

# Memorandum

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CITY SECRETARY  
DALLAS, TEXAS



CITY OF DALLAS

DATE 6 June 2014

TO Transportation and Trinity River Project Committee Members: Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Transportation and Trinity River Project Committee Meeting Agenda

**Monday, 9 June 2014, at 1:00 p.m. until 3:00 p.m.**

Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

1. Approval of the 27 May 2014 Minutes [Estimated 3 Minutes] Vonciel Jones Hill, Chair
2. Resource Recovery Planning and Implementation – On the Road to Zero Waste [Estimated 50 Minutes] Kelly High, Director, Sanitation Services
3. I 635 LBJ East Project [Estimated 40 Minutes] Matthew Craig P.E., Vice President, Half Associates, Inc.
4. Trinity Revel (Sylvan Avenue Bridge, Skyline Trail, West Dallas Gateway, and Continental Avenue Opening) [Estimated 10 Minutes] Liz Fernandez, Director, TWM
5. Upcoming Potential Council Agenda Item(s) [Estimated 5 Minutes]
  - IH 30 Bicycle and Pedestrian Connections  
Authorize (1) the receipt and deposit of funds from Dallas County in the amount of \$1,980,000 for the County's share of design and construction costs of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue; and (2) an increase in appropriations in the IH30 Bicycle and Pedestrian Connection Funds in the amount of \$1,980,000 – Financing: IH30 Bicycle and Pedestrian Connection Funds

Authorize (1) a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation (TXDOT) for the design and construction of the IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue; and (2) payment to TXDOT for the local share of design and construction costs of IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue – Not to exceed \$3,048,566 – Financing: General Obligation Commercial Paper (\$1,068,566), and IH30 Bicycle and Pedestrian Connection Funds (\$1,980,000)

***“A quorum of the Dallas City Council may attend this Council Committee meeting.”***

Adjourn

Should you have any questions, please do not hesitate to contact me.



Vonciel Jones Hill, Chair  
Transportation and Trinity River Project Committee

c: The Honorable Mayor and Members of the Dallas City Council	Forest E. Turner, Assistant City Manager
A.C. Gonzalez, City Manager	Joey Zapata, Assistant City Manager
Warren M. S. Ernst, City Attorney	Charles M. Cato, (I) Assistant City Manager
Judge Daniel F. Solis, Administrative Judge	Theresa O'Donnell, (I) Assistant City Manager
Rosa A. Rios, City Secretary	Jeanne Chipperfield, Chief Financial Officer
Craig D. Kinton, City Auditor	Shawn Williams, (I) Public Information Officer
Ryan S. Evans, (I) First Assistant City Manager	Elsa Cantu, Assistant to the City Manager – Mayor and Council
Jill A. Jordan, P. E., Assistant City Manager	

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation is an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

# Transportation and Trinity River Project Council Committee Meeting

## Meeting Minutes

**Meeting Date:** 27 May 2014

**Convened:** 1:05 p.m.

**Adjourned:** 2:59 p.m.

<b>Councilmembers:</b>	<b>Presenter(s):</b>
Vonciel Jones Hill, Chair	Jill A. Jordan, P.E., Assistant City Manager
Lee Kleinman, Vice Chair	Chief Cato, (I) Assistant City Manager
Mayor Pro Tem Tennell Atkins	Melissa Miles, Executive Assistant City Attorney
Deputy Mayor Pro Tem Monica Alonzo	John Rogers, Executive Assistant City Attorney
Sandy Greyson	Jimmy Martin, Director, Code Compliance
Sheffie Kadane	Thomas Varghese, Assistant Director, Code Compliance
	Sheldon Klain, Transportation Regulation Manager, Code Compliance
<b>Councilmembers Absent:</b> None	Zeronda Smith, Director, Office of Risk Mgmt.
	Liz Fernandez, Director, Trinity Watershed Mgmt.
<b>Other Councilmembers Present:</b>	
Dwayne R. Caraway	Philip T. Kingston
Jennifer S. Gates	
<b>Staff Present:</b>	<b>Staff Present:</b>
Keith Manoy, Assistant Director, Public Works	Jody Puckett, Director, Dallas Water Utilities

### AGENDA:

1. **Approval of the 12 May 2014 Meeting Minutes**

**Presenter(s):** Vonciel Jones Hill, Chair

**Action Taken/Committee Recommendation(s):** Motion was made to approve the 12 May 2014 Transportation and Trinity River Project Council Committee ["TTRPC"] meeting minutes.

Motion made by: Atkins  
Item passed unanimously:   
Item failed unanimously:

Motion seconded by: Alonzo  
Item passed on a divided vote:   
Item failed on a divided vote:

2. **Proposed Transportation-for-Hire Ordinance**

**Presenter(s):** Jill Jordan, Assistant City Manager, Chief Cato, (I) Assistant City Manager, Jimmy Martin, Director, Sheldon Klain, Transportation Regulation Manager, Code Compliance; Melissa Miles, Executive Assistant City Attorney, John Rogers, Executive Assistant City Attorney, Zeronda Smith, Director, Office of Risk Management

**Action Taken/Committee Recommendation(s):** Motion was made to move this item forward to full City Council for consideration. After Council has made suggestions, a public forum and comment period will be established to receive public input. The subject will again be considered at a designated Transportation and Trinity River Project Committee meeting with the purpose of proposing a recommendation for a draft ordinance and moving the item forward to full City Council for consideration.

Motion made by: Vonciel Jones Hill  
Item passed unanimously:   
Item failed unanimously:

Motion seconded by: Kadane  
Item passed on a divided vote:   
Item failed on a divided vote:

3. **Upcoming Council Agenda Item(s)**  
**Presenter(s):**

- A public hearing to receive comments regarding an amendment to Chapter 51A, "Dallas Development Code", Section 51A-5.102, of the Dallas City Code to adopt the Dallas County flood insurance study and accompanying flood insurance rate maps, as revised, which become effective July 7, 2014, as a requirement of the Federal Emergency Management Agency; and, at the close of the hearing, consideration of an ordinance authorizing the adoption of the Dallas County Flood Insurance Rate Maps - Financing: No cost consideration to the City
- Authorize an increase in the contract with S. J. Louis Construction of Texas - Southland Contracting, JV, for additional work associated with the proposed East Bank-West Bank Interceptor Connection - Not to exceed \$5,001,590, from \$20,623,401 to \$25,624,991 - Financing: Water Utilities Capital Improvement Funds (WTR)
- Authorize (1) the submission of two candidate projects to the North Central Texas Council of Governments for cost reimbursement for the proposed Transportation Alternatives Program 2014 for the proposed Trinity Skyline Trail Project and the Rosemont Safe Routes to School Project; and (2) a required local match not to exceed \$2,885,000 - Financing: This action has no cost consideration to the City (PBW)
- Authorize an increase in the contract with Jeske Construction Company for additional work associated with reconstruction of street paving and storm drainage improvements for Morris Street from Sylvan Avenue to Canada Drive, for the channel lining of the Pavaho Pump Station Drainage Sump and installation of new pedestrian railing for the existing Sylvan Bridge - Not to exceed \$180,942, from \$1,787,566 to \$1,968,508 - Financing: General Obligation Commercial Paper Funds (\$162,518), and Stormwater Drainage Management Capital Construction Fund (TWM)
- Authorize **(1)** an application for and acceptance of the Solid Waste Implementation Project Grant from the North Central Texas Council of Governments (NCTCOG) through funding from the Texas Commission on Environmental Quality (TCEQ) to be used to develop and launch a public awareness campaign related to the Scrap Tire Enforcement Program; and **(2)** execution of the grant agreement; and **(3)** the City's local match in the amount of \$280,000 – Total not to exceed \$405,000 – Financing: North Central Texas Council of Governments Grant Funds (\$125,000) and General Funds (\$280,000)

**Action Taken/Committee Recommendation(s):** Motion was made to move this item forward to full City Council for consideration.

Motion made by: Atkins  
Item passed unanimously: X  
Item failed unanimously: \_\_\_\_\_

Motion seconded by: Kleinman  
Item passed on a divided vote:  
Item failed on a divided vote: \_\_\_\_\_

Adjourn ( 2:59 p.m.)

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Vonciel Jones Hill, Chair  
Transportation and Trinity River Project Council Committee



# Memorandum

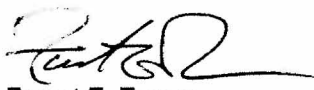


DATE 6 June 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,  
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT **Resource Recovery Planning and Implementation – On the road to Zero Waste**

On Monday, 9 June 2014, the Transportation and Trinity River Project Committee will be briefed on Resource Recovery Planning and Implementation – On the road to Zero Waste. The briefing materials are attached for your review.



Forest E. Turner  
Assistant City Manager

## Attachment

c: Honorable Mayor and Members of the City Council  
A. C. Gonzalez, City Manager  
Warren M.S. Ernst, City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, Interim First Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager

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Shawn Williams, Interim Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council



# Resource Recovery Planning and Implementation – On the Road to Zero Waste

Transportation and Trinity River Project Committee

9 June 2014



# Background

- **The City of Dallas generates an estimated 2.2 M tons of waste annually from residential and commercial sources**
  - 1.4 million tons of waste is disposed annually at McCommas Bluff Landfill
  - 435,000 tons of this waste stream is collected by Sanitation Services annually
    - 230,000 tons of refuse
    - 150,000 tons of brush and bulk
    - 55,000 tons diverted via recycling annually
- **The City has proactively managed solid waste in Dallas for years through disposal, recycling, diversion and re-use efforts**
  - McCommas Bluff Landfill (~50 year remaining capacity)
  - Recycling collection (household & drop-off site)
  - Household hazardous waste and electronics collection
- **To meet the projected solid waste needs of Dallas' growing population, the City is planning for the future**

# Background

- **The City Council adopted a Local Solid Waste Management Plan [“LSWMP”] in February 2013**
  - The plan sets targeted goals and timelines consistent with Dallas’ priority for Zero Waste by 2040
  - Identifies policies, programs and infrastructure needed to manage municipal solid waste and recyclables
- **LSWMP sets milestones for diversion**
  - 40% in 2020
  - 60% in 2030
  - 80% - 85% (Zero Waste) in 2040

# Moving Forward

- **The City is planning to transition away from traditional, landfill-based waste management practices to a resource recovery focus.**
- **The City is committed to programs such as single stream (blue bin) recycling and landfill gas recovery. These programs are assumed to continue as resource recovery plans move forward.**
- **In March of 2013, City Council approved a contract with SAIC Energy, Environment & Infrastructure, LLC (now Leidos Engineering LLC) for Phase I work to:**
  - **Provide resource recovery planning services**
  - **Evaluate waste diversion opportunities and resource recovery technologies**
  - **Provide recommendations on which technologies Dallas should or should not consider, either through City investment or a public-private partnership**
  - **Provide potential implementation recommendations**

# Phase I Work Complete

## Major Phase I Tasks

Waste Characterization Analysis (Residential and Commercial Municipal Solid Waste)

Review of Potential Resource Recovery Technologies

Screening Analysis of Potential Resource Recovery Technologies

Detailed Analysis of Shortlisted Technologies

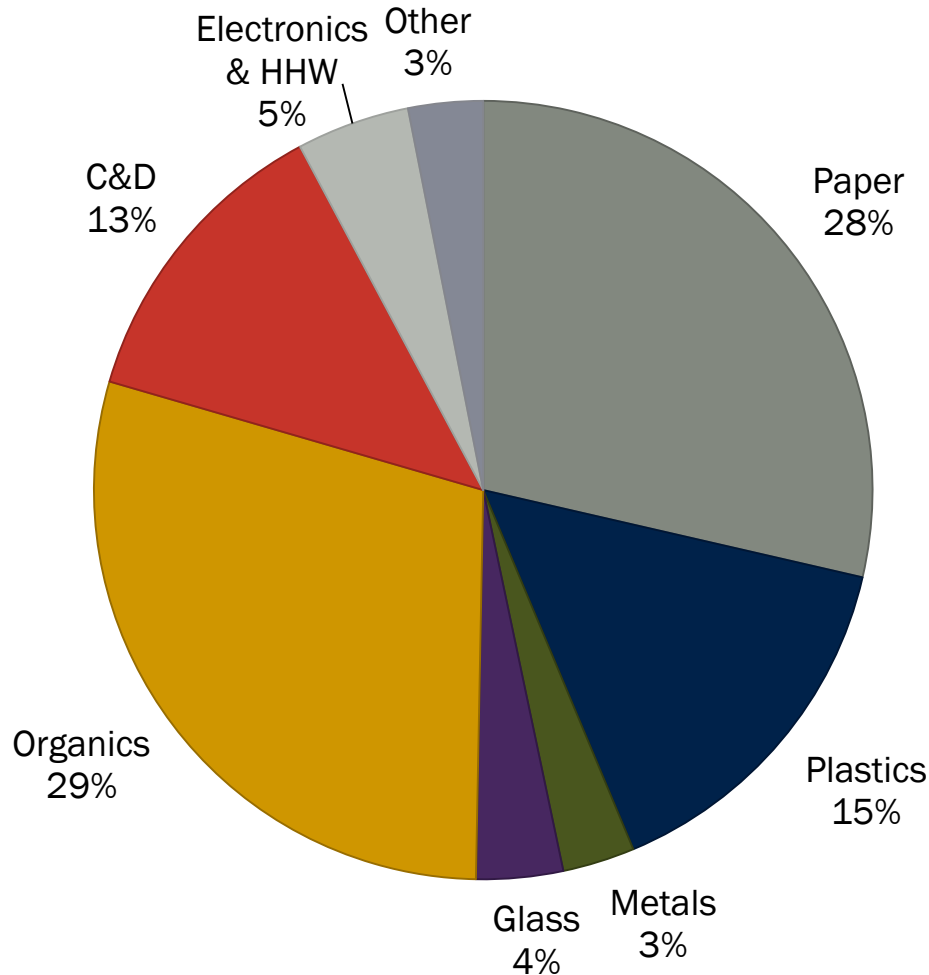
Potential Implementation Plan and Recommendations

Case Study Reviews of Resource Recovery Parks

Report and Presentation



# Waste Characterization Results



- **Collected waste samples from thirty (30) residential refuse and twenty-two (22) commercial refuse collection vehicles.**
- **Each sample weighed two hundred (200) pounds.**
- **Waste samples were manually sorted and weighed to estimate composition of waste stream.**
- **Estimates reflect 90% confidence interval.**





Note: HHW – Household Hazardous Waste  
C&D – Construction and Demolition



# Waste Characterization Key Findings

- **Opportunity exists to recover additional recyclable materials through the single-stream recycling program**
  - City residents are presently recycling 55,000 tons annually
  - Additional 75,000 tons per year of recyclables currently being disposed
- **Commercial generators disposing of approximately 140,000 tons of additional recyclable material annually**
- **Substantial amounts of yard waste and foods scraps are landfilled**
  - Residential yard waste and wood: 30,000 tons annually
  - Residential food scraps: 53,000 tons annually
  - Commercial food scraps: 69,000 tons annually

# Potential Resource Recovery Technologies that Would Divert Material from Landfill

Technology	Description
 <p><b>Single Stream Processing</b></p>	<p>Sort mixed recyclable materials (blue bin), that are collected separately from refuse, and prepare for sale at market. Minimal residue remains after processing.</p>
 <p><b>Mixed Waste Processing ["MWP"]</b></p>	<p>Process residential and/or commercial mixed waste, separating out the recyclable materials and preparing them to be sold at market. Remaining material disposed as residue.</p>
 <p><b>Gasification</b></p>	<p>Process waste feedstock at high temperatures to produce an energy-rich synthesis gas and other products. Remaining material disposed as residue.</p>
 <p><b>Anaerobic Digestion</b></p>	<p>Process organic materials anaerobically (without oxygen) using microorganisms to produce a methane-rich biogas and other products. Remaining material may be composted and/or disposed.</p>

# Screening Analysis Conducted to Select Technologies for Further Evaluation

- **A screening workshop was conducted with City staff to select technologies for further evaluation based on the following criteria:**
  - **Level of diversion achievable**
  - **Capital and cooperating cost (economic viability)**
  - **Compatibility with City's current operations**
  - **Status of development**
  - **Permitting complexity (including environmental impacts)**
  - **Project delivery options available (e.g. City-owned or Public-Private Partnerships)**

# Level of Diversion Achievable with Potential Technologies

**Waste Management Hierarchy**  
Source: U.S. EPA



Note: Recycling rate percentages for all technologies includes single stream

Technology	Residential Diversion		
	Recycle	Energy	Total
Single Stream	20%	0%	20%
MWP <i>with disposal</i>	34%	0%	34%
MWP <i>with gasification</i>	34%	56%	90%
MWP <i>with Anaerobic Digestion</i>	34%	11%	45%
Gasification	20%	69%	89%
Anaerobic Digestion	20%	6%	26%

# Technologies Screening Analysis: Focus on Single Steam and Mixed Waste Processing

Technology	Rationale	Analysis Results
<b>Gasification</b> <i>Eliminated</i>	Lack of U. S. operating facilities; relative high degree of permitting and operational risk; relative high cost	Technology developing, reevaluate in five years
<b>Anaerobic Digestion</b> <i>Eliminated</i>		
<b>Mixed Waste Processing</b> <i>Selected</i>	Opportunity to recover commercial solid waste; commercially proven/developed within United States	Conduct detailed analysis
<b>Single Stream</b> <i>Selected</i>	Consistent with existing system; commercially proven; need exists to process material already collected; opportunity to increase recovery	Conduct detailed analysis

# Additional Details Regarding the Elimination of Gasification and Anaerobic Digestion

- **Gasification**
  - Processing cost of \$70 – \$190 per ton
  - No facilities currently operating commercially in United States with municipal solid waste as feed stock. (The technology has been selected for domestic projects, but many are on hold.)
  - No similar facilities have been permitted in Texas
- **Anaerobic Digestion**
  - Processing cost of \$65 – \$140 per ton
  - No full-scale commercially operating facilities using municipal solid waste as a feedstock in United States
  - No similar facilities have been permitted in Texas
  - Uncertain markets long-term for beneficial use of residual (digestate)

# Detailed Analysis Conducted to Select Technologies for Potential Implementation

- Further evaluated single stream and mixed waste processing based on the following criteria:
  - Diversion Potential
  - Status of development
  - Permitting and regulatory issues
  - Technical and business risk
  - Financial feasibility
- The City issued a Request for Information and Leidos conducted interviews with private companies to gain further insight regarding potential partnerships for single stream and mixed waste processing



# Mixed Waste Processing (MWP): Results of Detailed Analysis

- **MWP is not financially viable at this time**
  - A facility would increase costs at McCommas Bluff Landfill by approximately \$5 million annually, which is a 30% increase
  - Depending on volume and commodity values, processing cost could be \$75 – \$115 per ton of diverted material (versus net revenue for single stream recycling)
  - Concern regarding the value of commodities from MWP
- **MWP has more technical and business risk than single stream**
  - Has been proven on a commercial scale in other parts of the United States, but has not been developed for commercial use in Texas
  - Financial performance would have a direct impact on the landfill
- **Key recommendations**
  - City should not move forward with a distinct MWP facility at this time
  - Request For Proposal [“RFP”] for single stream could include the option for processors to process select, recyclable rich, dry loads of mixed waste

# Single Stream Recycling: Results of Detailed Analysis

- **A single stream facility is financially and technically feasible**
  - Need 75,000 to 85,000 annual tons to break even (currently the city processes 55,000 tons annually)
  - Depending on tonnages and commodity values, City could realize from \$0 to \$40 per ton of net revenue
  - Based on tonnage, technical, and financial requirements a public-private partnership is recommended
- **Locating facility at the landfill could provide significant financial benefit**
  - Undeveloped site would increase capital cost by \$1.5 - \$2.5 million
  - Annual operating cost increases \$75,000 - \$150,000 if not located at landfill
- **Key recommendations**
  - Conduct procurement that allows direct comparison between a processing services agreement and a recycling facility located at McCommas Bluff Landfill
    - Consider options for a public-private partnership for a single-stream facility

# Developing a Resource Recovery Park at Current McCommas Bluff Landfill Site

- **Opportunity to convert the current McCommas Bluff Landfill site to a Resource Recovery Park [“RRP”] over a period of time**
  - Components of a RRP already in place (landfill gas recovery and citizen electronics drop-off)
  - City has identified a 30-acre site within the McCommas Bluff Landfill permitted boundary as a potential location for a single stream MRF and/or a future MWP facility
  - New resource recovery facility could anchor a resource recovery park
- **Potential additional features of a RRP could include:**
  - Composting facility
  - Material reuse center
  - Household hazardous waste collection
  - Construction & demolition materials recycling
  - End use facility for processed commodities

# Recommendations

- **City needs to begin now to procure a new agreement to process single stream recyclables**
  - **Current Single Stream processing agreement expires in December 2016**
  - **Develop a new long term agreement (20 year with renewal options)**
  - **Consider a traditional processing service agreement (similar to current agreement), as well as look at developing a facility at McCommas Bluff Landfill through a public-private partnership agreement**
  - **Process will require 12 – 48 months**
- **City should consider re-evaluating emerging technologies in 3-5 years**
- **City should look for opportunities to transform McCommas Bluff Landfill to more of a Resource Recovery Park over time**

# Next Steps

- **25 June 2014 - Council Consideration for a Supplemental Agreement with Leidos Engineering, LLC for Phase II work related to:**
  - Prepare documents and technical specifications for a multi-option RFP
  - Assist in pre-proposal coordination and addendum preparation
  - Assist with evaluation of proposals and proposer interviews
  - Assist with proposal selection and additional services as needed
- **Summer 2014 provide outreach to communities and educational institutions in the Southeast Oak Cliff area and discuss opportunities related to a material recycling facility at the landfill.**
- **Fall 2014 issue RFP related to single stream recycling**

Questions?

# Memorandum



CITY OF DALLAS

DATE 6 June 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica  
Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT I 635 LBJ East Project

On Monday, 9 June 2014, you will be briefed on the I635 LBJ East Project. The briefing materials are attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

Jill A. Jordan, P.E.  
Assistant City Manager

C: Honorable Mayor and Members of the Council  
A.C. Gonzalez, City Manager  
Warren M.S. Ernst, City Attorney  
Craig D. Kinton, City Auditor  
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# TEXAS DEPARTMENT OF TRANSPORTATION



## I-635 LBJ EAST PROJECT

### Transportation and Trinity River Project Committee 9 June 2014



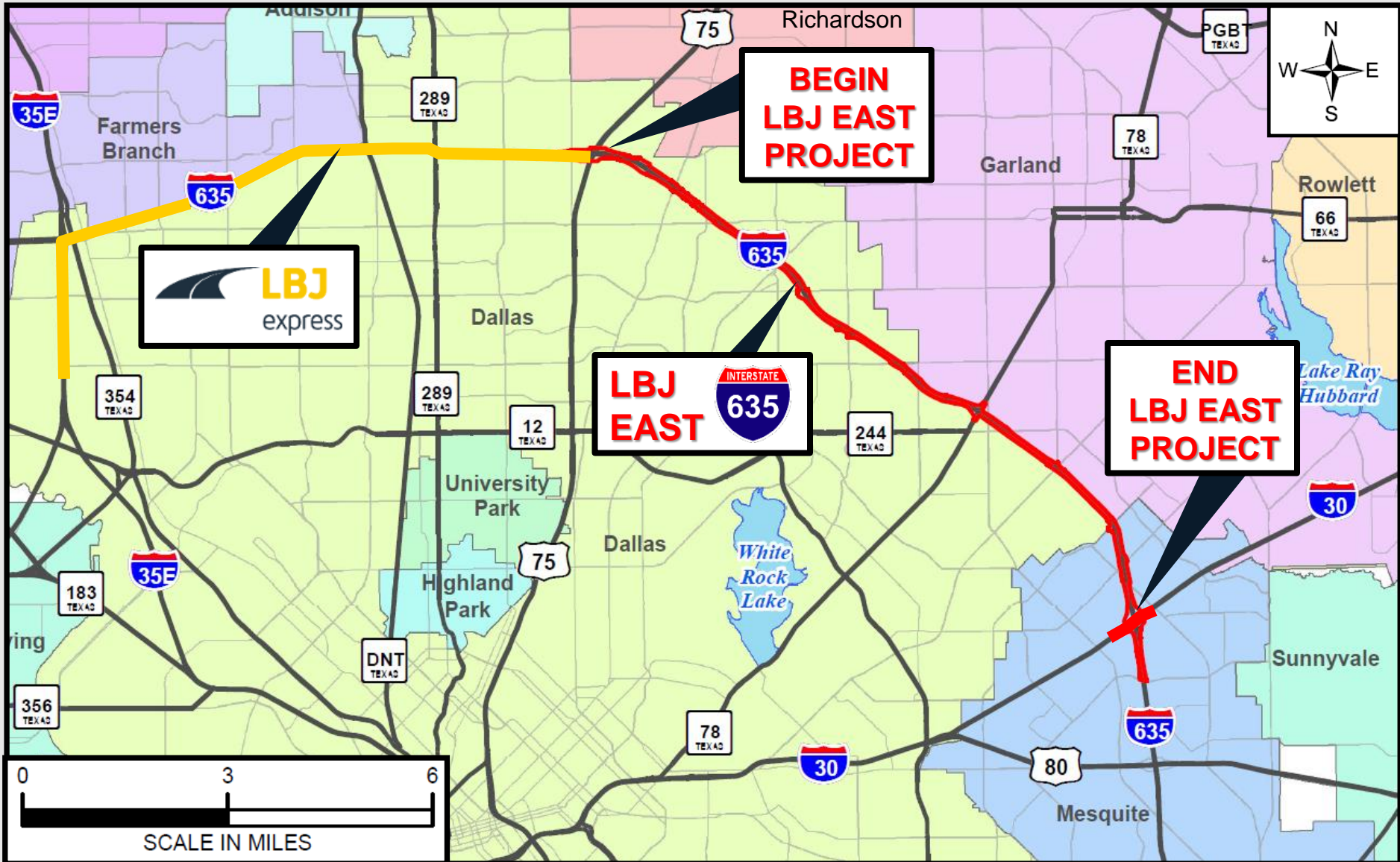
TxDOT Dallas District  
Dallas County, Texas  
CSJ: 2374-01-137, 2374-02-053



# Agenda

- I-635 LBJ East Project Overview and Briefing Purpose
- Short Term Improvements
  - Express/HOV Lanes
- Long Term Improvements
  - Ultimate Design

# I-635 LBJ East Project Overview



# Briefing Purpose

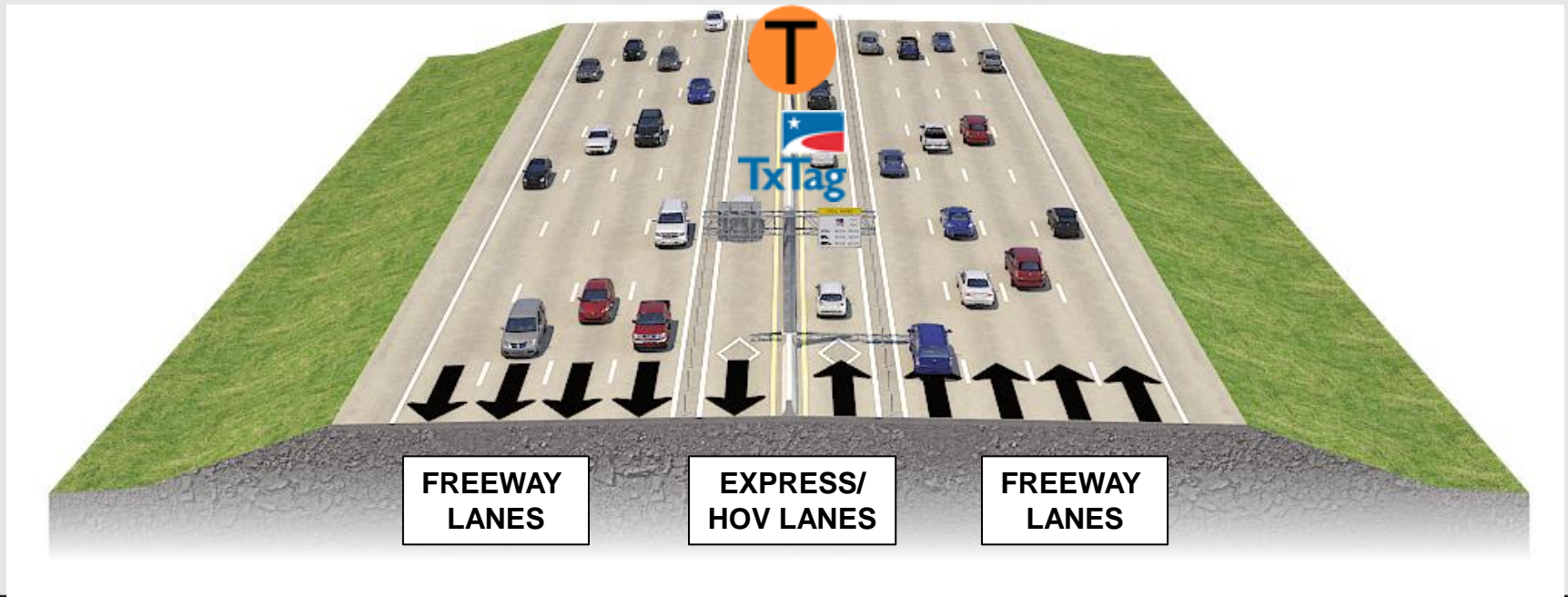
- Update the Dallas Council on the two-phased plan to improve I-635 from US 75 to I-30 (the I-635 LBJ East Project):
  - Short Term Improvements – Plan, design and construct Express / High Occupancy Vehicle [“HOV”] Lanes by 2016 when the LBJ Express (I-35E to US 75) Project opens
  - Long Term Improvements – Complete the planning for the Ultimate Design (Year 2040) for consideration by the 2015 Texas legislature for funding and construction methodology



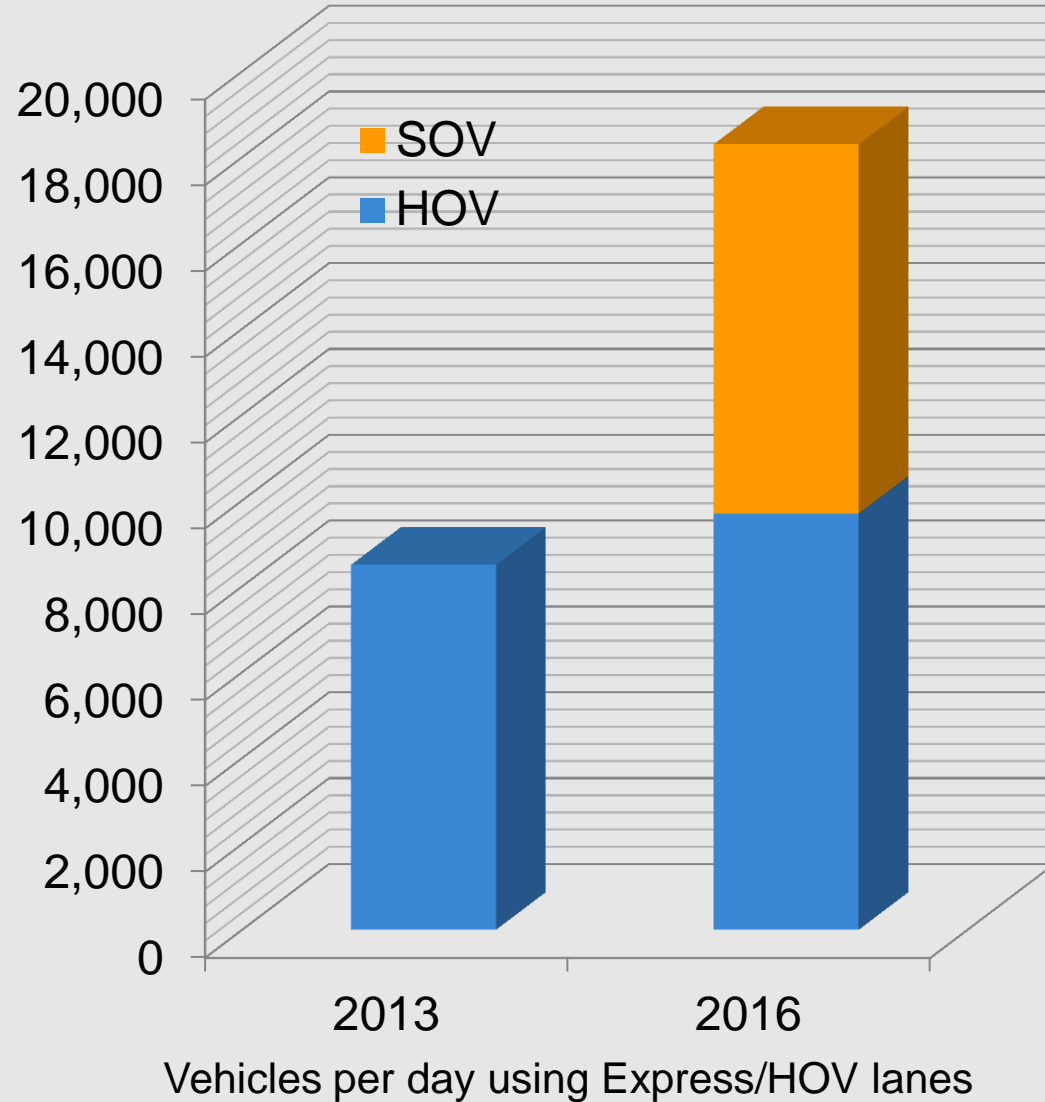
- Short Term Improvements
  - Express/HOV Lanes

# Express/HOV Lanes Scope

- Increase use by letting Single Occupancy Vehicles [“SOV”] into the HOV lanes by paying a toll
- Maintain existing HOV use without paying a toll
- Maintain existing HOV access ramps
- Add tolling equipment, enforcement area and guide signs



# Express/HOV Lanes Implementation



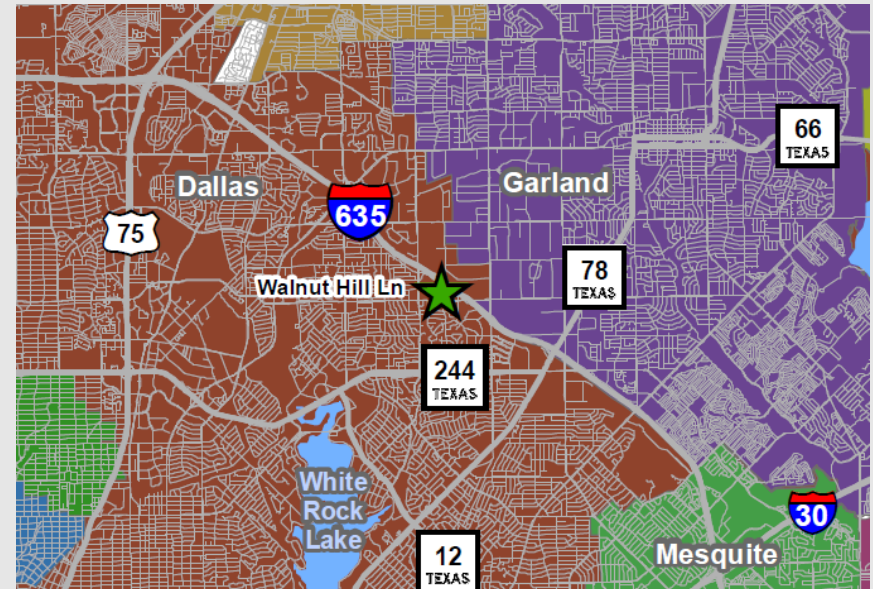
- Nearly doubles vehicle use of existing HOV lanes
- Carries ~50% more people
- Construction cost is funded
- Construction completed by 2016

**PRELIMINARY**  
**SUBJECT TO FURTHER STUDY**



# Express/HOV Lanes Public Meeting

- When: Tuesday, June 17, from 5:00 p.m. to 7:00 p.m.
- Where: Highland Oaks Church of Christ, 10805 Walnut Hill Ln
- Type: Open House Format (Come and Go)
- Notifications:
  - Letters to elected officials mailed on May 8
  - Letters to ~400 adjacent landowners on May 12
  - Notice posted on [www.KeepItMovingDallas.com](http://www.KeepItMovingDallas.com)
  - Legal notices published in Mesquite News, Al Dia (Spanish) and Dallas Morning News
- Comment period: through June 27



# Express/HOV Lanes Schedule

- Alternative Development *January to May 2014*
- 1<sup>st</sup> Public Input *June 2014*
  - Local briefings & public meeting
- Complete schematic design *July 2014*
- Draft environmental study *August 2014*
- 2<sup>nd</sup> Public Input *September 2014*
  - Local briefings & public hearing
- Anticipated study approvals *November 2014*
- Complete construction plans *November 2014*
- Receive construction bids *December 2014*
- Complete construction *December 2015*
- Open to traffic *Early 2016*

- Long Term Improvements
  - Ultimate Design

# Ultimate Design Scope

- Address congestion through design year 2040
- Update plan previously approved in 2003
- Improve to current design and safety standards
- Reconstruct Express/HOV lanes as TEXpress lanes
- Provide continuous frontage roads
- Address noise
- Plan for phased construction



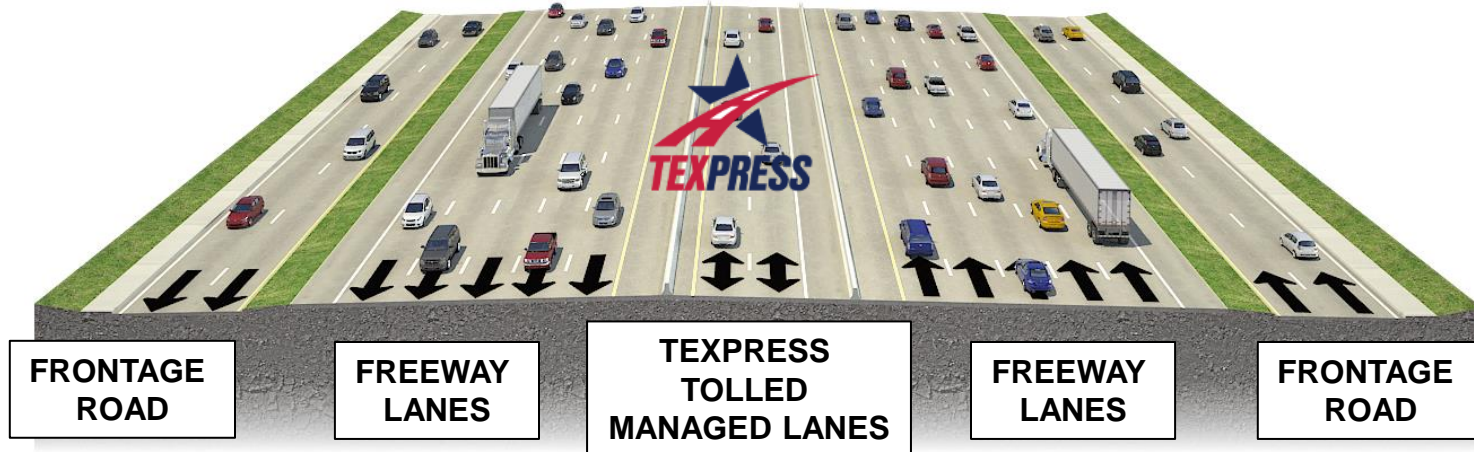


# Ultimate Design Sections

## ULTIMATE DESIGN FROM US 75 TO MILLER RD



## ULTIMATE DESIGN FROM MILLER RD TO I-30



# TEXpress Lanes vs. Express/HOV Lanes

	 <b>TEXpress Lanes</b>		<b>Express/HOV Lanes</b>
	<b>Peak Period *</b>	<b>Off-Peak Period</b>	<b>Peak &amp; Off-Peak Period</b>
<b>HOV</b>	<b>50% discount</b>	<b>Posted rate</b>	<b>No toll</b>
<b>SOV</b>	<b>Posted rate</b>	<b>Posted rate</b>	<b>Posted rate</b>

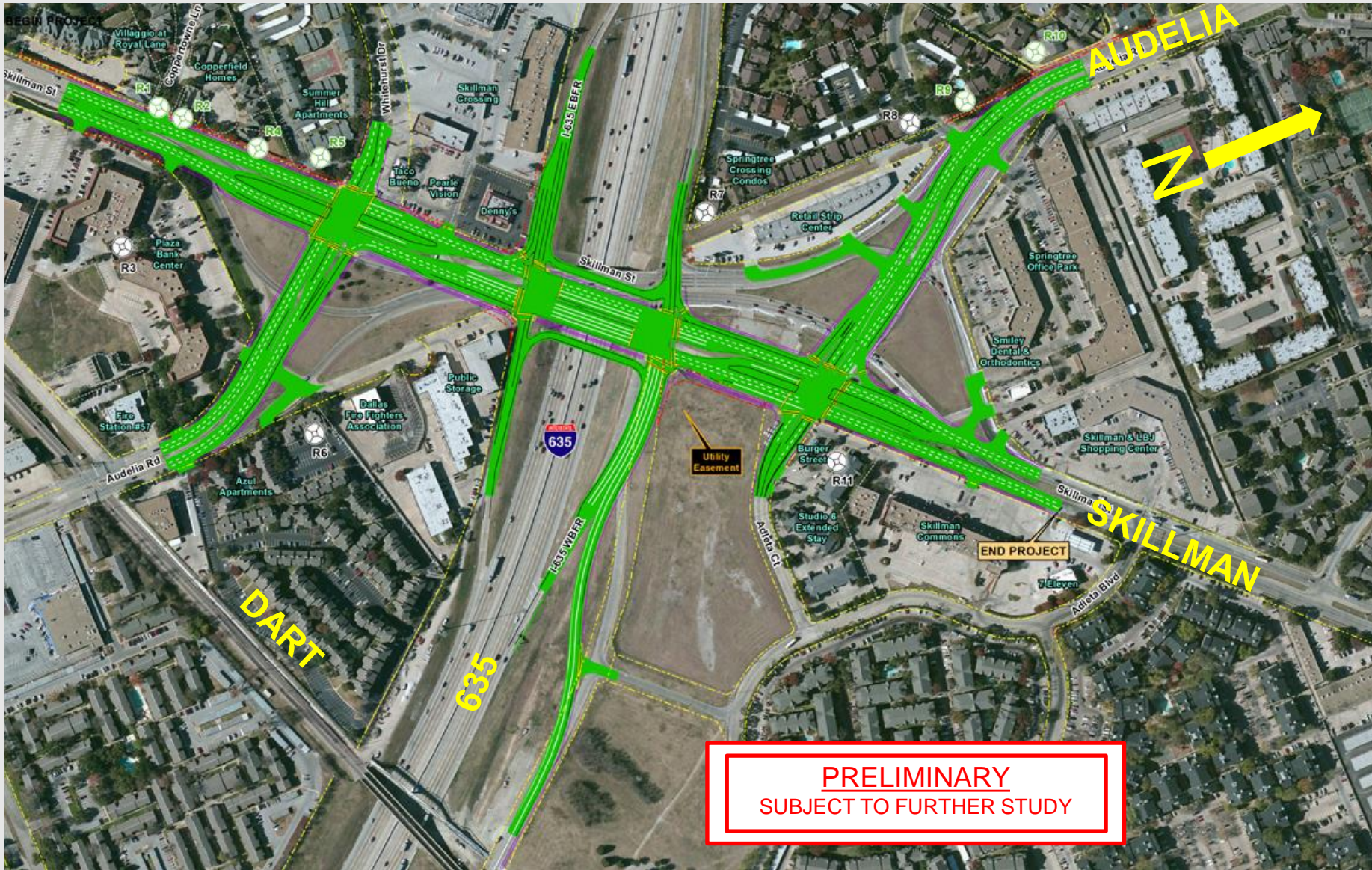
\* Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm

- SEE APPENDIX 'A' FOR THE FULL REGIONAL EXPRESS/HOV LANES POLICY AND TEXPRESS (TOLLED MANAGED LANES) POLICY





# Incorporate Dallas' Skillman Interchange





# Ultimate Design Schedule

- Alternative Development *January to June 2014*
- 1<sup>st</sup> Public Input *July/August 2014*
  - Local briefings & public meeting
- Complete schematic design *September 2014*
- Draft environmental study *October 2014*
- 2<sup>nd</sup> Public Input *Nov./Dec. 2014*
  - Local briefings & public hearing
- Anticipated study approvals *January 2016*
  - Requires approval of new regional plan, *Mobility 2040*
- Construction *To Be Determined*
- Open to traffic *To Be Determined*



# Contact Information

- TxDOT Project Manager
  - Mr. Stephen Endres, P.E.  
Texas Department of Transportation  
4777 E Highway 80  
Mesquite, Texas 75150-6643  
Phone: (214) 320-4469  
Fax: (214) 320-4470  
Email: [Stephen.Endres@Txdot.gov](mailto:Stephen.Endres@Txdot.gov)
  
- Consultant Project Manager
  - Mr. Matt Craig, P.E.  
Halff Associates, Inc.  
1201 North Bowser Road  
Richardson, Texas 75081-2275  
Phone: (214) 346-6375  
Fax: (214) 739-0095  
Email: [MCraig@Halff.com](mailto:MCraig@Halff.com)

- APPENDIX A –
  - EXPRESS/HOV LANES POLICY
  - TOLLED MANAGED LANES POLICY

## REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instructed with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.
3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Transit vehicles will not be charged a toll.
5. Single-occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high-occupancy vehicles and will not be charged a toll.
8. No discount will be given to “green” vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.

## REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

10. When the available capacity of the Express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.
11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to Express/HOV lanes since dynamic pricing will not be implemented.
13. Every Express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.

Regional Transportation Council ["RTC"] Approved – December 13, 2012

# REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval.
3. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single and two-occupant vehicles will pay the full rate.
7. Trucks will be allowed and will pay a higher rate.
8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles with three or more occupants will receive a 50 percent discount during the peak period.\* This discount will phase out after the air quality attainment maintenance period. Eligible HOVs must pre-register as part of the HOV pre-declaration process. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount. Managed Lane occupancy requirements of 3+ may begin on or before June 1, 2016, resulting in the initial implementation of the existing HOV 2+ policy. HOV 3+ will be implemented when necessary due to operational constraints.

\*6 hours per weekday: 6:30 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m.

# REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 miles per hour. Rebates will not apply if speed reduction is out of the control of the operator. This policy is suspended at this time. This policy could be phased in on or before June 1, 2016 after implementation of dynamic pricing. Quarterly reports regarding operator responsibility and customer communication needs will be presented to the RTC previous to implementation.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for “green” vehicles.
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same regional policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.
17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. In CDA-leased corridors, the duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.
20. Initially, managed lanes will be enforced manually with technology support. Over time, more advanced technology verification equipment will be phased in.

RTC Approved – May 11, 2006

RTC Modified – September 14, 2006

RTC Modified – September 13, 2007

RTC Modified – December 13, 2012

RTC Modified – June 13, 2013

# Memorandum



CITY OF DALLAS

DATE 6 June 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica  
Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT **Trinity Revel (Sylvan Avenue Bridge, Skyline Trail, West Dallas Gateway, and  
Continental Avenue Opening)**

Trinity River Revel will be held on 15 June 2014 from 10:00 a.m. to 10:00 p.m. to celebrate the opening of the Continental Avenue Bridge, Trinity Skyline Trail, Sylvan Avenue Bridge, and West Dallas Gateway.

Below are some of the Trinity River Revel activities:

- **Trinity Revel Run, 7:30 a.m. – 9:30 a.m.**  
Trinity Skyline Trail Route – 5k Run
- **Gospel Brunch, 12:00 p.m. – 2:00 p.m.**  
Long-table dining on the Continental Avenue Bridge
- **Rolling Ribbon Cutting, 2:30 p.m. – 4:00 p.m.**  
During this event, four ribbons will be cut to officially open the Continental Avenue Bridge, Trinity Skyline Trail, Sylvan Avenue Bridge, and West Dallas Gateway. Participants will ride bikes or walk along the ribbon cutting route.
  - 2:30 p.m. – **Continental Avenue Bridge** (141 Continental Avenue, Dallas, TX 75207; at the East End of the bridge.)
  - 3:00 p.m. – **Trinity Skyline Trail** (110 W. Commerce Street, Dallas, TX 75207; West side of the Trinity River just north of Commerce Street Bridge in the Dallas Floodway.)
  - 3:30 p.m. – **Sylvan Avenue Bridge** (3700 Sylvan Avenue, Dallas, TX 75207; at the original low-water bridge crossing in the Dallas Floodway.)
  - 4:00 p.m. - **West Dallas Gateway** (At the west levee and on the plaza near the Continental Avenue Bridge.)
- **Big Thought Turn Up! – 3:00 p.m. to 6:00 p.m.**  
GameFam Bus and other youth oriented activities with technology features.
- **Pachanga – 3:00 p.m. to 8:00 p.m.**  
Food trucks, music and opportunity to socialize at the West Dallas Gateway Plaza and see the Continental Avenue Bridge and surrounding area.
- **Moon in June Dance – 8:00 p.m. to 10:00 p.m.**  
Dance on the Continental Avenue Bridge to big band sound of 30s music.

Trinity Revel (Sylvan Avenue Bridge, Skyline Trail, West Dallas Gateway, and Continental Avenue Opening)

Page 2

For the entire listing of events, activities, and parking, please visit [TrinityRiverRevel.com](http://TrinityRiverRevel.com). Attached you will find flyers in Spanish and English.

If you have additional questions, please let me know.



Jill A. Jordan, P.E.  
Assistant City Manager



## THE TRINITY

DALLAS

C: Honorable Mayor and Members of the Council  
A.C. Gonzalez, City Manager  
Warren M. S. Ernst, City Attorney  
Judge Daniel F. Solis, Administrative Judge  
Rosa A. Rios, City Secretary  
Craig D. Kinton, City Auditor  
Ryan S. Evans, (I) First Assistant City Manager  
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager  
Charles M. Cato, (I) Assistant City Manager  
Theresa O'Donnell, (I) Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Shawn Williams, (I) Public Information Officer  
Elsa Cantu, Assist. to the City Mgr. – Mayor & Council



# TRINITY RIVER REVEL

**SUNDAY, JUNE 15**  
**FATHER'S DAY • 10 A.M.-10 P.M.**

Come be a part of history that includes:

5K Revel Run • Long-Table Gospel Brunch  
Rolling Ribbon-Cutting Ceremony  
Pachanga! • 1930s Danceathon  
River Basin Kids Playground  
Craft Beer Garden • Pop-Up Driving Range  
Food Trucks • Riverside Campfire Party  
... and more!

**TRINITYRIVERREVEL.COM**

PRESENTED BY



GRAND SPONSORS



at&t

HNTB



THE TRINITY





# TRINITY RIVER REVEL

**DOMINGO 15 DE JUNIO**  
**DIA DEL PADRE • 10 A.M.-10 P.M.**

Venga y sea parte de la historia que incluye:

5K Carrera Pedestre • Desayuno de  
Evangelio en Mesa Larga • Corte de Listón  
Rodante – Ceremonia de Corte de Listón •  
Pachanga! • Maratón de Danza estilo 1930s  
• Parque de Juegos para Niños en la  
Cuenca del Río • Cervecería Jardín de Arte •  
Campo de Tiro de Pelotas de Golf •  
Camionetas de Comida • Fiesta de Fogata  
en la Ribera del Río •  
... ¡y más!

**TRINITYRIVERREVEL.COM**

PRESENTADO POR



PATROCINADORES MAYORES



at&t

HNTB



# Memorandum



CITY OF DALLAS

DATE 6 June 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica  
Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

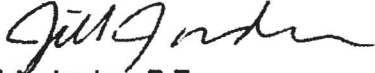
SUBJECT IH30 Bicycle and Pedestrian Connections  
11 June 2014 Consent Agenda for Trinity Watershed Management – Item Nos. 22 and 23

The Texas Department of Transportation's ["TxDOT"] Horseshoe Project's current scope of work provides for a 14' bicycle only connection on the south side of the IH30 Bridge between Riverfront Boulevard and Beckley Avenue, and an 8' pedestrian only connection on the north side as shown in **Exhibit 1 – Horseshoe Project IH30 Bicycle and Pedestrian Connections**. The City and Dallas County desire to have future 18' multi-use bicycle and pedestrian connections on both sides of IH30, and as such, have requested that TxDOT modify the Horseshoe Project's scope of work to include the widening and lessening of grades needed to provide for future multi-use bridge connections as shown in **Exhibit 2 – Proposed Horseshoe Project IH30 Bicycle and Pedestrian Enhancements**. Adding these bicycle and pedestrian enhancements to the ongoing Horseshoe Project's scope of work, as opposed to constructing as a separate future project, will minimize construction costs and avoid future bridge rework and trail user impacts. **Exhibit 3 – Planned Future IH-30 Connections & Trails** depicts how the proposed improvements tie into the City's future planned trail and on-street bicycle network.

The cost to add the IH30 bicycle and pedestrian bridge enhancements into TxDOT's Horseshoe Project's scope of work is \$5,048,565. Dallas County has committed \$1,980,000 for the enhancements, and \$2,000,000 in Transportation Enhancement ["TE"] funds has also been secured for the enhancements. The remaining \$1,068,566 will be provided by the City. Since the City is the local project sponsor for the enhancements, Dallas County will provide their share of the funding (\$1,980,000) to the City, and the City in turn will combine the County's share with the City's share (\$1,068,566) and send the local share payment in the amount of \$3,048,566 to TxDOT. The \$2,000,000 in TE funds are already in TxDOT's possession.

Agenda item No. 22 will authorize the receipt and deposit of funds from Dallas County in the amount of \$1,980,000 for the County's share of design and construction costs of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue. Agenda item No. 23 will authorize a Local Transportation Advance Funding Agreement with TxDOT and payment to TxDOT in the amount \$3,048,566 for the County (\$1,980,000) and City's (\$1,068,566) share of design and construction costs for the IH30 bicycle and pedestrian connections.

Please let me know if you have questions or need additional information.



Jill A. Jordan, P.E.  
Assistant City Manager

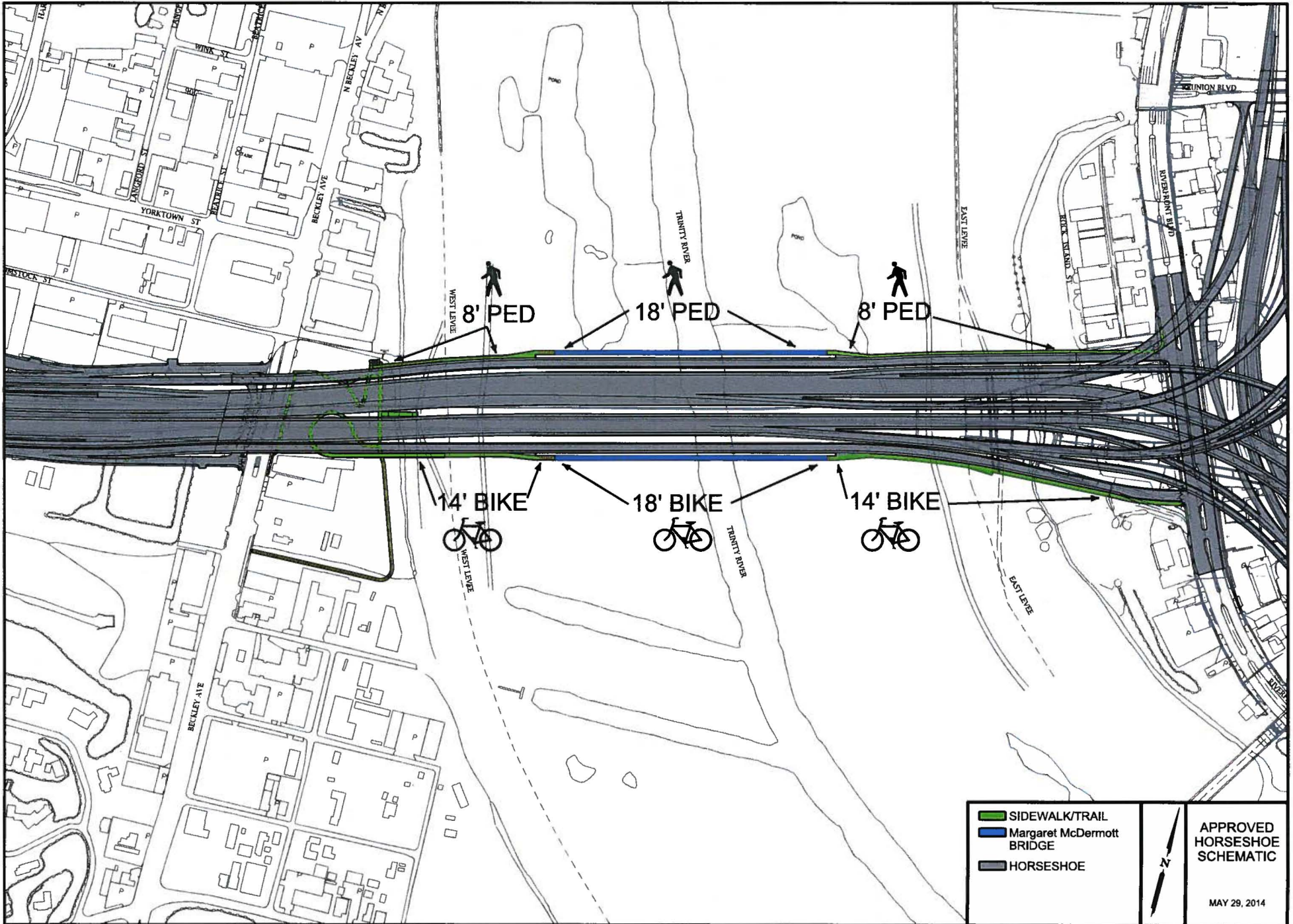
**Attachments**

c: Honorable Mayor and Members of the Council  
A.C. Gonzalez, City Manager  
Warren M.S. Ernst, City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, (I) First Assistant City Manager  
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Elsa Cantu, Assistant to the City Manager – Mayor & Council

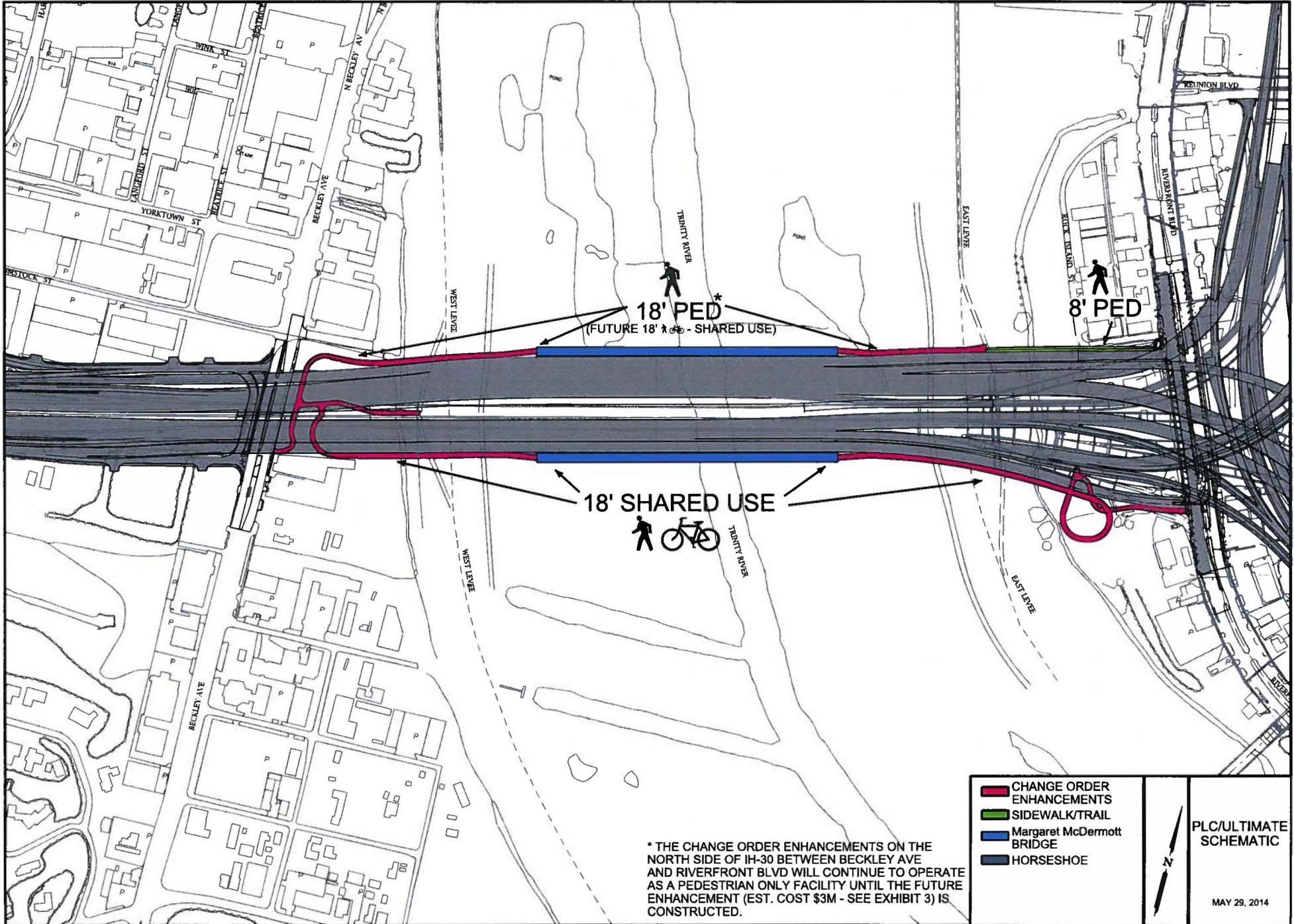


# EXHIBIT 1 - HORSESHOE PROJECT IH-30 BICYCLE AND PEDESTRIAN CONNECTIONS



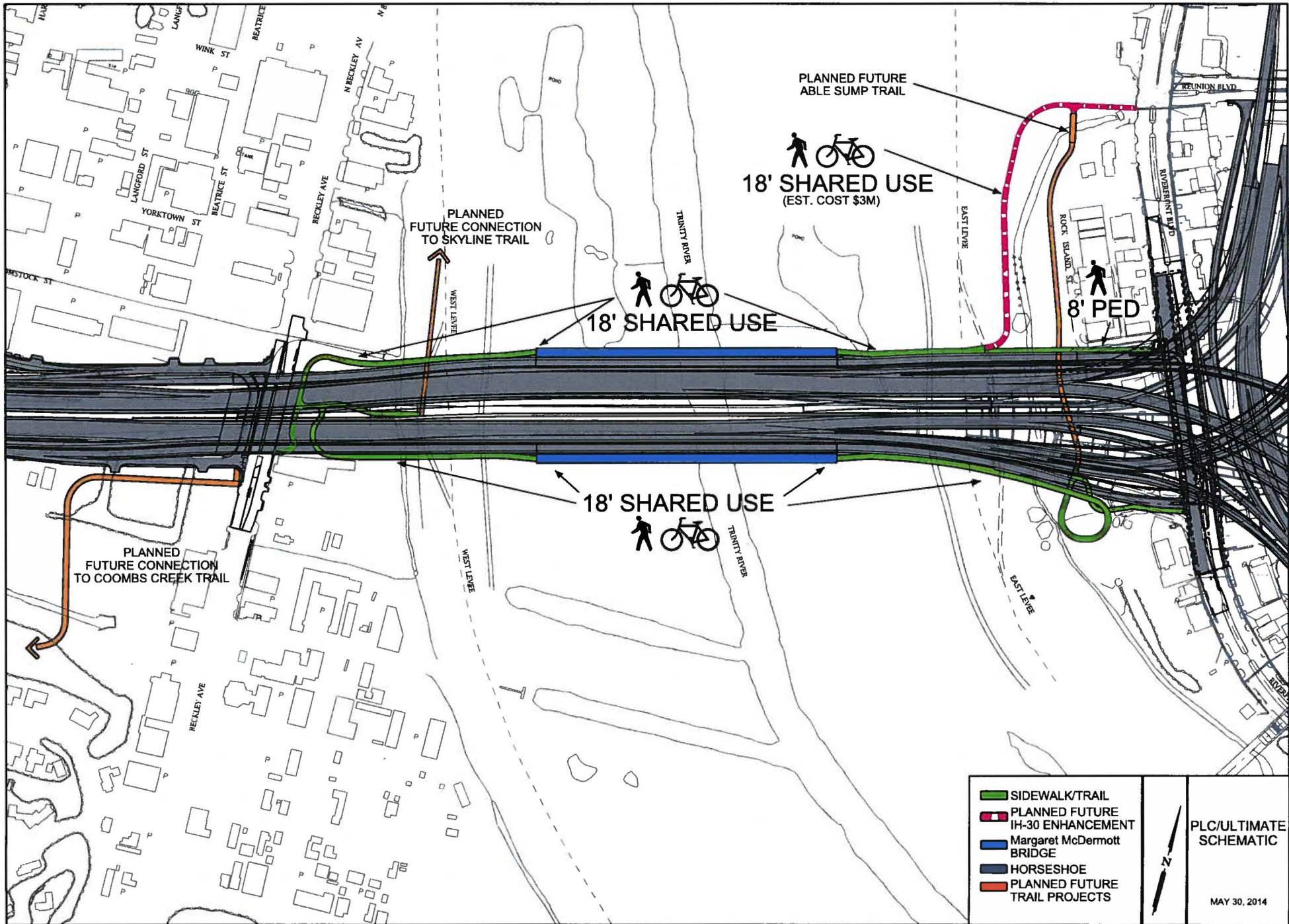


# EXHIBIT 2 - PROPOSED HORSESHOE PROJECT IH-30 BICYCLE AND PEDESTRIAN ENHANCEMENTS





# EXHIBIT 3 - PLANNED FUTURE IH-30 TRAILS & CONNECTIONS



**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** June 11, 2014

**COUNCIL DISTRICT(S):** 1, 6

**DEPARTMENT:** Trinity Watershed Management  
Public Works Department

**CMO:** Jill A. Jordan, P.E., 670-5299

**MAPSCO:** 44V and 45S

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**SUBJECT**

**IH30 Bicycle and Pedestrian Connections**

- \* Authorize **(1)** the receipt and deposit of funds from Dallas County in the amount of \$1,980,000 for the County's share of design and construction costs of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue; and **(2)** an increase in appropriations in the IH30 Bicycle and Pedestrian Connection Funds in the amount of \$1,980,000 – Financing: IH30 Bicycle and Pedestrian Connection Funds
- \* Authorize **(1)** a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation (TXDOT) for the design and construction of the IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue; and **(2)** payment to TXDOT for the local share of design and construction costs of IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue – Not to exceed \$3,048,566 – Financing: General Obligation Commercial Paper (\$1,068,566), and IH30 Bicycle and Pedestrian Connection Funds (\$1,980,000)

**BACKGROUND**

The Texas Department of Transportation's (TXDOT's) ongoing Horseshoe Project will provide a bicycle only connection on the south side of IH30 between Riverfront Boulevard and Beckley Avenue, and a pedestrian only connection on the north side. The City and Dallas County both desire to provide bicycle and pedestrian connections on both sides of IH30 and as such, Dallas County has committed \$1.98 million for design and construction costs associated with enhancing TXDOT's planned connections. On March 19, 2013, the City entered into a Project Specific Agreement with Dallas County for funding participation in the design and construction of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue.



**BACKGROUND** (Continued)

On September 24, 2012, the Texas Department of Transportation announced a "Call for Projects" for the Texas Transportation Enhancement Program. Staff successfully submitted enhancements to the planned IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue as a candidate project and was awarded \$2,000,000 in Transportation Enhancement Program Funds. These funds, in combination with \$3,048,566 of City and County local funds, will design and construct the widening of the bicycle and pedestrian bridges within the levees to eighteen feet and widen the bridge approaches to better accommodate bicycle and pedestrian accessibility. In order to minimize construction costs and avoid future rework and impacts to trail users, the City, Dallas County and TXDOT desire to modify the Horseshoe Project's scope of work by adding the IH30 bicycle and pedestrian enhancements to the ongoing project as a change order.

This action will authorize the receipt and deposit of funds from Dallas County in the amount of \$1,980,000 for the County's share of design and construction costs of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue and an increase in appropriations.

This action will also authorize a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation (TXDOT) for the design and construction of IH30 bicycle and pedestrian improvements from Riverfront Boulevard to Beckley Avenue and payment to TXDOT for the local share of design and construction costs of the improvements.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Design	June 2014
Complete Design	January 2015
Begin Construction	February 2015
Complete Construction	March 2017

**PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a Project Specific Agreement with Dallas County for funding participation in the design and construction of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue on January 23, 2013, by Resolution No. 13-0251.

Authorized the submittal of City of Dallas' candidate projects to the Texas Department of Transportation for consideration in the Transportation Enhancement Program on March 6, 2013, by Resolution No. 13-0475.

**PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)** (Continued)

Authorized the acquisition of an unimproved tract of land located on Beckley Avenue at its intersection with IH30 for IH30 bicycle and pedestrian facility improvements on February 26, 2014, by Resolution No. 14-0426.

**FISCAL INFORMATION**

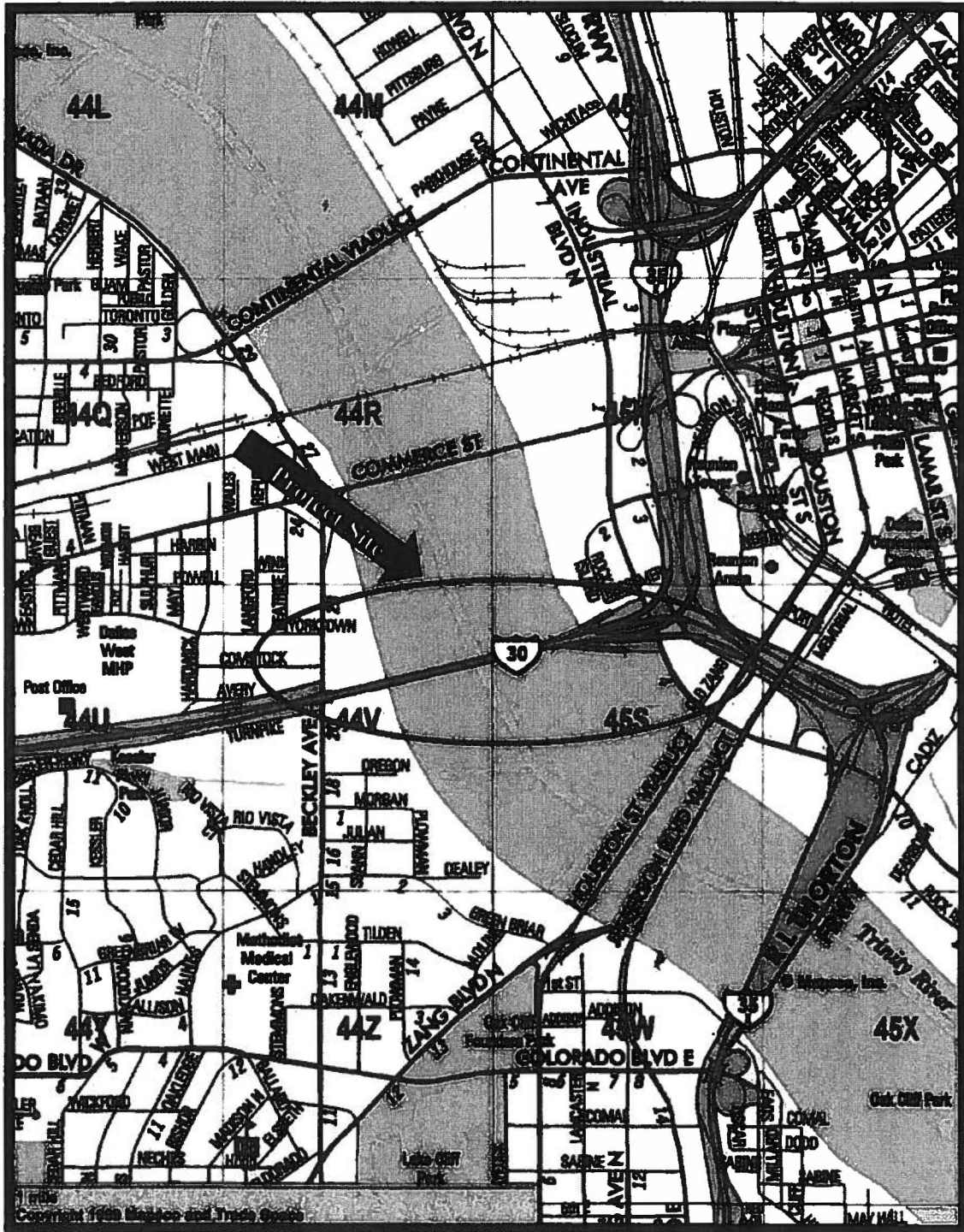
2006 Bond Funds (General Obligation Commercial Paper) - \$1,068,565.37  
IH30 Bicycle and Pedestrian Connection Funds - \$1,980,000.00

<b><u>Council District</u></b>	<b><u>Amount</u></b>
1	\$1,524,282.69
6	<u>\$1,524,282.68</u>
Total	\$3,048,565.37

**MAP**

Attached.

# IH 30 Bicycle and Pedestrian Facilities



Mapscos 44V, 45S

June 11, 2014

**WHEREAS**, on January 10, 2001, Resolution No. 01-0104 authorized the Master Interlocal Agreement with Dallas County for the implementation of capital improvement projects; and,

**WHEREAS**, Dallas County has selected the IH30 Bicycle and Pedestrian Connections between Riverfront Boulevard and Beckley Avenue Project for funding participation with the City of Dallas as part of their Major Capital Improvement Program; and,

**WHEREAS**, the City of Dallas desires to enter into a Project Specific Agreement with Dallas County for funding participation for the design and construction of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue, including the IH30 bicycle/pedestrian bridges over the Trinity River Floodway; and,

**WHEREAS**, upon completion of the planning schematics and environmental analysis, the bicycle and pedestrian connections will be added to the Texas Department of Transportation's Horseshoe Project's scope of work in order to reduce construction costs and future user impacts; and,

**WHEREAS**, on January 23, 2013, Resolution No. 13-0251 authorized a Project Specific Agreement with Dallas County for funding participation in the design and construction of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue; and,

**WHEREAS**, the City of Dallas is the lead agency for project development; and,

**WHEREAS**, it is now necessary to receive and deposit funds from Dallas County in an amount not to exceed \$1,980,000 for the County's share of design and construction costs of IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue.

**Now, Therefore,**

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

**Section 1.** That the City Controller is hereby authorized to receive and deposit funds from Dallas County in an amount not to exceed \$1,980,000 for the County's share of design and construction costs of the IH30 bicycle and pedestrian connections between Riverfront Boulevard and Beckley Avenue, IH30 Bicycle and Pedestrian Connections Fund, Fund DL15, Dept. TWM, Unit P658, Revenue Source 6511.

June 11, 2014

**Section 2.** That the City Manager is hereby authorized to increase appropriations due to receipt and deposit of County's share in an amount not to exceed \$1,980,000 in the IH30 Bicycle and Pedestrian Connections Fund, Fund DL15, Dept. TWM, Unit P658, Object 3511.

**Section 3.** 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.

June 11, 2014

**WHEREAS**, on August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and,

**WHEREAS**, on September 24, 2012, the Texas Department of Transportation (TXDOT) issued a Call for Projects for funding through the Texas Transportation Enhancement Program (TE); and,

**WHEREAS**, on March 6, 2013, Resolution No. 13-0475 authorized the submittal of City of Dallas candidate projects to the Texas Department of Transportation for consideration in the Texas Transportation Enhancement Program; and,

**WHEREAS**, the City of Dallas submitted IH30 bicycle and pedestrian connections as a Transportation Enhancement candidate project and the Texas Department of Transportation subsequently selected the project for funding; and,

**WHEREAS**, the Texas Department of Transportation awarded the Horseshoe Design-Build project to Pegasus Link Constructors (PLC) in November 15, 2012; and,

**WHEREAS**, the City of Dallas and the Texas Department of Transportation desire to have the IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue designed and constructed as part of the Horseshoe Project; and,

**WHEREAS**, it is now necessary to enter into a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation for the design and construction of IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue and make a payment to Texas Department of Transportation for the local share of design and construction costs of these improvements in an amount not to exceed \$3,048,565.37.

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized to enter into a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation for the design and construction of IH30 bicycle and pedestrian connections from Riverfront Boulevard to Beckley Avenue and make a payment to TxDOT for the local share of design and construction costs for these improvements in an amount not to exceed \$3,048,565.37.

June 11, 2014

**Section 2.** That the City Controller is hereby authorized to disburse funds to the Texas Department of Transportation for the design and construction of IH30 bicycle and pedestrian improvements from Riverfront Boulevard to Beckley Avenue in accordance with the terms and conditions of the Local Transportation Project Advance Funding Agreement from:

Street and Thoroughfare Improvements Fund Fund 2T22, Department PBW, Unit P658, Act. INGV Object 3511, Program # PB06P658, CT PBW06P658I2 Vendor #239588, in an amount not to exceed	\$1,068,565.37
IH30 Bicycle and Pedestrian Connections Fund Fund DL15, Department TWM, Unit P658, Act. INGV Object 3511, Program # PB06P658, CT PBW06P658I2 Vendor #239588, in an amount not to exceed	<u>\$1,980,000.00</u>
Total amount not to exceed	\$3,048,565.37

**Section 3.** That the City Controller is hereby authorized to deposit any unused funds by the Texas Department of Transportation pertaining to this project in Fund DL15, Dept. TWM, Unit P658, Revenue Source 6511.

**Section 4.** 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.