

Memorandum



CITY OF DALLAS

DATE April 23, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **D2 Eastern End Alignment-Zone B Progress Update 1**

Background

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

Progress

Since the passage of the resolution, City, DART, NCTCOG, and TxDOT staff have been meeting on a regular basis to generate the workplan that delineates the respective roles of each partner agency as well as future discussions and involvement of the stakeholders with associated timeline. Attached to this memorandum is the work plan and timeline that has been developed to guide this process.

The partner agencies are committing the necessary resources to guide this process so that a resolution to the eastern end of the alignment refinements, adjustments, and/or modifications in Zone B are achieved no later than December 2021.

If you have any questions or need additional information, please contact Ghassan Khankarli, Interim Director, Department of Transportation, at ghassan.khankarli@dallascityhall.com.



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

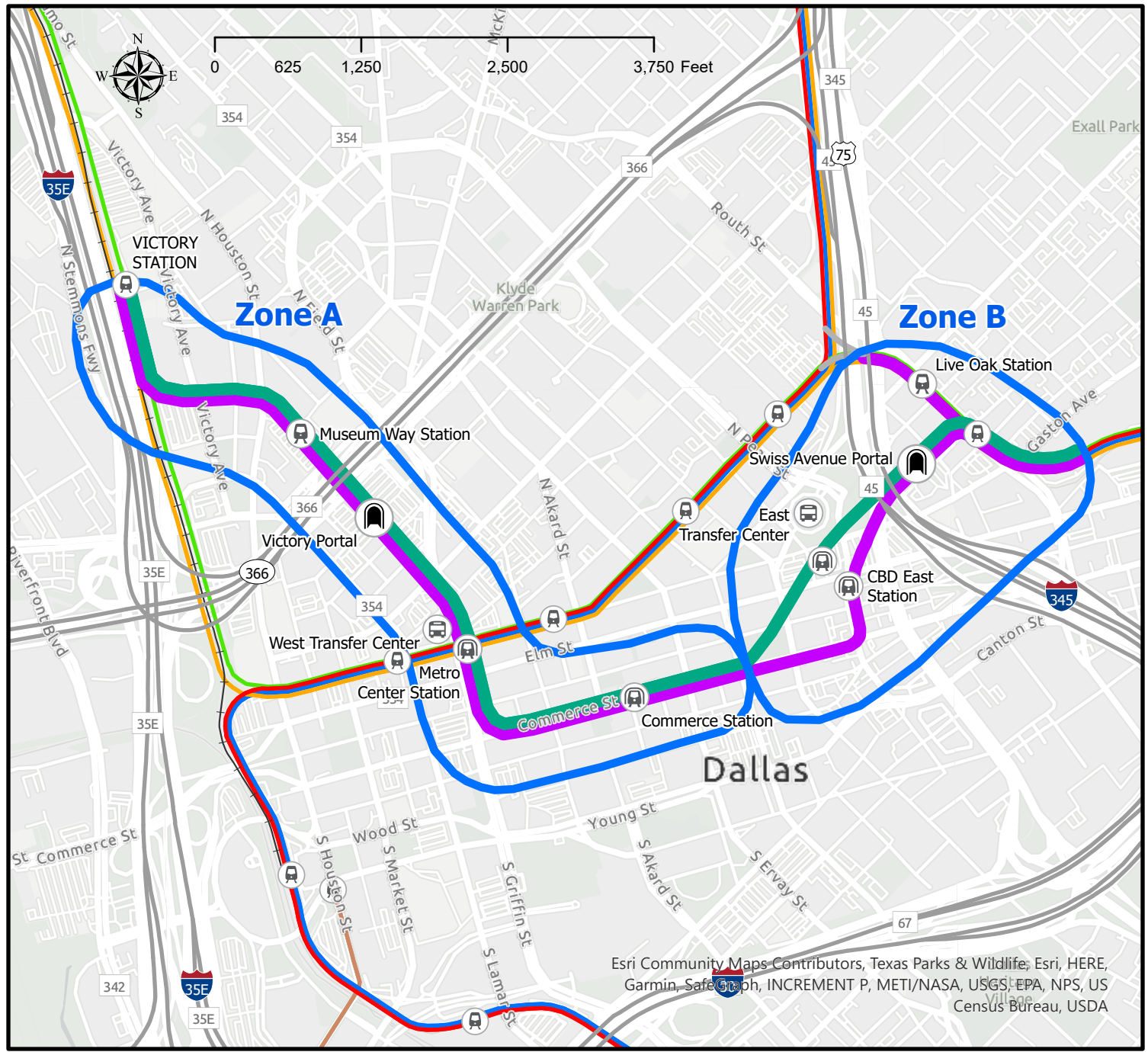
[Attachments]

c: TC Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Attachment 1 DART D2 Project Council District 2, 14

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



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

D2 Subway East End Evaluation Work Plan

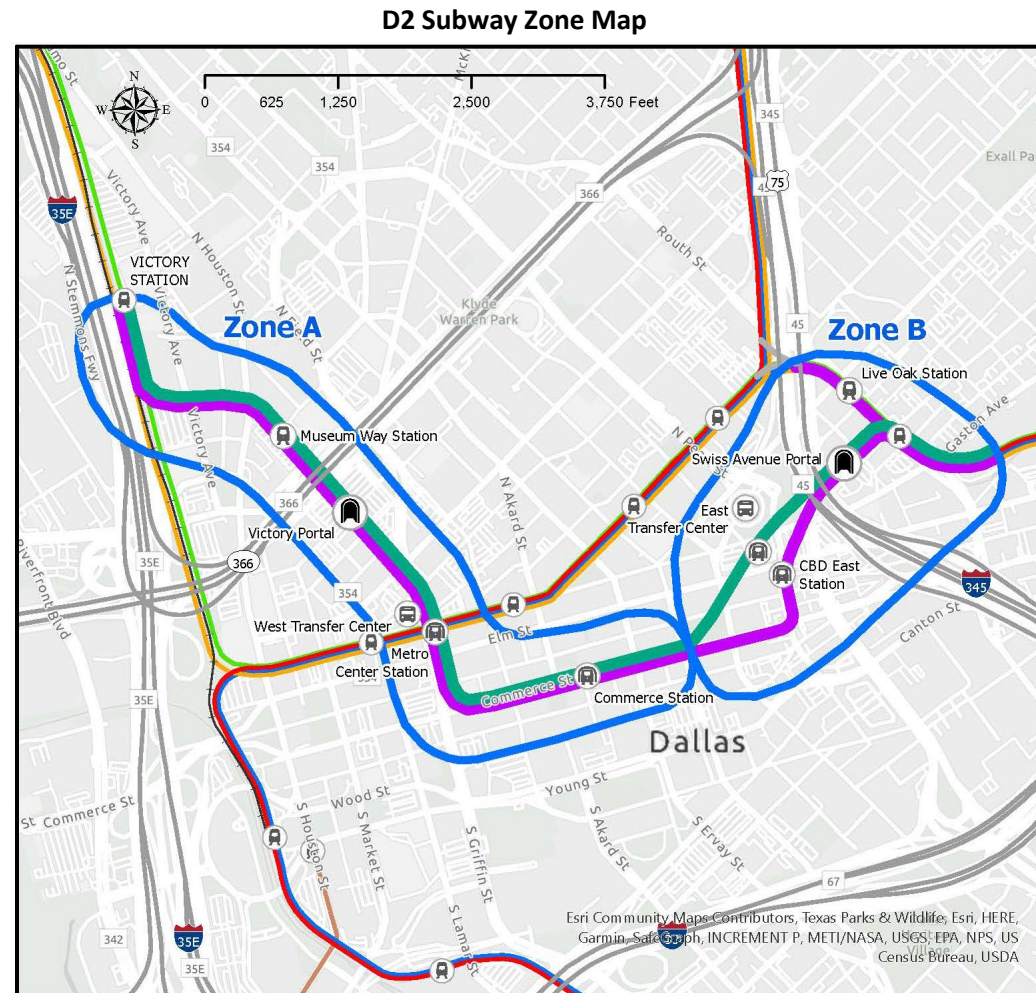
Introduction & Background

The East End Evaluation is a collaborative effort of the City of Dallas, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG). This work plan outlines evaluation process, schedule, agency roles/responsibilities, and key milestones for public and stakeholder involvement.

On March 24, 2021, the Dallas City Council approved a resolution to advance the D2 Subway, including support to issue the Final Environmental Impact Statement/Record of Decision and submit the project to the Federal Transit Administration for review. The Dallas City Council resolution set the alignment for D2 in Zone A. It also provided direction for the City, DART, TxDOT, NCTCOG, and stakeholders to continue efforts to conduct an additional evaluation of project refinements, enhancements, and/or modifications along the east end of the project in Zone B to address and mitigate technical, environmental, and alignment concerns.

Within Zone B, the TxDOT I-345 Feasibility Study is still in progress and coordination is needed to optimize the interface of D2 with the future I-345 design options. The public and downtown stakeholders will be engaged throughout the process prior to a technical recommendation.

Continued Dallas City Council support for the D2 Subway project is subject to a mutual binding interlocal agreement(s) by and between the City, DART, NCTCOG, and TxDOT, as well as a subsequent City Council resolution no later than March 2022.



Source: Map by Transportation GIS, February 2021

Evaluation Process

The East End Evaluation process will include:

- Documentation and discussion of key issues and concerns with agencies and stakeholders to identify desired outcomes and to help define key parameters to guide the evaluation
- Development of alternatives based on input from agencies and stakeholders. This will include a set of refinements, enhancements, and/or modifications to the current (baseline) 30% design of the D2 Subway included in the April 2021 Final Environmental Impact Statement/Record of Decision.
- Evaluation and comparison of key factors to enable decision-makers and elected officials to clearly understand the differences in potential impacts, benefits, costs, scope, and schedule as compared to the baseline. The evaluation will also consider the context of future scenarios of the east end area, which may include different I-345 options and land use development scenarios.
- Development of an agency staff recommendation and development of a draft interlocal agreement.

Public, Stakeholder, & Agency Engagement

The public and agency engagement effort will seek to actively inform, educate, involve, and seek feedback on scenarios and alternatives from the public and stakeholders. All four agencies will participate and present information at public and stakeholder meetings. Presentation materials should include all four agency logos to demonstrate the collaborative effort. Throughout the process, monthly progress reports will be provided to the Dallas City Council and committees, DART Board and committees, Regional Transportation Council, and Federal Transit Administration. The evaluation process will include stakeholder and public meetings at key points to help guide and inform the process. Individual meetings with key stakeholders, organizations, and property owners will continue to be held on an as needed basis to solicit input and keep stakeholders in both Zone A and Zone B informed.

Both the D2 Subway process and I-345 Feasibility Study include comprehensive public and agency involvement/engagement plans. The East End Evaluation effort will build upon these prior efforts to continue to engage the public and stakeholders and ensure a transparent process and documentation of input on the vision, scenarios, and range of potential D2 Subway refinements, enhancements, and modifications that may be developed and evaluated. Input during the East End Evaluation will be used in documentation for any subsequent National Environmental Policy Act actions for both D2 and I-345.

Public meetings are assumed to be virtual unless COVID-19 restrictions are lifted. Virtual public meetings will be recorded and posted on the agency websites. Each agency will help to promote public meetings through their communication channels.

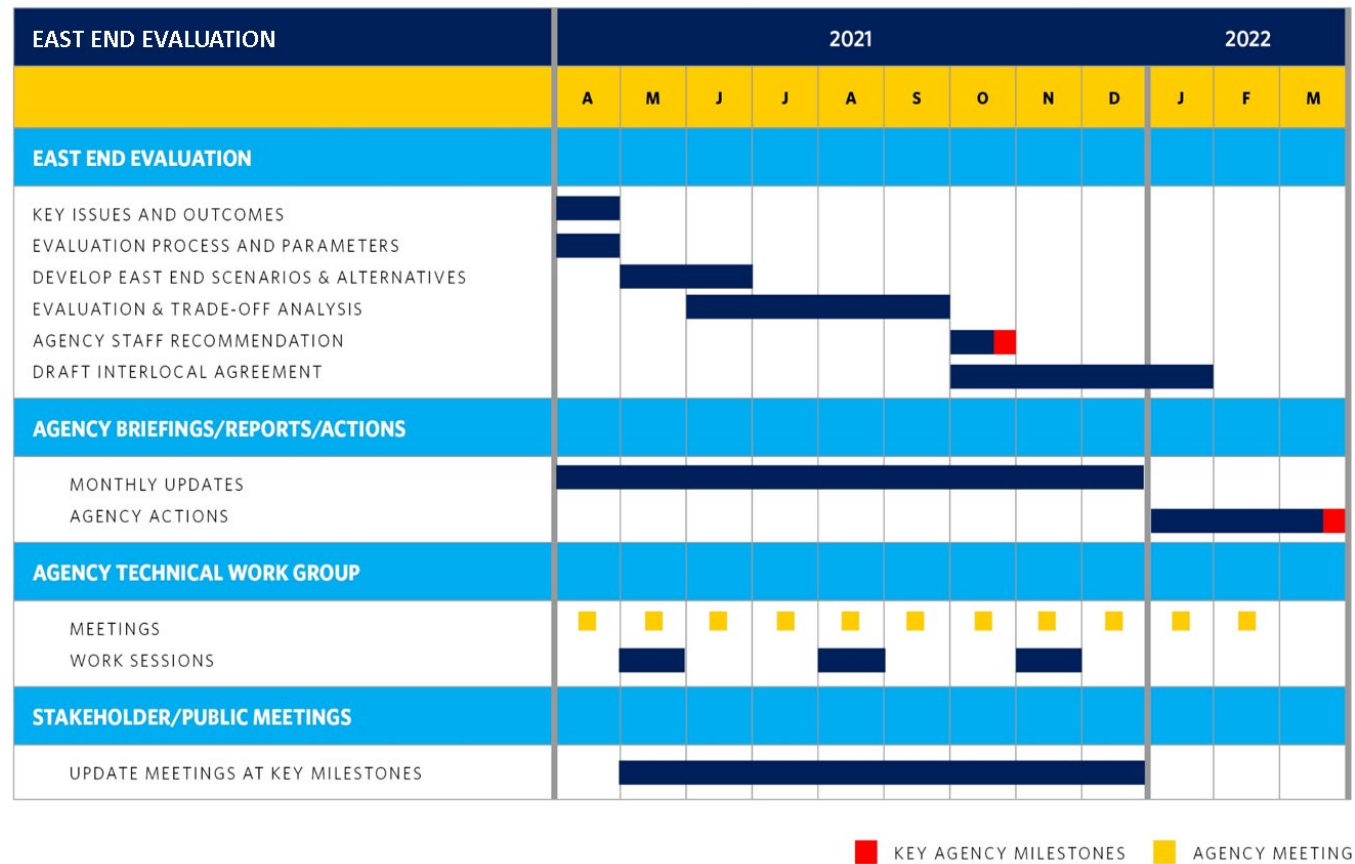
Project webpages already exist for the D2 Subway project (www.DART.org/D2) and I-345 Feasibility Study (<https://www.txdot.gov/inside-txdot/projects/studies/dallas/111519.html>). These webpages will continue to be used for the east end evaluation progress updates and other project updates. The websites will provide easy access to project information, public meeting materials, reports, and other materials. The City of Dallas and NCTCOG may also provide links to information on their respective websites.

D2 Subway East End Evaluation Work Plan

Schedule

The following graphic shows the schedule for the east end evaluation process. A recommendation and agreement on a path forward are needed by October 2021 to allow for time to work on an interlocal agreement and work through agency approval processes prior to and no later than March 2022.

East End Evaluation Process Schedule



Draft Vision & Key Issues

Early in the process, the City, DART, TxDOT and NCTCOG will document key issues and a vision to guide the development and evaluation of options. The overall vision will be based on looking at the D2 Subway, I-345, local street network, and other related infrastructure projects in a coordinated and holistic manner to:

- Minimize right-of-way needs
- Maximize economic development potential
- Reduce the potential for “throw-away” reconstruction of local streets
- Lessen business, property, and travel impacts during construction
- Enhance the city street grid and pedestrian network to reconnect neighborhoods

Agency Roles & Responsibilities

The City of Dallas Transportation Department will be the overall lead for the effort. All agencies will support the process, share information, and work together in a collaborative manner. Each agency will have a role in reviewing any reports, preparing presentation materials, and briefing their respective leadership and/or elected officials.

Summary of Agency Roles and Responsibilities

Agency	Primary Responsibilities
City of Dallas Lead Agency (Transportation Department lead)	<ul style="list-style-type: none"> • Develop and distribute monthly reports for Dallas City Council with input from all agencies • Set dates for council committee and/or city council briefings on study progress • Land use/economic development and city street network vision • Urban design concepts for various scenarios and D2 alternatives • Lead stakeholder and public meetings • Public meeting and stakeholder meeting logistics and notification • Stakeholder and public meeting comment/feedback summaries • Coordination and involvement of other City departments • Interlocal agreement among all agencies
DART	<ul style="list-style-type: none"> • Identification of stakeholders in coordination with City, TxDOT, and NCTCOG • Support public meeting logistics • Technical support for engineering feasibility of D2 options using DART design criteria • Cost estimates of D2 options • Urban design enhancements for baseline option • Documentation of potential impacts/benefits compared to D2 baseline (real estate, operations, construction, transit access, sensitive land uses, etc.) • Regular communication with Federal Transit Administration and feedback on options in coordination with the City • Monthly briefings to DART Planning and Capital Programs Committee • Distribute monthly report to DART Board
TxDOT	<ul style="list-style-type: none"> • Support public meeting logistics • Evaluate and provide feedback on D2 options relative to I-345 scenarios • Technical support for engineering feasibility of freeway designs using TxDOT/FHWA design criteria • I-345 drainage/traffic information • Cost estimates related to I-345 options
NCTCOG	<ul style="list-style-type: none"> • Support public meeting logistics • Schedule team meetings and workshops • Team meeting agendas, meeting summaries, including action items and decisions/feedback • Document process and recommendation • Monthly reports to the Regional Transportation Council • Assess financial considerations, including funding sources and commitments