



Quorum = 5

**Planning Committee Meeting**  
**Tuesday, July 10, 2018, 3:15 p.m.**  
**DART Conference Room C - 1st Floor**  
**1401 Pacific Ave., Dallas, Texas 75202**

1. Approval of Minutes: June 26, 2018
2. \*Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status (Amanda Moreno/Tim McKay)
3. Identification of Future Agenda Items
4. Adjournment

**\*This is a Briefing Item Only**

**The Planning Committee may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any legal issues, or under Section 551.072, Deliberation Regarding Real Property for real estate issues arising regarding any item listed on this Agenda.**

**This facility is wheelchair accessible. For accommodations for the hearing impaired, sign interpretation is available. Please contact Community Affairs at 214-749-2543, 48 hours in advance.**

*Chair – Amanda Moreno*  
*Vice Chair – Gary Slagel*  
*Members – Catherine S. Cuellar, Mark Enoch,*  
*Tim Hayden, Jonathan R. Kelly, Patrick J. Kennedy,*  
*Rick Stopfer and Paul N. Wageman*  
*Staff Liaison – Tim McKay*

**MINUTES  
DALLAS AREA RAPID TRANSIT  
PLANNING COMMITTEE MEETING  
June 26, 2018**

The Dallas Area Rapid Transit **Planning Committee** meeting convened at 2:10 p.m., Tuesday, June 26, 2018, at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Vice Chair Slagel presiding.

The following Committee members were present: Gary Slagel, Rick Stopfer, Mark Enoch, Catherine S. Cuellar, Jonathan R. Kelly.

Other Board members present: Michele Wong Krause, and Faye Moses Wilkins.

Others Present: Gary Thomas, Scott Carlson, Tim McKay, Joseph Costello, Steve Salin, Kay Shelton, Chad Edwards, Nancy Johnson, and Yvette Bayer.

**1. Approval of Minutes:            May 22, 2018**

**Hearing no objection, Vice Chair Slagel stated the Minutes from the May 22, 2018, Planning Committee Meeting, would be entered into record, as written.**

**2. Approval to Increase Contract Value for General Planning Consultant Services (GPC VI)**

Mr. Chad Edwards, Assistant Vice President of Capital Planning, briefed the Committee (packet on file with the Office of Board Support) as follows:

- Agenda
- Role of the GPC
- GPC VI Team (2)
- GPC VI Organizational Chart
- Description of Terms
- Initial Contract
- Contract Modification (2)
- Proposed Contract Value Increase
- Next Steps
- Recommendation

Ms. Moses Wilkins inquired how long this contract will cover. Mr. Edwards replied through April 2020. Ms. Moses Wilkins asked what will happen to the Collin County Service funds since they will not be used. Mr. Edwards responded if the funds are not spent then they remain in the contract.

**Mr. Stopfer moved to forward this draft resolution to the Committee-Of-The-Whole agenda, with a recommendation, stating the President/Executive Director, or his designee, is authorized to increase contract value for General Planning Consultant (GPC) services with HDR Engineering, Inc., in the amount of \$6,750,000, for a new total authorized amount not to exceed \$36,500,000.**

**Mr. Kelly seconded and the item was approved unanimously.**

3. **Identification of Future Agenda Items**

There were no future agenda items identified for this committee.

4. **Adjournment**

There being no further business to discuss, the meeting was adjourned 2:20 p.m.



Yvette Bayer  
Board Support Analyst

/yb

+Same Night Item

\*Briefing Item



# Agenda Report

**DATE:** July 10, 2018

**SUBJECT:** Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status

## RECOMMENDATION

This is a briefing item. No action is required at this time.

## BUSINESS PURPOSE

- Staff will brief the Planning Committee on the status of the D2 Subway Project Development effort. The briefing will provide an update on the recent and near-term activities.
- This briefing will help achieve Board Strategic Priority 4: Expand DART's transportation system to serve cities inside and outside the current service area.
- On October 26, 2006 (Resolution No. 060177), the Board approved the 2030 Transit System Plan (TSP), which included the second CBD alignment and anticipated a revenue service date of 2014.
- On May 2 and 3, 2007, DART held Public Scoping Meetings to initiate the Dallas Central Business District (CBD) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the D2 project, also known as the Downtown Dallas Transit Study.
- In March 2010, DART completed the AA/DEIS and circulated the document for a 45-day public review period from April 2, 2010, to May 17, 2010. Two public hearings were held to receive public and agency comments.
- On September 28, 2010 (Resolution No. 100130), the Board approved the FY 2011 Twenty-Year Financial Plan, which deferred the construction of the second CBD alignment to post year 2035.
- In 2012, DART applied for and received a \$700,000 Federal Transit Administration (FTA) grant to resume the Alternatives Analysis for the second CBD light rail alignment based on changed conditions.
- Phasing D2 as part of a program of interrelated projects could create an opportunity to implement system capacity enhancements in advance of year 2035 to keep up with regional growth and system demands.
- On February 13, 2013, DART held public meetings to reinitiate the D2 Alternatives Analysis (AA). This phase of the study focused on new and refined alternatives based on AA/DEIS comments, the Dallas 360 Plan (adopted April 13, 2011), modern streetcar planning and development and potential high-speed rail from Houston to downtown Dallas.

- On September 16, 2014 (Resolution No. 140101), the Board approved the FY 2015 Twenty-Year Financial Plan, which included funding for Phase 1 of the second CBD light rail alignment D2.
- On June 17 and 18, 2015, DART held public meetings to present the preliminary results of the evaluation of nine D2 alternatives, including four original D2 AA/DEIS alternatives, three refined alternatives, and two new alternatives.
- On September 9, 2015, the Dallas City Council passed a resolution only endorsing the B4 Jackson alternative in concept with additional consideration of potential alignment modifications, as specified.
- On September 22, 2015 (Resolution No. 150101), the DART Board of Directors passed a resolution approving Alternative B4: Lamar/Young/Jackson Street as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), while continuing to examine LPA routing options and station locations as required by the federal funding process and to review feasibility for an extension of D2, as well as other options, to provide access to the Dallas Convention Center and high-speed rail.
- On September 30, 2015, DART submitted the appropriate materials to FTA to obtain a project rating that would identify the D2 project in the President's FY 2017 Budget.
- On November 5, 2015, DART received authorization from FTA to enter the Project Development phase as a Core Capacity project under the FTA Capital Investment Grant Program.
- In February 2016, DART received a favorable rating from FTA, including Medium-High scores on Project Justification Rating, Local Financial Commitment Rating and Overall Project Rating.
- During Summer 2016, there was increasing stakeholder concern about the potential impacts of a mostly surface-running D2 alignment.
- On September 2, 2016, DART submitted the annual Core Capacity Program Submittal: Project Development Update to FTA to obtain a project rating that would identify the D2 project in the President's FY 2018 Budget.
- On October 11, 2016, the Dallas City Council approved a resolution requesting that D2 be refined as a subway project between Woodall Rodgers Freeway and IH 345.
- On October 25, 2016, the DART Board approved the FY 2017 Twenty-Year Financial Plan, which included budget and direction to pursue a subway option for the D2 Project.
- On January 19, 2017, DART hosted public meetings to share the LPA refinement process, ask for subway alignment suggestions, and lay out the refinement schedule.
- On April 18, 2017, DART hosted public meetings to share status of LPA refinement process and the remaining alignments being reviewed.
- On April 19, 2017, DART participated in a design charrette to provide input to urban design near Deep Ellum at the proposed D2 Subway Swiss Ave. connection.
- On May 8, 2017, DART staff presented project updates to a joint meeting of the City of Dallas Transportation and Trinity River Project Committee and the DART Board of Directors. Projects

included in the update were D2 Subway, Dallas Central Streetcar Link, DART Bus Comprehensive Operations Analysis, and the Cotton Belt Regional Rail Project.

- A “Medium-High” project rating was received from FTA in their 2017 Report to Congress. A revised project submittal was submitted to FTA in September 2017 for the refined LPA.
- On June 21, 2017, DART staff hosted public meetings to share the remaining subway alternatives, discuss key issues and opportunities along the remaining routes, and request input on route preference and key considerations for Dallas Streetcar expansion in Downtown Dallas.
- On June 22, 2017, DART staff hosted a Facebook Live event as part of its public involvement efforts. Staff shared the remaining subway alternatives and answered questions related to the project.
- On September 13, 2017, the Dallas City Council approved Resolution No. 171426, which endorsed the Victory/Commerce/Swiss Alternative in concept with additional consideration of potential alignment modifications as the preferred D2 alternative.
- On September 26, 2017 (Resolution No. 170101), the DART Board of Directors approved the Commerce Alternative as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), using the Victory and Swiss Avenue connection points, where DART will continue to examine LPA routing options along Pacific and Elm.
- In February 2018, DART’s D2 Project received a “Medium-High” project rating from FTA in their 2018 Report to Congress.
- On March 20, 2018, DART received a letter from FTA denying DART’s request to extend Project Development until November 2019. FTA withdrew DART’s D2 Subway project from the Capital Investment Grants (CIG) program with the recommendation to reapply for Entry into Engineering at a later date.