



February 3, 2017

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Latest News

- D2: Held initial 2017 meeting of the Technical and Stakeholder workgroups, along with two public meetings. Alignment review continuing with a goal of narrowing the options for discussion by workgroups, DART Board, public in the spring. FTA has directed DART staff to continue refining LPA options. FTA has not made a final decision about DART's request for an extension, but FTA staff is aware of and supportive of DART's ongoing efforts.
- D2: Currently refining, further defining the Technical and Stakeholder agreed-upon alternatives (stations, portals, junctions, etc.). Developing rough order of magnitude (ROM) capital cost estimates for the remaining alternatives.
- Cotton Belt: Develop comprehensive communications approach, hold staff level meetings and prepare for initial public meetings tentatively planned for March.
- Cotton Belt: early design work on DFW portions of the alignment continues in order to coordinate with the FWTA TEXRail Project.

D2 Meetings since Friday, Jan 27

- Study Team meeting with Hines Development. Initial discussions about DART's desire to establish a Y-junction at Victory Park where the railroad ROW and the existing DART ROW intersect, immediately south of American Airlines Center.
- Deep Ellum Foundation field trip. Review the Monument St option of the Elm St Alternative and potential impacts with a connection to the Southeast (Green Line). Attendees from Deep Ellum included: John Tatum, Jon Hetzel, Scott Rohrman, Jessica Burnham, Chuck Hixson. Staff displayed multiple options for making the connection. The Stakeholders suggested two other options be considered. These will be prepared for review at the Feb 9th Technical Committee meeting.
- Interview with Cynthia Hall, UNT; favors Elm and Commerce Street Alternatives with other elements, such as:
 - a rail station within walking distance of the UNT campus, which might increase their students' and faculty's usage of the system,
 - service that accommodates travel between their South Dallas and Downtown campuses for students and faculty and connections to the underground tunnels
 - She is concerned about disruption of access to the University during construction and noise/vibration.

- Hall stated that UNT Chancellor Jackson may become involved with the study as it nears a corridor decision and when appropriate.
- Interview with David Fisher, Asst. Director, City of Dallas-Office of Cultural Affairs and Mike Schwedler: Both supportive of D2 in general, and believe Elm and Commerce alternatives would benefit the Majestic Theater most. Believe employees would use the system, and that patrons might also use the system if a nearby station was visible from the theater. They suggest connecting D2 to the existing pedestrian tunnel network. Their concerns are disruption of access to the theater during construction and noise/vibration.
- Interview with Peter Bratt, Project Manager, City of Dallas-Parks and Recreation Dept.: Staff supports D2's ability to provide greater access to downtown parks, but concerned that it will impact existing or the expansion plans of City parks. They aren't concerned about tunneling under the parks, but are concerned about the potential impacts to two parks (e.g. Main St. Garden, Carpenter Park) from the location of stations, ventilation systems and portals.
- Study Team meeting with City of Dallas, Dallas Water Utilities to review utilities information on City of Dallas drawings. Separate meetings on storm water, drainage planned.

D2 Upcoming Meetings

- Feb 13; City Hall; City of Dallas Transportation and Trinity River Corridor Project (TTRCP) Committee Meeting. We have been advised that the DART staff will provide the details on the project and that the City staff will provide information concerning design considerations.
- Feb 9 -- D2 Technical Committee Meeting. Review the more defined alternatives and begin preliminary discussion of the Screening of Alternatives with a more quantitative component.

Cotton Belt Meetings since January 26

- FTA Quarterly at FTA Regional HQ. Brief discussion of project.
- Meeting with Stadler to discuss FLIRT vehicle. Stadler provided an overview of the Stadler vehicle. Generally, it will take three years to deliver the first vehicles.

Cotton Belt Upcoming Meetings

- Meeting with FWTA Staff. Discuss the interface between Cotton Belt and TEX Rail at DFW Airport.

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