 2017

Hon. Mike Rawlings
Mayor, City of Dallas
1500 Marilla Street, Room 5EN
Dallas, TX 75201

Ms. Faye Moses Wilkins
Chair, DART
Office of Board Support
P.O. Box 660163
Dallas, TX 75266-7200

Re: D2 Alignment - Commerce Street Alternative

Dear Mr. Mayor and Madam Chair:

This is to advise you that we are in support of the captioned D2 alignment on Commerce Street as the locally preferred alternative for DART's second light rail route through downtown Dallas. We are a downtown stakeholder whose affiliates own the Dallas Power & Light block, the Lone Star Gas Lofts block, Aloft Hotel, and the recently completed Lorenzo Hotel. The former is situated on Commerce Street along the proposed route. Our affiliates also own surface parking lots on Young St. & St. Paul St., and Young St. & Field St. We take the view that what is best for downtown generally is also best for our geographically dispersed property interests.

Thank you for considering our support and best wishes as you deliberate over this matter.

Sincerely yours,
Hamilton Properties Corporation

A handwritten signature in dark ink, appearing to read "Lawrence E. Hamilton", is written over the typed name. The signature is fluid and cursive.

Lawrence E. Hamilton, CEO

Olymbec USA LLC
1717 Tower Owner, LP

RECEIVED
AUG 01 2017
CAPITAL PLANNING

July 24, 2017

Mr. Chad Edwards
Assistant Vice President - Capital Planning
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, Texas 75202

Dear Mr. Edwards,

Thank you for meeting with us recently regarding the proposed D2 Central Business District subway alignment alternatives. This was our first direct meeting with anyone associated with DART regarding the proposed D2 plans. It is our understanding from the meeting that the Commerce/Victory/Swiss subway alignment is currently the favored alignment for the DART D2 subway project. As you pointed out, this alignment would mean tunneling beneath, or potentially "taking", the garage bounded by Elm street on the north, Main street on the south, Pearl street on the east and Harwood street on the west (the "Elm Street Garage").

To the casual observer, one might think that the Elm Street Garage is just a large commercial parking garage – which it is – but the impact and economic value far exceeds the garage itself. Here are some relevant data points to consider:

- The Elm Street Garage is owned by 1717 Tower Owner, LP, a joint venture of M-M Properties and TriGate Capital Partners – the owners of Comerica Bank Tower – and Olymbec USA LLC – the owners of 1700 Pacific.
- The garage is 2,273 stalls currently and is at approximately 85% capacity.
- 1717 Tower Owner, LP has the ability to expand their portion of the garage by 950 stalls and has already completed design development plans for this project to facilitate the leasing of office space at Comerica Bank Tower. As we all know, parking is the lifeblood to leasing office space, particularly in the CBD where parking is limited.

The garage provides covered, climate controlled connection and serves as the primary parking option for these office buildings.

- Comerica Bank Tower – A 60-story, 1,500,000 square foot Philip Johnson designed trophy office property.
- 1700 Pacific – A 49 story, 1,300,000 square foot Class A office property.
- 1910 Pacific – A 20 story, 324,153 square foot Class B office property.
- Each of these buildings have parking spaces in the garage that are committed in leases. Any change in the status of those contractual obligations would be difficult to navigate.
- Ancillary users of the garage include the Hotel Indigo, University of North Texas Law School, Texas A&M University Commerce, other surrounding building tenants, the Majestic Theater as well as events held at the Main Street Garden Park.

As owners of the Elm Street Garage, we are willing to work with you in your research of this proposed alignment; however, we want to put you on formal notice that we have serious concerns regarding the viability of the proposed Commerce/Victory/Swiss D2 subway alignment. Any disruption to, destruction of or reduction in capacity or connectivity to the Elm Street Garage could greatly impact the value of the Comerica Bank Tower and 1700 Pacific properties which would be a "fatal flaw" to the proposed alignment.

We will provide you the plans that we have available for the Elm Street Garage upon your written request. Any questions or follow-up conversation should be directed to the undersigned individuals that represent 1717 Tower Owner, LP and Olymbec USA LLC.

Sincerely,

1717 Tower Owner, LP

By: MMP Commercial Services, Inc.

Its: Property Manager

By: 

Name: Joel McCarty

Its: Senior Vice President

Olymbec USA, LLC

By: 

Name: Philip Lassman

Its: Asset Manager, U.S. Properties

cc: Faye Moses Wilkins
Chairman of the Board of Directors
Dart

Philip T. Kingston
Council Member – City Council District 14

PARKS FOR DOWNTOWN DALLAS

A 501(c)(3) FOUNDATION

'17 JUL 31 AM 09:45

July 25, 2017

Ms. Faye Moses Wilkins
Chair, Board of Directors
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Mr. Gary C. Thomas
President and Executive Director
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Dear Ms. Wilkins and Mr. Thomas,

Parks for Downtown Dallas (PfDD) appreciates being a member of the D2 Stakeholder Group organized by Steve Salin. Our foundation is the principal partner of the City of Dallas Park and Recreation Department in building the four priority parks identified in the 2013 Update of the Downtown Parks Master Plan. Thank you for including PfDD's views in this important transportation initiative as a voice for all parks in Downtown.

D2 Commerce Street – Swiss Avenue LPA

Carpenter Park is perhaps the most important park highlighted in the 2013 Update, which was unanimously approved by the Park Board and the City Council. Carpenter Park will be 5.6 acres when renovated, making it the largest park in Downtown. As you know, it is located next to DART's East Transfer Center. The park, which was originally completed in 1979 with the financial assistance of the John W. Carpenter family, is also in the pathway of the three D2 alternatives to varying degrees.

The redesign and renovation of Carpenter Park – responding to street re-alignments that significantly changed the original park layout – is progressing rapidly. Hargreaves Associates has recently completed design development under a \$1 million contract with PfDD and will begin construction documents once the City Council officially calls the bond election early next month. We anticipate construction will begin in the second quarter of 2018.

PfDD has thoroughly examined the three Locally Preferred Alternatives under consideration for the D2 alignment, and we *strongly* support the Commerce Street option. Specifically, the Commerce – Swiss Avenue LPA has minimal impact on Carpenter Park (defined as the base park), *provided that the southern-most Swiss Avenue portal position is chosen*. Moving the portal position north adversely and significantly impacts the design of Carpenter Park. It is also worth noting that with D2 and CityMap decisions yet to be finalized, the Park Department is proceeding with a two-phase approach for renovating and expanding Carpenter Park by deferring construction of any park components east of the base park and Central Boulevard.

901 Main Street, Suite 609 • Dallas, Texas 75202 • 214-977-8267

Amy M. Meadows, President

TRUSTEES

Robert W. Decherd, Chairman

Guy H. Kerr, Dania A. Shive, Marian Spitzberg

Suggestion of a Belo Garden Pedestrian Portal

At the May 17, 2017 D2 Joint Stakeholder / Technical Committee Meeting, proposed pedestrian portals were presented for each LPA. One proposed portal is at Belo Garden. PfDD oversaw and paid for the design and construction of Belo Garden from 2005-2012. In addition, PfDD and other private donors established two endowments for the park, and PfDD currently has a maintenance agreement with the City of Dallas to care for the trees and horticulture as well as the fountain. We disagree with the argument that a D2 pedestrian portal will "activate" Belo Garden, and such a notion is contrary to the design and purpose of this garden park. DART's planning team and its consultants should remove Belo Garden from consideration for a pedestrian portal location.

Pearl Street

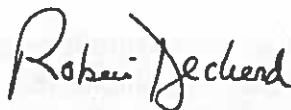
At our meeting on June 22 with Tom Shelton and Frank Turner, we mentioned how important it is that DART and the City sign off on the long-standing commitment to cede right-of-way on Pearl Expressway between Live Oak Street and Pacific Avenue to conform with the Carpenter Park design that has reflected this re-alignment for several years based on discussions Gary had with Mary Suhm in 2012. PfDD would greatly appreciate your engagement in bringing this agreement to fruition so that we can be confident that construction drawings take into account all of the engineering and utilities considerations that result from the re-alignment, which PfDD and Hargreaves enthusiastically support.

Looking Ahead

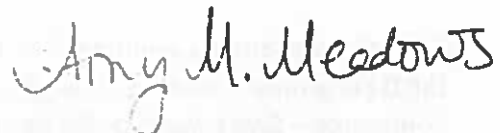
We greatly appreciated the recent meeting we had with Tom and Frank concerning the D2 alternatives, and we welcome future opportunities to discuss D2 and its relationship to downtown parks.

As always, thank you for the great service DART provides for our region.

Yours sincerely,



Robert W. Decherd
Chairman



Amy M. Meadows
President

cc: Mr. T.C. Broadnax
Mr. Willis C. Winters



**ARCHITECTS
INTERIORS
LANDSCAPE
PLANNING**

Dallas
2808 Fairmount Street, Suite 300
Dallas, Texas | 75201
214.303.1500

Ft. Worth
3300 West 7th Street, Suite 110
Fort Worth, TX | 76107
817.303.1500

July 28, 2017

Ms. Faye Moses Wilkins, Chair
DART Office of Board Support
PO Box 660163
Dallas, TX 75266-7200

RE: SUPPORT FOR DART D2 LOCALLY PREFERRED ALIGNMENT

Dear Madam Chair:

I'm writing to you today to encourage you to lead your Board toward approval of the locally preferred alternative for D2 which will be presented to you soon by your staff. Through my positions on DDI's Mobility Committee and DART's D2 Technical Committee as well as through participation as an interested and knowledgeable urban design professional in DART's engagement with stakeholders, I've come to a really deep knowledge of the details of the LPA. The "Victory/Commerce/Swiss" alignment will provide improved geographic coverage, potentially enhanced ridership and support for future development opportunities.

The at-grade alignment through Victory and the station at the Perot Museum are greatly supported by that district and that institution. The subway alignment under Commerce creates station portals further south to provide better service for AT&T (our largest downtown employer) and for the entire southern half of the CBD. The connection to the Green Line in Deep Ellum was the subject of a well-conceived, well-attended design charrette (which I facilitated). At the conclusion of this meeting the consensus for the "Swiss" connection was clear, and the group became comfortable that all future options for Interstate 345 remain practical.

There is still much detailed engineering analysis to follow, because the LPA is just a line on a map. But I am comfortable and confident that further study and refinement will validate this selection and keep DART on track for implementation of a truly critical element of their service to our city and the entire region.

Thanks for listening and thanks for your leadership!

Sincerely,
GFF

R. Lawrence Good, FAIA
Chairman



MADISONPARTNERS

July 28, 2017

Honorable Mayor Mike Rawlings
1500 Marilla, Room 5EN
Dallas, Texas 75201

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

To Whom It May Concern:

I understand the importance of a second downtown light rail alignment for the functionality and reliability of the DART system as a whole. I have been working closely with DART staff, consultants, engineers and other stakeholders for more than a year and believe I have a firm grasp of the various factors involved in determining the locally preferred alignment ("LPA") decision before you now.

With any large infrastructure project through an urban core, there will be significant tradeoffs with any option. Given our large property holdings in Deep Ellum, I am primarily focused on the impacts to that neighborhood but I am also very passionate about Dallas' urban core as a whole. Of the options presented so far, my support is for the "Victory-Commerce-Swiss" subway alignment because it has the least direct impact on major projects, doubles the capacity of the light rail network, and adds some additional service area as the southernmost viable option. My understanding is that this is also the alignment supported by the largest number of stakeholders that I have been in contact with (though not all). My support of this alignment is strictly caveated on DART coming to a satisfactory resolution with the stakeholders on the following:

1. Revamping the bus system, creating downtown streetcars and not closing off surface or depressed 345 options. While I understand the importance of the D2 project, I feel these other projects are either equally or more important than completing D2 at this time and they will have a major impact on the transportation options for our most vulnerable citizens and the future development of the urban core.

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300



MADISONPARTNERS

2. This alignment would remove the "Deep Ellum" station on Good Latimer and DART will need to maintain system access for this critical Dallas neighborhood. Therefore, I request that DART rename the "Baylor" station to the "Deep Ellum/Baylor" station and improve the pedestrian connectivity between that station and the core of Deep Ellum.
3. This project will necessarily involve eminent domain and taking of land, so I ask that DART and the City of Dallas make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.
4. This alignment will have trains operating on the surface in Deep Ellum and DART should work closely with the Deep Ellum Foundation, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks).

If DART is able to accommodate these requests, I am willing to provide my support for the "Victory-Commerce-Swiss" alignment option as it relates to the Core Capacity Grant application and LPA designation. I appreciate all of DART's time spent working with the stakeholders and I hope that will continue in the future. The D2 line will major impacts the urban core's development and viability for 100+ years and I look forward to helping in any way I can to make sure it is a success for both DART and the City of Dallas.

Best Regards,

Jonathon Hetzel

Jonathon R. Hetzel
jhetzel@madisonpartnersllc.com
214.217.4306

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300

July 28, 2017

RECEIVED

AUG 01 2017

CAPITAL PLANNING

Stephen L. Salin, AICP
Vice President
Dallas Area Rapid Transit
P.O. Box 660163
Dallas TX 75266-7213

Re: Shraman South Asian Museum and Learning Center Foundation's Position on the DART D-2 Line

Dear Steve:

On behalf of our client, the Shraman South Asian Museum and Learning Center Foundation ("Shraman" or the "Foundation"), I want to follow up with you concerning our position with respect to the plans for the DART D-2 Line across our property following our recent meeting on Wednesday, July 18. During that meeting you presented to us a number of ideas with respect to the proposed DART D-2 Line, including changing the exits off of Woodall-Rogers, changes to the Field/Griffin Street and Woodall-Rogers intersection, and the possible abandonment by TXDOT of the traffic islands at that intersection. Those were creative ideas and we appreciate your efforts to try and find a solution to our concerns with respect to the proposed location of the DART D-2 line across our property. Unfortunately, none of those ideas change the location of the DART D-2 Line. As you know, we sent you letters dated May 8, 2017 and August 16, 2016, outlining our objections to the proposed location of the D-2 Line. Please be advised that our position has **not changed** from that stated in the May 8, 2017 and the August 16, 2016 letters.


The current plans call for the DART D-2 line being at grade under Woodall Rogers and then will transition into a subway as it moves south across our property between McKinney Ave. and Corbin Street. Those plans have not changed since we wrote the previous two letters. In effect, our property will be bisected with an impassable trench which will permanently and irrevocably damage our property and destroy our development plans. We have asked you to consider causing the D-2 Line to transition into a subway someplace north of Woodall-Rogers and we have presented a number of preliminary designs that showed various options to effect that transition. None of those various options have been acceptable to you. In our previous letters we indicated a willingness to work with you to reach a resolution. That willingness still exists but based upon the continued proposed location for the DART D-2 line, it does not appear that an agreed resolution is possible at this time.

As indicated above and previously, we continue to be strongly opposed to the alignments of the D-2 line through our property. Since an agreed upon resolution does not appear possible, we will be forced to explore other opportunities with respect to our property, including objecting to these changes in a legal manner.

Very truly yours,

MUNSCH HARDT KOPF & HARR, P.C.

By:


Richard O. Kopf

ROK:akl

cc: Gary Thomas, President
Harlene Silvern Kennedy, Sr. Ass. GC
Sue Bauman, DART Board
Ray Jackson, DART Board
Patrick Kennedy, DART Board
Jon-Bertrell Killen, DART Board
Michele Wong Krause, DART Board
Amanda Moreno, DART Board
Dominique Torres, DART Board
Jonathan R. Kelly, DART Board
Catherine Cuellar, DART Board

Rick Stopfer, DART Board
Paul N. Wageman, DART Board
Gary Slagel, Secretary, DART Board
Timothy A. Hayden, DART Board
Faye Moses Wilkins, DART Board
Mark C. Enoch, DART Board
Rick Addison, of the Firm
Vinay Jain, M.D., Shraman Foundation
Greg Fisher, Shraman Foundation

August 1, 2017

Honorable Mayor Mike Rawlings
City of Dallas
1500 Marilla Street, Room 5 EN
Dallas, Texas 75201

Faye Moses Wilkins
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7200

To All It May Concern,

Westdale humbly expresses its position of support in favor of the "Victory-Commerce-Swiss" DART D2 Subway alignment as it relates to the Core Capacity Grant application and LPA designation.

Also, please implement repeated suggestions from many other sources and concerned citizens in support of needed actions in conjunction with construction of the D2 Subway, which we echo, herein:

- (1.) D2 should not in any form or manner interfere with the future surface or depressed I-345 options;
- (2.) DART's future station location in Deep Ellum must provide improved, safe pedestrian connectivity with Deep Ellum's community core and for its neighbor, the Baylor Medical campus;
- (3.) DART's D2 route in Deep Ellum must be pedestrian friendly with no permanent obstacles/barricades and with new embedded tracks for maximum use of multi-modal foot, bicycle and automotive traffic.

As further advancement of transportation needs in Dallas, please make imperatives of DART to greatly improve its bus system with higher levels of efficiency and timely deliveries of its ridership.

Westdale is a Deep Ellum Foundation founding member and the largest private property owner in the historic neighborhood of Deep Ellum. Additionally, Westdale is developer of the new Case Building @ Main, Elm and Hall Streets (17 story, 336-unit residential tower) and The Epic (master planned, office-hotel-retail-residential project) @ Elm, Pacific and Good Latimer Streets. We have been passionately working in Deep Ellum for more than 20 years and greatly appreciate the public-private collaboration from Dallas and its progressive leadership.

Thank you for your consideration of these important initiatives.

Respectfully,

Chuck Hixson
chuck.hixson@westdale.com
214 674 4468



ARCHITECTURE
INTERIOR DESIGN

401 North Houston Street
Dallas, Texas 75202

WWW.CORGAN.COM

August 11, 2017

Mayor Mike Rawlings
City of Dallas
1500 Marilla, 5EN
Dallas, Texas 75201

Dallas City Council Members
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mayor Mike Rawlings and Dallas City Council Members:

We are aware that a number of studies are being conducted related to the DART Second Light Rail Alignment through Downtown Dallas and the Central Dallas Streetcar routing. We acknowledge that both transportation facilities offer a significant step forward to improving urban mobility in Downtown Dallas. We recognize that operational improvements to the DART Rail System must be made as ridership has continued to grow within our region and to support the rapid growth and renaissance of Downtown Dallas.

It is our understanding that various City Committees and the full Council will be discussing alternatives and a preferred option for alignment of the D2 line, as well as the Streetcar, will be taken to a vote as a requirement to seek a Federal Transit Administration Core Capacity Grant for the DART component.

Corgan Associates, Inc. is a large architectural practice employing 470 employees in the firm's headquarters in the West End. One-third of our employees ride DART Rail daily to and from our office. Public transit is essential to our ability to attract talented employees and we fully expect our employee ridership will increase substantially when both the D2 line and Streetcar are constructed. As both employees and property owners, we fully support both initiatives. We have studied the alignment options for the D2 alignment and concur with Downtown Dallas, Inc. Executive Committee and Board of Directors, that the Commerce Street alignment for the D2 route be put forward as the city's locally preferred alternative and ask that you also support this alignment. We understand there are several Streetcar alignments under consideration. Our preference would be the "Field Street" Streetcar alignment. Let's not miss an opportunity to do something BIG for Dallas. Thank you in advance for your support.

Regards,

David Lind
Chairman

M-8

COURT ORDER
2017-0940
ORIGINAL



Letter of Support for DART's D2 Project - Selection of Victory Park Right-of-Way Option

On a motion made by Commissioner Dr. Theresa M. Daniel, District 1, and seconded by Commissioner Dr. Elba Garcia, District 4, the following order was passed and adopted by the Commissioners Court of Dallas County, State of Texas:

BRIEFING DATE: 8/1/2017
FUNDING SOURCE: N/A

Be it resolved and ordered that the Dallas County Commissioners Court does hereby support the efforts by the Dallas Area Rapid Transit (DART) to increase the passenger-carrying capacity of the existing DART light rail system by establishing a second light rail line through Downtown (D2) using the Victory Park Right-of-Way Option.

Done in open court August 1, 2017, by the following vote:

- IN FAVOR:** Honorable Clay Lewis Jenkins, County Judge
Commissioner Dr. Theresa M. Daniel, District 1
Commissioner Mike Cantrell, District 2
Commissioner John Wiley Price, District 3
Commissioner Dr. Elba Garcia, District 4
- OPPOSED:** None
- ABSTAINED:** None
- ABSENT:** None

Recommended by: Darryl Martin
Originating Department: Commissioners Court Administration



DALLAS COUNTY
COMMISSIONERS COURT

August 1, 2017

Mr. Gary Thomas
President and Executive Director
Dallas Area Rapid Transit
P.O. Box 66163
Dallas, TX 75266-0163

Re: Support for the D2 Victory Park Right-of-Way Option

Dear Mr. Thomas:

The Dallas County Commissioners Court supports the efforts by the Dallas Area Rapid Transit (DART) to increase the passenger-carrying capacity of the existing DART light rail system by establishing a second light rail line through Downtown (D2). With several Dallas County (County) properties located in West End Historical District (West End), we have seen first-hand the successful implementation of light rail and the Central Business District's West Transfer Center. However, we have also observed system capacity issues, specifically, those at the West End Station.

We thank you for including the County on the D2 Technical and Stakeholder Committees. Through these committee meetings we were able to educate DART staff on the direct impact of several D2 subway options considered, most significantly the alternatives proposed for Elm Street using the railroad (RR) right-of-way (ROW). For the Elm Street RR ROW options, we understand that all three alignments would be constructed as a subway, where 1) requires a cut-and-cover construction technique (350' radius turn) through our building and through the Dealey Plaza (a National Historic Landmark District), 2) another (700' radius) option would bore a tunnel under the County Administration Building (formerly Texas School Book Depository), and 3) another (300' radius) option with undetermined impacts to buildings and businesses in the West End and suspension of light rail line and Trinity Railway Express (TRE) service for an extended period of time.

Dallas County has shared geotechnical information as well as building plans for the structures impacted by this option. Unknown to DART was the existence of basement and sub-basement levels of the County Administration Building. Additionally, the County owns the Records Building Complex (500 Elm Street). The facility has a basement level and a four level below-grade parking

Dallas County Commissioners Court
411 Elm Street, 2nd Floor | Dallas, Texas 75202
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garage that is adjacent to Elm Street. Thus, the depths of the County buildings, combined with the impact of the location's geology, make the pathway along Elm Street a high risk option.

Our representatives on the D2 committees have informed us that another prudent and feasible option exists and is recommended by DART – the Victory Park ROW option. This location has been considered as an option for many years. As we know, during the development of Victory Park, landowners and developers set aside right-of-way for the new rail line. The alignment option through Victory Park: 1) will be less costly because it will be developed at-grade, 2) allows for inclusion of an additional station that would serve southern Victory Park and the northeastern West End Historic District which are in a currently unserved area (not within a quarter mile of an existing station); 3) has less construction risk associated with it because it does not travel through undesirable (alluvial) soils associated with the Trinity River Flood Plain, 4) it would avoid cut-and-cover construction through Dealey Plaza, and 5) would not require shutting down DART's Orange and Green Line operations, as well as the TRE.

Therefore, for the abovementioned reasons, the Dallas County Commissioners Court supports the DART recommendation to utilize the Victory Park ROW option.

Again, thank you for allowing us to have a voice on the Technical and Stakeholder Committees and for briefing the Commissioners Court on March 21, 2017. Additionally, please let us know how we can be of assistance to support the project's funding request with the Federal Transit Authority. We value our partnership with DART and look forward to future collaborations.

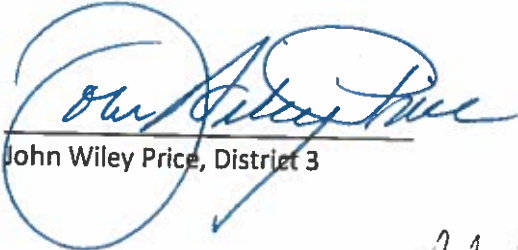
Sincerely,



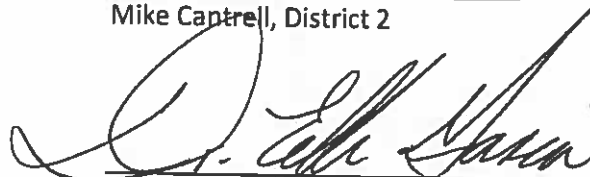
Dr. Theresa Daniel, District 1



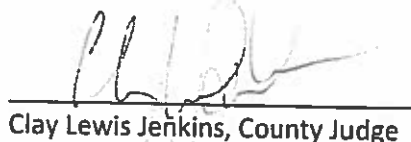
Mike Cantrell, District 2



John Wiley Price, District 3



Dr. Elba Garcia, District 4



Clay Lewis Jenkins, County Judge

WHEREAS, on February 27, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

WHEREAS, DART has subsequently proposed that a second light rail transit line, called D2, be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced downtown circulation and economic development; and

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2 and identified a window of opportunity for a Federal Transit Administration (FTA) Capital Investment Grant for implementation of D2 as a Core Capacity Program project; and

WHEREAS, on October 11, 2016, the Dallas City Council identified the construction of D2 in a subway within the downtown freeway loop as its highest priority project for DART; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas and Houston, with a potential downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, based on DART's evaluation, the _____ alternative, with potential alignment refinements that may further reduce impacts provides the best balance between serving existing downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for the Core Capacity Program; and

WHEREAS, based on DART's evaluation, the _____ alternative provides a connection between the existing Oak Cliff Streetcar and the McKinney Avenue Trolley Authority (MATA) line and serves existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, and meeting the Federal Transit Administration grant criteria for a Small Starts Grant; and

WHEREAS, a Dallas City Council resolution endorsing preferred alignments for D2 and the Dallas Streetcar Central Link would significantly strengthen DART's applications for Federal Capital Investment Grants.

Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line segments within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of four new stations will be added in order to maximize transit oriented development potential.
- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate, to the extent possible, the operation of all lines through downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development Phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

September 13, 2017

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail.

SECTION 4. That the Dallas City Council endorsement of the _____ alternative with potential alignment modifications aligns with DART's commitment in the Master Interlocal Agreement to build a subway within the CBD.

SECTION 5. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept as shown in EXHIBIT 2 as the Dallas Streetcar Central Link locally preferred alternative.

SECTION 6. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

DRAFT