

RECEIVED

**TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE**  
DALLAS CITY COUNCIL COMMITTEE AGENDA

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2015 AUG 20 AM 10:45

CITY SECRETARY  
DALLAS, TEXAS

MONDAY, AUGUST 24, 2015  
CITY HALL  
COUNCIL BRIEFING ROOM, 6ES  
1500 MARILLA  
DALLAS, TEXAS 75201  
1:00 P.M. – 2:30 P.M.

**Chair**, Councilmember Lee M. Kleinman  
**Vice-Chair**, Deputy Mayor Pro Tem Erik Wilson  
Councilmember Sandy Greyson  
Mayor Pro Tem Monica R. Alonzo  
Councilmember Adam Medrano  
Councilmember Casey Thomas, II

Call to Order

1. Approval of Minutes

**BRIEFINGS**

2. D-2 Locally Preferred Alignment Selection  
(Action Item) Tanya Brooks, Assistant Director,  
Planning and Neighborhood Vitality
3. Mobility 2040 Michael Morris, P.E., Director of  
Transportation, and Dan Lamers, P.E.,  
Senior Program Manager, North Central  
Texas Council of Governments
4. Overview of Transportation Improvement Program  
(TIP) Michael Morris, P.E. Director of  
Transportation and Christie Gottie, Senior  
Program Manager, North Central Texas  
Council of Governments
5. Discussion on Resolution to Change Committee  
Meeting Time (Action Item)
6. **MONTHLY REPORT** (For Informational Purposes Only)
  - Interagency Transportation Report

7. **UPCOMING AGENDA ITEMS**

**August 26, 2015**

- A. Agenda Item #44: Authorize (1) a professional services contract with Bridgefarmer & Associates, Inc. for design of the Dolphin Road (Hatcher Street) from Spring Avenue to north of Haskell Avenue project in the amount of \$398,377; (2) the receipt and deposit of funds from the Texas Department of Transportation in the amount of \$291,489; and (3) an increase in appropriations in the amount of \$291,489 in the Capital Projects Reimbursement Fund (PBW)
- B. Agenda Item #45: Authorize a contract with Jeske Construction Company, lowest responsible bidder of four, for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030 (PBW)
- C. Agenda Item #46: Authorize a contract with Tiseo Paving Company, lowest responsible bidder of four, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625 (PBW)
- D. Agenda Item #47: Authorize a contract with Tiseo Paving Company, lowest responsible bidder of five, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626 (PBW)
- E. Agenda Item #55: Authorize (1) an Interlocal Agreement with the Texas Department of Transportation (TxDOT) to provide cost reimbursement for material and labor costs for traffic signal improvements at seven locations on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive; and (2) the establishment of appropriations in the amount of \$130,549 in the Texas Department of Transportation Grant Fund (STS)
- F. Agenda Item #56: Authorize (1) an Interlocal Agreement with the Texas Department of Transportation (TxDOT) to provide cost reimbursement for material and labor costs incurred in an amount not to exceed \$106,088 for traffic signal improvements at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (North Buckner Boulevard) and Garland Road at Barnes Bridge Road; and (2) the establishment of appropriations in the amount of \$106,088 in the Texas Department of Transportation Grant Fund (STS)
- G. Agenda Item #61: Authorize settlement in lieu of proceeding with condemnation of a subsurface easement under approximately 2,246 square feet of land from Amrik Singh, located on Zenia Drive at its intersection with Rock Rose Drive for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project - Not to exceed \$14,373 (\$12,373 plus closing costs and title expenses not to exceed \$2,000); an increase of \$1,652 from the amount Council originally authorized for this acquisition (TWM)

- H. Agenda Item #62 Authorize settlement in lieu of proceeding with condemnation of a subsurface easement under approximately 1,972 square feet of land from Lauren Ashlee Bennick, located on Zenia Drive at its intersection with Rock Rose Drive for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project (TWM)
- I. Agenda Item # 63 Authorize ratification of emergency rental of equipment of various types and sizes for pumping operation to relieve the flooding at Loop 12 and Eagle Ford Sump - United Rentals Northwest, Inc. in the amount of \$140,247 and Moir Watershed Services LLC in the amount of \$131,329 (TWM)
- J. Agenda Item #64: Authorize a contract for the construction of rehabilitation improvements to the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three (DWU)
- K. Agenda Item #65: Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two (DWU)
- L. Agenda Item #66: Authorize a thirty-year contract with the City of Balch Springs to continue providing wastewater services, from September 11, 2015 through September 10, 2045 (DWU)
- M. Agenda Item #67: Authorize **(1)** a thirty-year contract with the City of Balch Springs to continue providing treated water services, from September 11, 2015 through September 10, 2045; with estimated annual revenue in the amount of \$1,006,784; and **(2)** a Reciprocal Agreement for Water and/or Wastewater Services, with an estimated annual expenditure of \$2,000 (DWU)
- N. Agenda Item #68: Authorize an increase in the contract with John Cook & Associates, Inc. for emergency cleaning and restoration of the Analytical Laboratory Building located at the Central Wastewater Treatment Plant due to a fire (DWU)
- O. Agenda Item #69: Authorize Supplemental Agreement No. 1 to the engineering services contract with CP&Y, Inc. to provide engineering services associated with grit removal improvements at the Southside Wastewater Treatment Plant (DWU)
- P. Agenda Item #91: A public hearing to receive comments regarding an amendment to Chapter 51A, Section 51A-9.401 of the Dallas Development Code to reduce the petition area from 900 feet to: 70 closest lots, or 900 feet; whichever is closest to the intersection at issue; for a four-way/all-way stop on a residential intersection; and, at the close of the hearing, consideration of an ordinance authorizing the change (STS)

#### **August 26, 2015 Addendum**

- Q. Authorize **(1)** acceptance of a donation from The Trinity Trust in the amount of \$650,000, for a portion of the City's cost share for the Dallas Floodway Extension Project joint use maintenance trails, **(2)** authorize an increase in appropriations in the amount of \$650,000 for the Dallas Floodway Extension, and **(3)** authorize disbursement of funds for the City's cost share for repair of erosion at I-45 and the Trinity River and joint use maintenance trails from I-20 to Cedar Creek in the Dallas Floodway Extension (TWM)

**September 9, 2015**

- R. Agenda Item: A public hearing to receive comments to amend the City of Dallas' Thoroughfare Plan to change the dimensional classification of Community Drive from Denton Drive to Larga Drive from a four-lane undivided roadway (S-4-U) within 60-feet of right-of-way to a special three-lane undivided roadway (SPCL 3U) with bicycle facilities in 60-feet of right-of-way and 44-feet of pavement and at the close of the hearing, authorize an ordinance implementing the change (PNV)
- S. Agenda Item: Authorize a resolution between the City of Dallas and Dallas Area Rapid Transit (DART) to endorse B4 as the Local Preferred Alternative for the D2 second rail alignment in Downtown Dallas (PNV)
- T. Agenda Item: Authorize a five-year franchise agreement, with a five-year renewal option, between the City of Rockwall and Core Adventures Sports, for Stand Up Paddleboard (SUP) Lessons, Retail and Rental services within the Take Line Area at The Harbor of Rockwall, Texas, on Lake Ray Hubbard (DWU)
- U. Agenda Item: Authorize Interlocal Agreements with the City of Duncanville and the City of Hutchins to allow the City of Dallas to construct, own, and operate a 96-inch and 120-inch water transmission main within the corporate limits of Duncanville and Hutchins (DWU)

Adjourn



Lee M. Kleinman, Chair  
Transportation and Trinity River Project Committee

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 in 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:** August 10, 2015      **Convened:** 1:02 p.m.      **Adjourned:** 2:20 p.m.

<b>Councilmembers:</b>	<b>Presenter(s):</b>
Lee M. Kleinman, Chair	
Deputy Mayor Pro Tem Erik Wilson, Vice Chair	
Mayor Pro Tem Monica Alonzo	
Sandy Greyson	
Casey Thomas II	
<b>Councilmembers Absent:</b>	<b>Other Councilmembers Present:</b>
	Philip Kingston
	Carolyn Arnold
<b>City Staff Present:</b>	
Mark McDaniel, Assistant City Manager	Peter Haskel
Robert Sims	Candace Sela
Dhruv Pandya	Mark Rauscher
Tam Vu	Susan Alvarez
Tanya Brooks	Art Hudman
Steve Parker	Sirak Bahta
Dina Colarossi	Rick Galceran
Warren Ernst	Theresa O'Donnell
Richard Wagner	Melissa Johnson
Brett Wilkerson	Mark Duebner
Jared White	Peer Chacko
Jennifer Cottingham	

### AGENDA:

#### 1. Approval of the June 8, 2015 and June 15, 2015 Meeting Minutes

**Presenter(s):** Lee M. Kleinman, Chair

**Action Taken/Committee Recommendation(s):** A motion was made to approve the June 8, 2015 and June 15, 2015 Transportation and Trinity River Project Council Committee Meeting Minutes.

Motion made by: Sandy Greyson

Item passed unanimously:

Item failed unanimously:

Motion seconded by: Deputy Mayor Pro Tem Erik Wilson

Item passed on a divided vote:

Item failed on a divided vote:

#### 2. DART Priorities Overview

**Presenter(s):** Gary Thomas, President, Executive Director, DART and Steve Salin, Vice President Capital Project Planning, DART

**Action Taken/Committee Recommendation(s):** Information Only

Motion made by:

Item passed unanimously:

Item failed unanimously:

Motion seconded by:

Item passed on a divided vote:

Item failed on a divided vote:

**3. Closed executive session under Attorney Briefings (Section 551.071 of the Texas Government Code (Texas Open Meetings Act)):**

Legal issues relating to *City of Dallas v. Delta Air Lines, Inc., et al.*, Civ. Action No. 3:15-CV-02069-K and *Southwest Airlines, Co. v. U.S. Dept. of Transp.*, Case No. 15-1036, and Agenda Item No. 19 for the August 12, 2015, City Council meeting.

Closed Executive Session began at 2:04 p.m.  
The Committee reconvened at 2:15 p.m.

**MONTHLY REPORTS (Information Only)**

- 4. Trinity River Corridor Bond Program Expenditure Report**
- 5. Transportation Expenditure Report**
- 6. Transportation Grant Requests Update**
- 7. Upcoming Agenda Items (Information Only)**

**Date: 8/12/15**

A. Agenda Item #56

Authorize an Interlocal Agreement with the City of Lancaster to allow the City of Dallas to construct approximately 500 feet of the paving and drainage improvements on Telephone Road from the city limits west to Dallas Avenue (SH 342) within the city limits of Lancaster

B. Agenda Item #57

Authorize (1) a Project Specific Agreement with Dallas County for the participation in the design and construction of paving, drainage, water main and wastewater main improvements for the Cockrell Hill Road project from Moler Street to Davis Street; and (2) payment to Dallas County for the City's share of design and construction costs

C. Agenda Items #59 and #60

**McKinney Avenue Trolley Extension**

\* Authorize Supplemental Agreement No. 10 to the professional services contract with Huitt-Zollars, Inc. to provide additional construction inspection services for the Traction Power Substation and Overhead Catenary System for the McKinney Avenue Trolley Olive Street Extension project

\* Authorize an increase in the contract with Gibson & Associates, Inc. for necessary modifications to the turnout transition plates for the McKinney Avenue Trolley Olive Street Extension project

D. Agenda Item #75

Authorize the (1) deposit of the amount awarded by the Special Commissioners in the condemnation proceeding styled City of Dallas v. Jeffery D. Smith, et al., Cause No. CC-15-01417-D, pending in Dallas County Court at Law No. 4, to acquire approximately 65,314 square feet of land, located on Barber Avenue at its intersection with Dixon Avenue for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project; and (2) settlement of the condemnation proceeding for an amount not to exceed the award - Not to exceed \$103,200 (\$98,000 being the amount of the award, plus closing costs and title expenses not to exceed \$5,200); an increase of \$56,524 from the amount Council originally authorized for this acquisition

E. Agenda Item #76

Authorize the City Manager to apply for and accept a grant, requiring matching funds, through the Federal Emergency Management Agency (FEMA) for FY 2015-2016 for the Cooperating Technical Partners (CTP) program, to provide a cost share for updating certain flood studies in the City of Dallas

- F. Agenda Item 77  
Authorize a contract for the construction of rehabilitation improvements to the White Rock Raw Sewage Pump Station at the Central Wastewater Treatment Plant and the replacement of 15kV switchgear A/B at the Southside Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of two
- G. Agenda Item 78  
Authorize an increase in the contract with Archer Western Construction, LLC for additional work associated with the construction of chlorine scrubber system improvements at the Elm Fork Water Treatment Plant
- H. Agenda Item 79  
Authorize an increase in the contract with MWH Constructors, Inc. for additional work related to the construction of water quality and miscellaneous improvements at the Bachman Water Treatment Plant
- I. Agenda Item #80  
Authorize an increase in the contract with S.J. Louis Construction of Texas, Ltd. for additional work associated with the installation of an 8-inch wastewater main under White Rock Creek to connect the service lateral of the Glen Abbey Phase II subdivision to a new wastewater main interceptor
- J. Agenda Item #81  
Authorize the disbursement of funds to Dallas Area Rapid Transit for the design of water and wastewater main relocations necessary for the Dallas Transportation Investment Generated Economic Recovery (TIGER) grant funded modern Streetcar Project, from Union Station to North Oak Cliff, in accordance with the terms and conditions of the existing Interlocal Agreements
- K. Addendum Item  
Katy Trail Phase VI
  - \* Authorize **(1)** amendments to Resolution Nos. 11-1700, 11-3258, 12-3059, 12-3060 to revise the source of funds for the contracts to design and construct the Katy Trail Phase VI; and, **(2)** authorize the reallocation of the project specific funds from Dallas County and Regional Toll Revenue to the construction phase of the project - Financing: 2006 Bond Funds (\$7,294,809), decrease Capital Projects Reimbursement Funds (\$814,809) and Regional Toll Revenue II Funds (\$6,480,000)
  - \* Authorize Supplemental Agreement No. 7 to the professional services contract with HNTB Corporation to provide engineering services during construction for the Katy Trail Phase VI project from Ellsworth Avenue to Worcola Street - Not to exceed \$422,703, from \$2,582,793 to \$3,005,496 - Financing: 2006 Bond Funds
  - \* Authorize a contract with Rebcon, Inc., lowest responsible bidder of two for construction of a concrete trail and pedestrian bridges for the Katy Trail Phase VI project from Ellsworth Avenue to Worcola Street - Not to exceed \$11,611,578 - Financing: Regional Toll Revenue II Funds (\$6,480,000), Capital Projects Reimbursement Funds (\$1,000,000) and General Obligation Commercial Paper Funds (\$4,131,578)

**Adjourn (2:20 p.m.)**

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Lee M. Kleinman, Chair  
Transportation and Trinity River Project Council Committee

# Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **D-2 Locally Preferred Alignment Selection**

On Monday, August 24, 2015, you will be briefed on the D-2 Locally Preferred Alignment Selection. 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 blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell  
Chief Planning Officer

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, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council



# D-2 Locally Preferred Alignment Selection

Transportation and Trinity River Project  
Committee

August 24, 2015



# Purpose of Presentation

- Provide input to the Transportation and Trinity River Project Committee (TTRPC) on the selection of a Locally Preferred Alternative for a second Downtown light rail alignment (D2)
- Discuss potential issues for DART to address through refinement and more detailed design of the Local Preferred Alternative
- Provide a draft Council Resolution for TTRPC consideration

# D2 Background

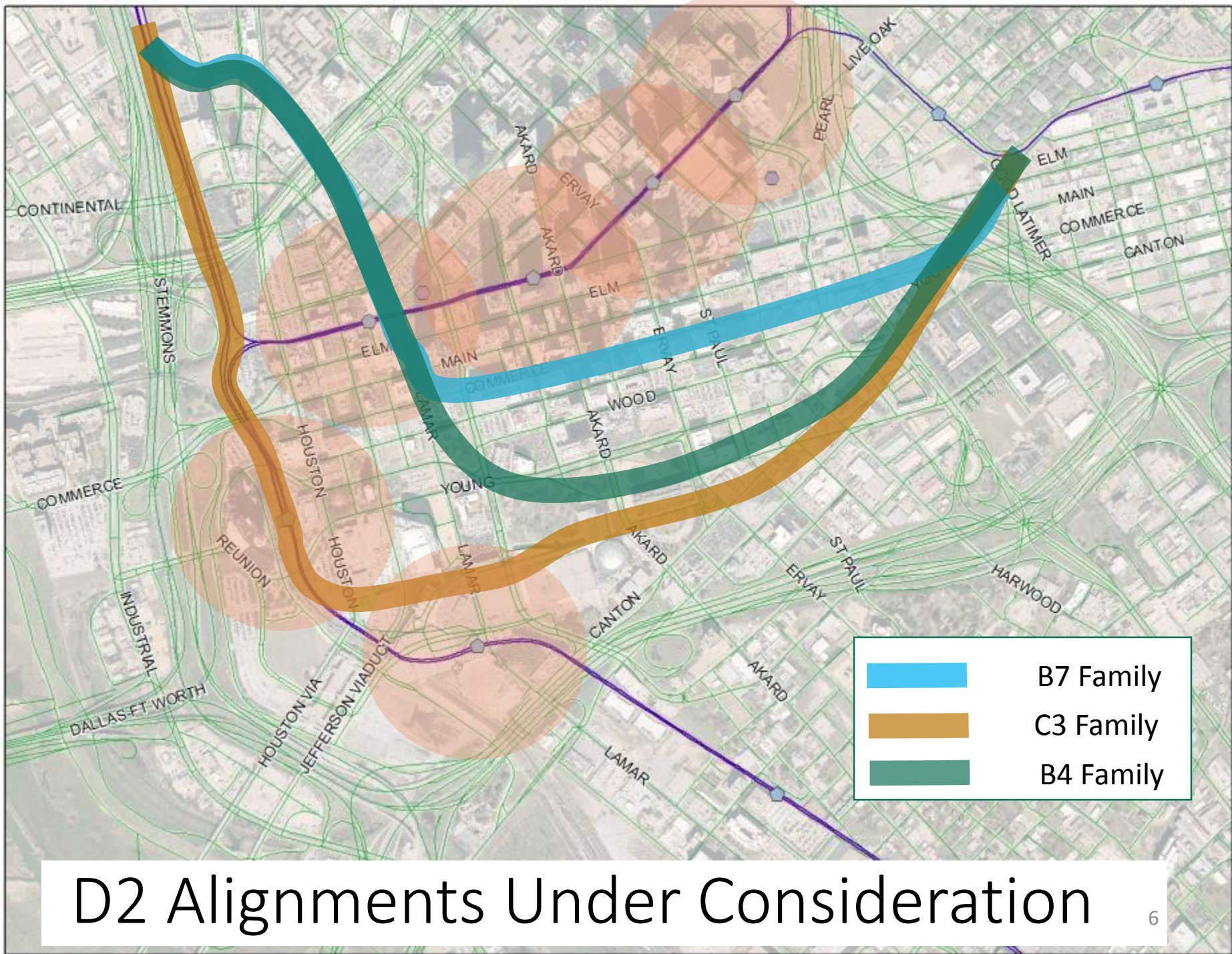
- DART initiated an Alternatives Analysis (AA) and Environmental Impact Statement (EIS) process for D2 in Summer 2007 and conducted stakeholder and community engagement throughout this process.
- On August 10, 2015, DART presented a summary of the alternatives analysis to TTRPC, and recommended the B4 alignment as the local preferred alternative.
  - Downtown Dallas Inc. has endorsed the B4 alignment in concept (letter attached).
  - Greater Dallas Planning Council has endorsed the B4 alignment (letter attached).

# D2 Background (continued)

- Through the AA / DEIS process, DART has advanced the alternative alignments under consideration to the two percent design stage (approximate).
- Once a local preferred alternative is selected, DART would proceed with further refinement and detailed design, providing additional opportunities for community engagement, stakeholder involvement and City Council input.

# Why is City Council action needed now?

- Window of opportunity for DART to pursue Federal Capital Investment Grant Program funds for D2 implementation as a Core Capacity project.
- City of Dallas endorsement of a locally preferred alignment would significantly strengthen DART's grant application.



# D2 Alignments Under Consideration

# B7 Family of Alternatives

Group of alignments along the Commerce Street corridor:

- Serves existing Downtown population centers
- Does not significantly expand service to new areas and destinations
- Creates limited new transit-oriented development opportunities

# C3 Family of Alternatives

Group of alignments along existing DART right-of-way to Union Station and along the Young/Marilla corridor:

- Does not serve existing Downtown population centers
- Expands service to some new areas and destinations and creates some new transit-oriented development opportunities
- Union Station offered the potential for a major Downtown transit hub associated with High Speed Rail (HSR)
- However, Texas Central Railway's preferred HSR station options near the Convention Center Station minimizes this consideration

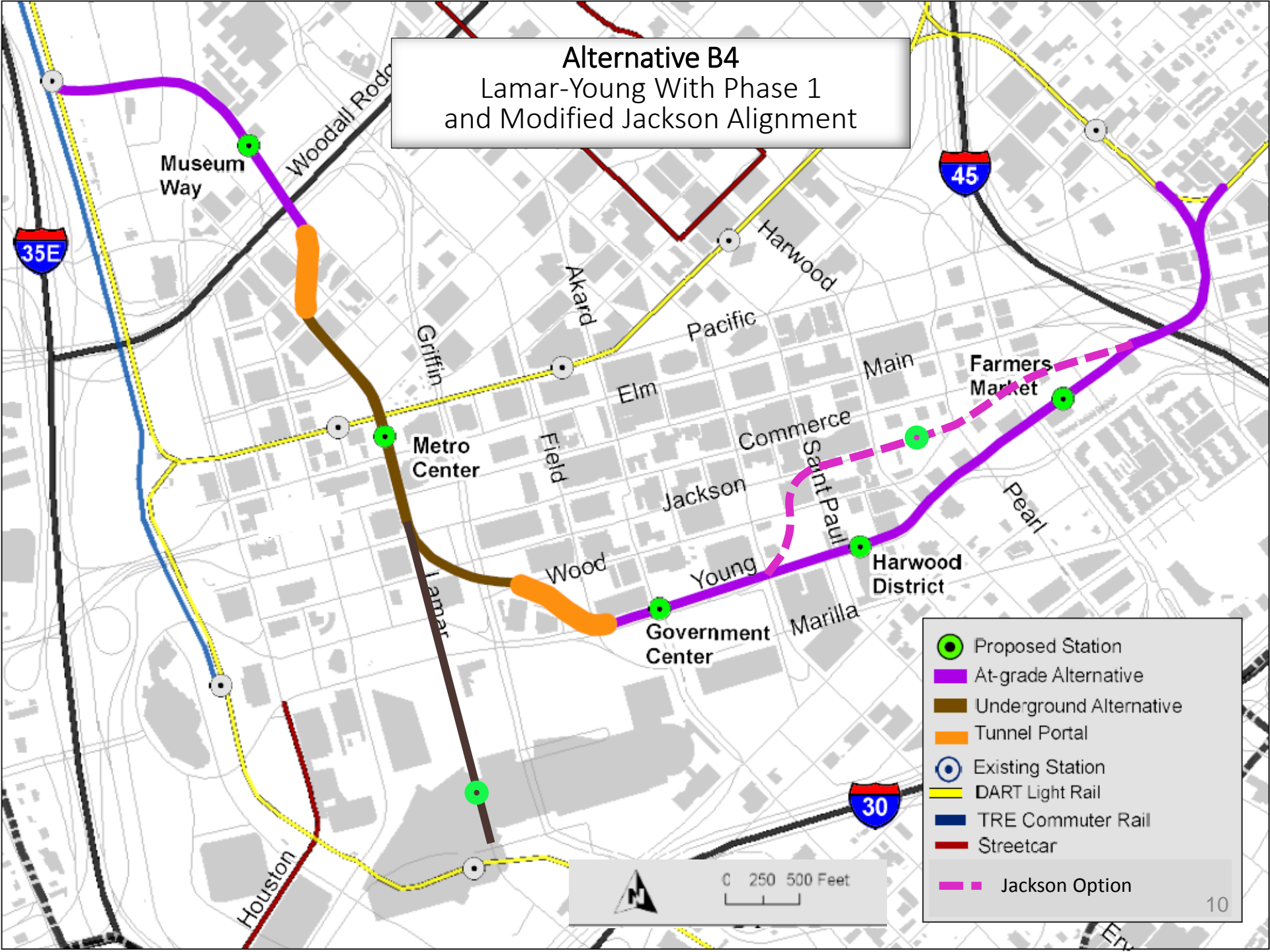


# B4 Family of Alternatives

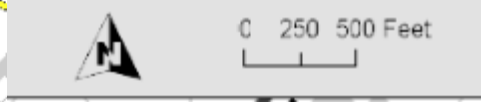
Group of alignments along the Lamar corridor and the Young/Marilla corridor:

- Serves existing Downtown population center
- Expands service to significant new areas and destinations
- Creates new transit-oriented development opportunities

**Alternative B4**  
 Lamar-Young With Phase 1  
 and Modified Jackson Alignment



- Proposed Station
- At-grade Alternative
- Underground Alternative
- Tunnel Portal
- Existing Station
- DART Light Rail
- TRE Commuter Rail
- Streetcar
- Jackson Option



# Specific B4 Alignment Considerations

- Performs well relative to the FTA Core Capacity criteria
- Among the least expensive alignments under consideration
- A property owner has articulated concerns about potential property impacts (letter attached)

# Key Considerations Going Forward

- Urban design considerations:
  - Thoughtful integration of rail within street rights-of-way
  - Transition from at-grade to below grade
  - Location and design of stations
- Impact on adjacent properties:
  - Minimizing negative impacts
  - Maximize transit-oriented development opportunities
- Preserve funding for D2 extension to connect with future High Speed Rail
- Preserve options for Blue, Red, Green, Orange and other future lines to flexibly use the D2 alignment in the future

# Next Steps

- Take action on a Council Resolution endorsing a locally preferred alignment in concept and articulating key priorities and considerations for further design of the alignment
- Revisit the Master Inter-Local Agreement with DART to ensure clarity with regard to expectations for a future Downtown subway
- The D2 Alignment will be brought back for future Council consideration with regard to use of City rights-of-way and use of eminent domain to acquire property

# Proposed Schedule

- August 24, 2015 – TTRPC action on a Council Resolution
- August 25, 2015 – Proposed DART Board action on Local Preferred Alternative;
- September 9, 2015 – Proposed City Council action on resolution;
- September 2015 – DART application submittal to FTA

# Appendix

- Appendix A Draft Council Resolution
- Appendix B DART D2 Briefing to TTRPC – August 10, 2015
- Appendix C Stakeholder Letters
- Appendix D DART Response to TTRPC questions

## Draft Resolution

**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 stated capacity triggers are met; and

**WHEREAS**, DART has subsequently proposed the Downtown Second Light Rail Alignment (D2) as a reliever route to 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**, in May 2007, in anticipation of pursuing federal funding, DART initiated an Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) process in accordance with federal guidelines, to identify and evaluate alternative D2 alignments, and has conducted extensive stakeholder and community engagement through this process; and

**WHEREAS**, the AA/DEIS was published by the Federal Transit Administration (FTA) in March 2010 and was circulated for a 45-day public comment period, wherein comments included examination of additional alternatives; and

**WHEREAS**, the AA process was reinitiated in 2013 to evaluate and advance alternative alignments to the two percent design stage and is concluded by selection of a Local Preferred Alternative, leaving more detailed design and alignment refinement to subsequent phases of the design process; and

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

**WHEREAS**, providing convenient linkage between a Downtown high speed rail station and local and regional DART light rail service will be critical to take advantage of transit-oriented development opportunities associated with a well-connected inter-city high speed rail station; and

**WHEREAS**, on August 4, 2015, Downtown Dallas Inc., representing major development, corporate and community interests in Downtown, articulated a preference for the B4 alignment in concept, while calling for close attention to detailed design decisions during further development of the preferred alignment in order to minimize temporary impacts and property takings on adjacent properties, maximize station area development potential, and ensure quality and beauty of the streetscape environment; and

August 21, 2015



## Draft Resolution

**WHEREAS**, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2, providing an update on the evaluation of alternative alignments, and identifying a window of opportunity for a Federal Transit Administration Capital Investment Grant for implementation of D2 as a Core Capacity project; and

**WHEREAS**, based on DART's evaluation, the B4 alternative with potential alignment modifications 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 Core Capacity; and

**WHEREAS**, a Dallas City Council resolution endorsing a preferred D2 alignment would significantly strengthen DART's application for a Federal Capital Investment Grant; 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 2017 federal funding cycle, the Dallas City Council endorses the B4 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 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 five new stations will be added in order to maximize transit oriented development potential.

August 21, 2015

## Draft Resolution

- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate to the extent possible 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.

**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 and the Convention Center station.

**SECTION 4.** That the Dallas City Council endorsement of the B4 alternative with potential alignment modifications does not in any way alter DART's commitment per the Master Interlocal Agreement to build a subway within the CBD when stated capacity triggers are met.

**SECTION 5.** 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.

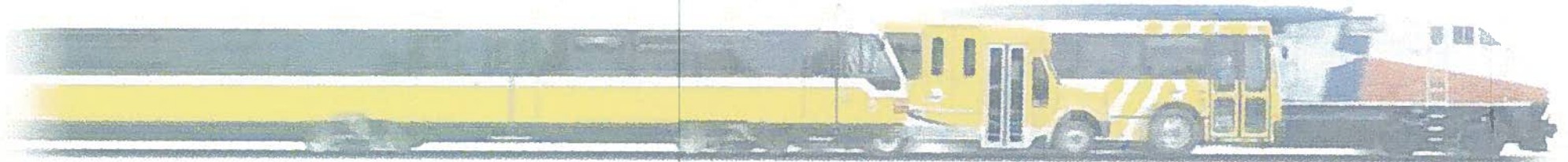


City of Dallas  
Transportation and Trinity River Project  
Committee

# DART Priorities Overview

Gary C. Thomas  
President/Executive Director

August 10, 2015





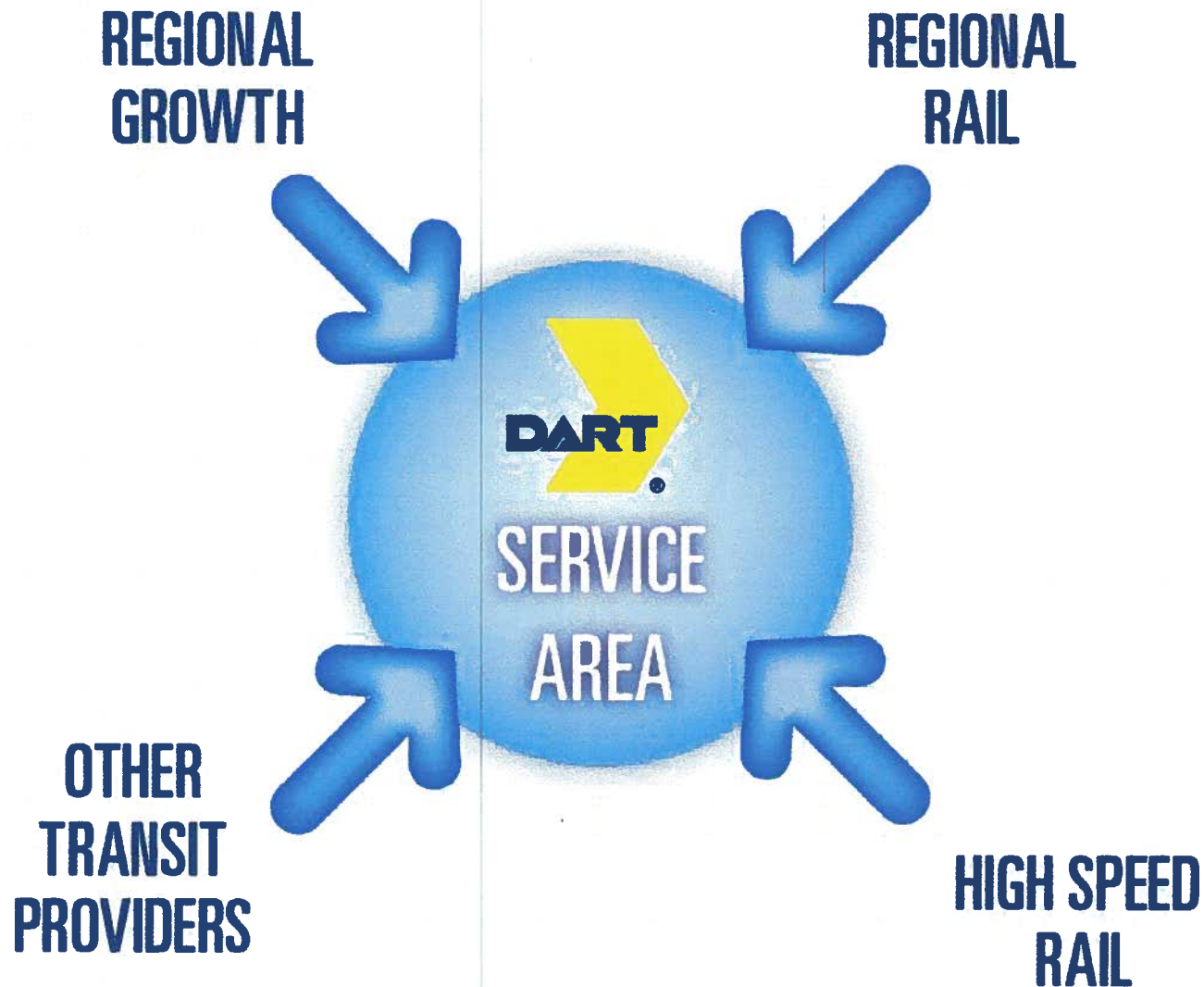
City of Dallas  
Transportation & Trinity River Committee  
**Downtown Second Alignment (D2)**

Gary C. Thomas  
President/ Executive Director

August 10, 2015

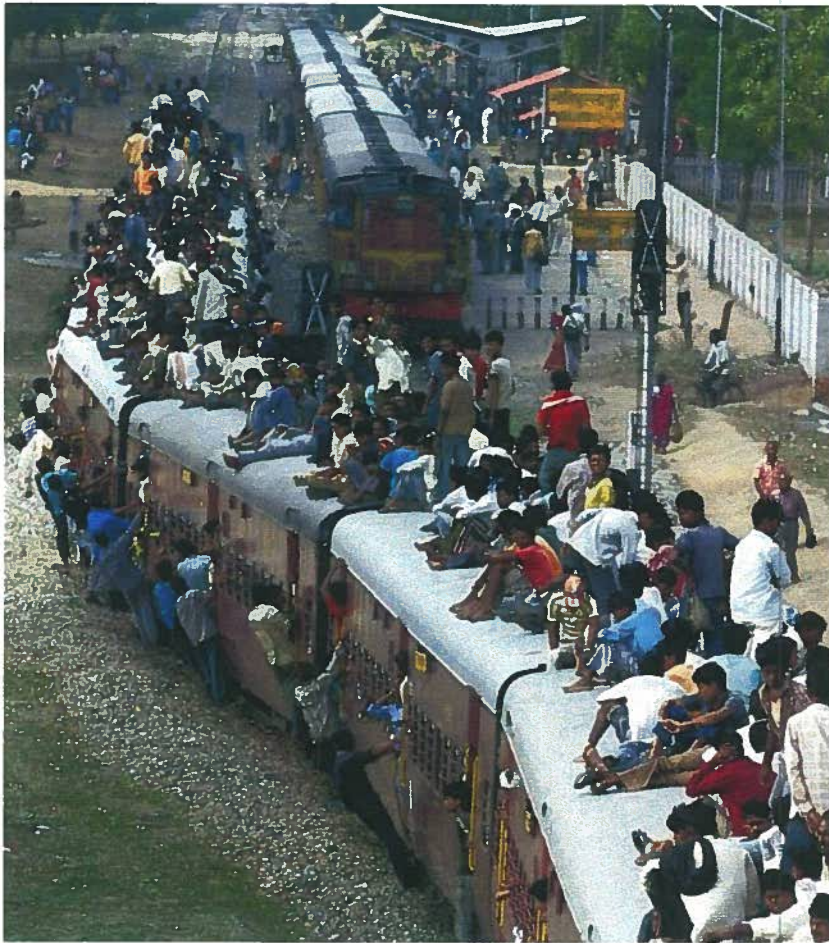


# Why is D2 Important?



# Why is DART Concerned?

## Flexibility





## Capacity



# Market Area Coverage



## Legend

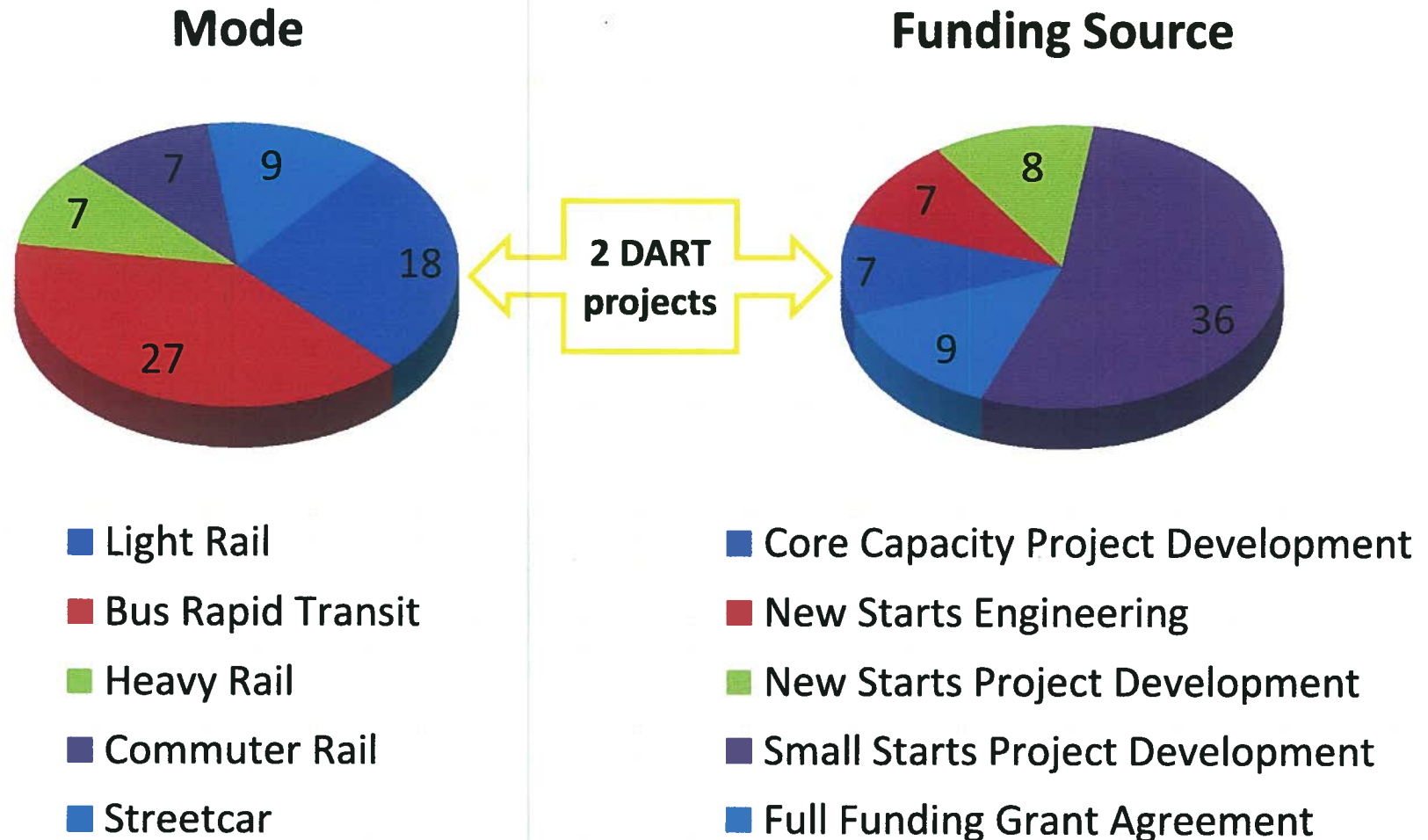
-  Existing Station  
1/4 mile walk distance
-  D2 Station 1/4 mile  
walk distance

# Federal Funding Schedule

- Projects can be submitted any time for review
- Estimated request for funding between \$350 M- \$400 M
- Current Window
  - September 2015 – Submittal to FTA
  - October – November – FTA Review
  - December 2015 – Project Rating
  - February 2016 – President's FY 17 Budget
- Missed Window
  - February 2017 – President's FY 18 Budget or beyond
  - Change in Administration



# Current Capital Investment Grant Program Pipeline



**67 Projects Nationwide Competing for Funding**

# Program of Interrelated Projects

## 1 Platform Extensions

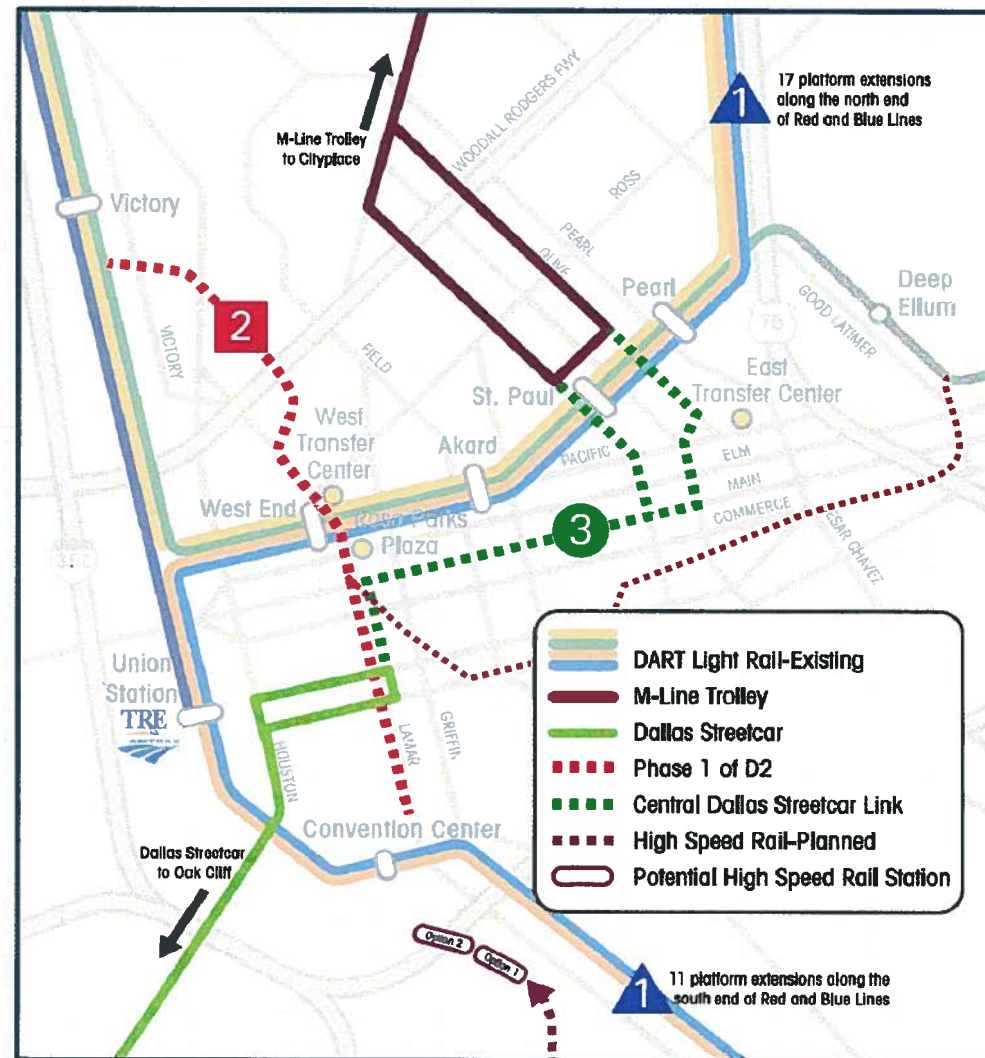
- 28 LRT Stations

## 2 Light Rail (D2)

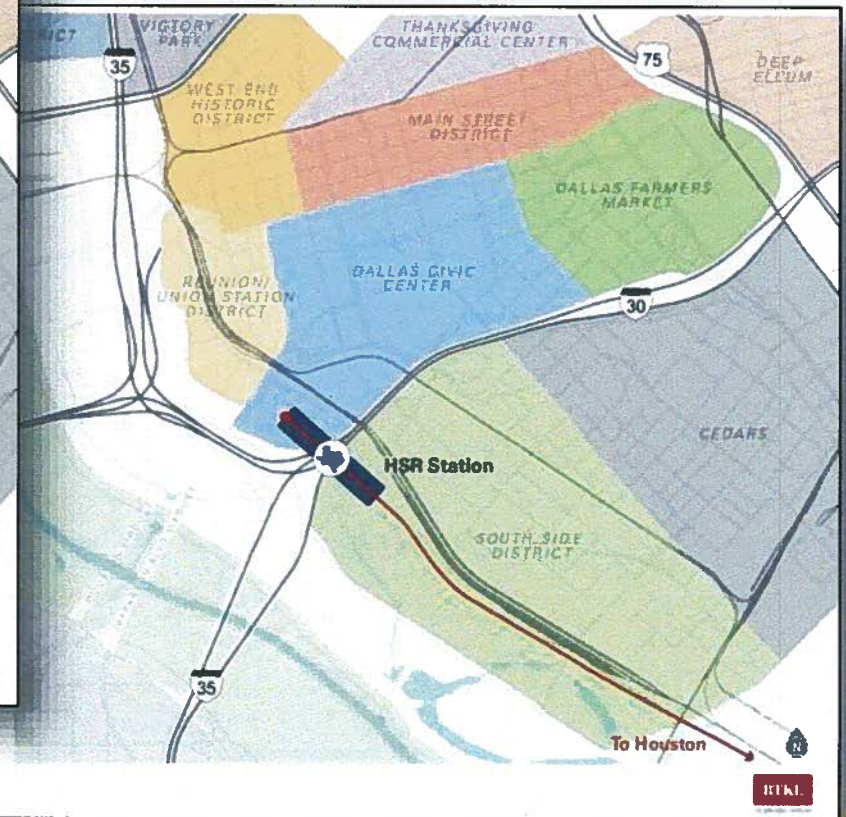
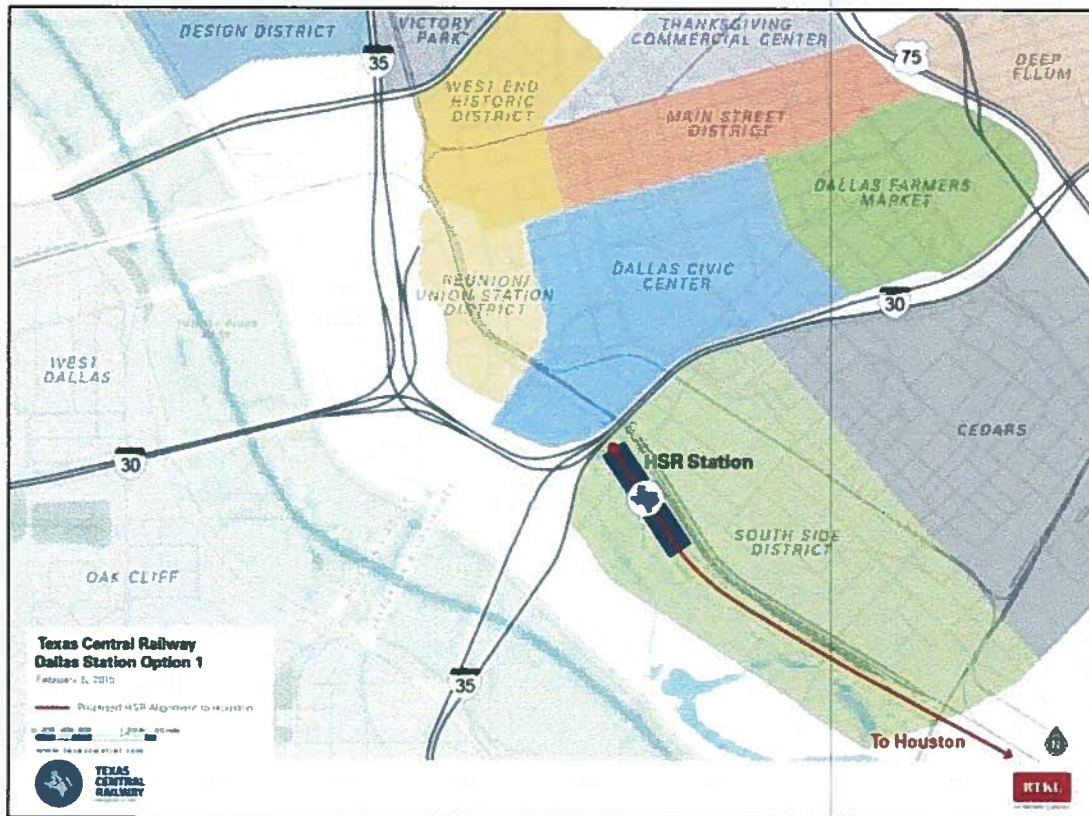
- Victory Station to Green Line

## 3 Streetcar (Central Dallas Streetcar Link):

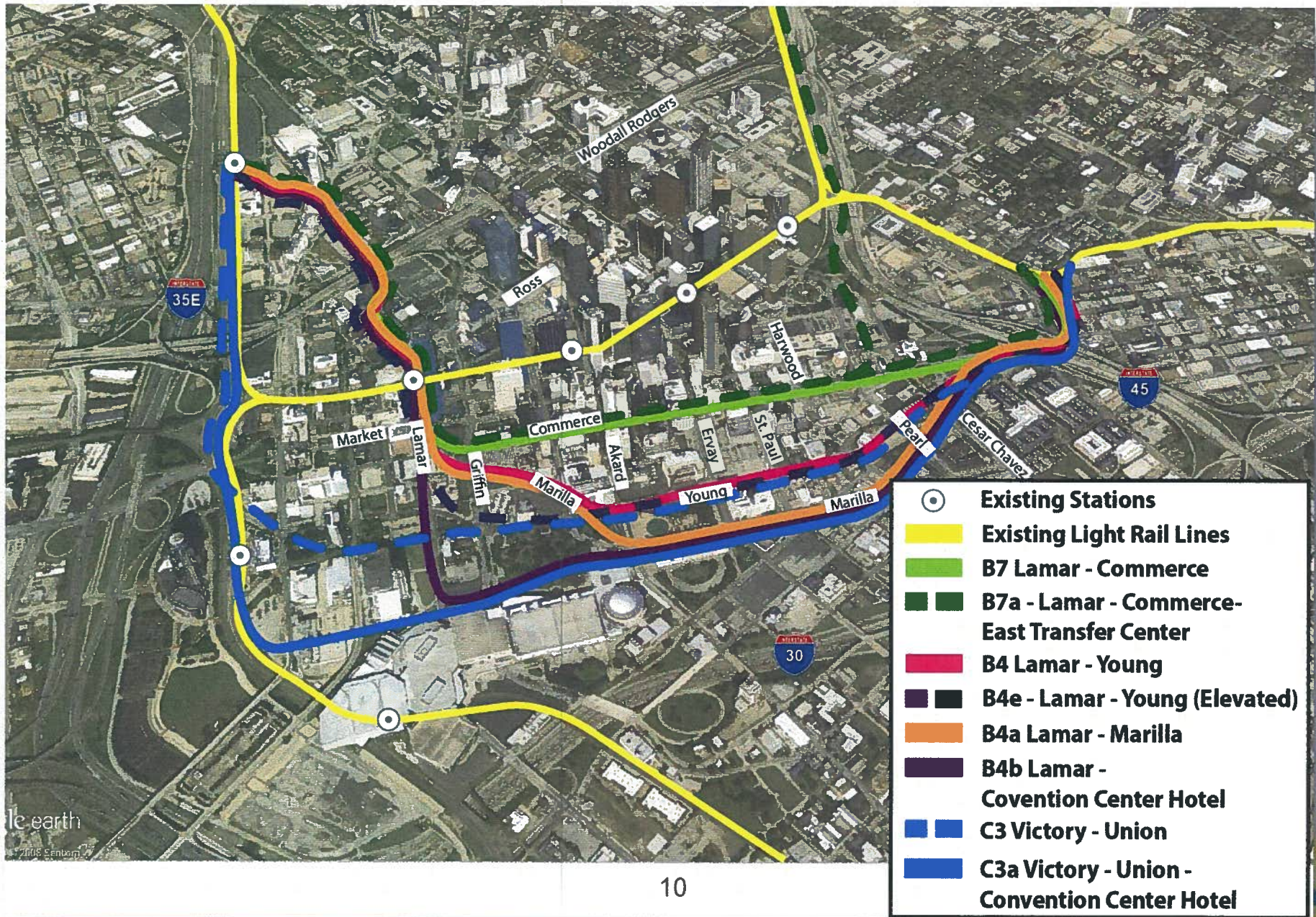
- Omni Hotel to St. Paul LRT Station



# High Speed Rail Dallas Station Options



# D2 Alternatives



le earth  
© 2008 Sentram

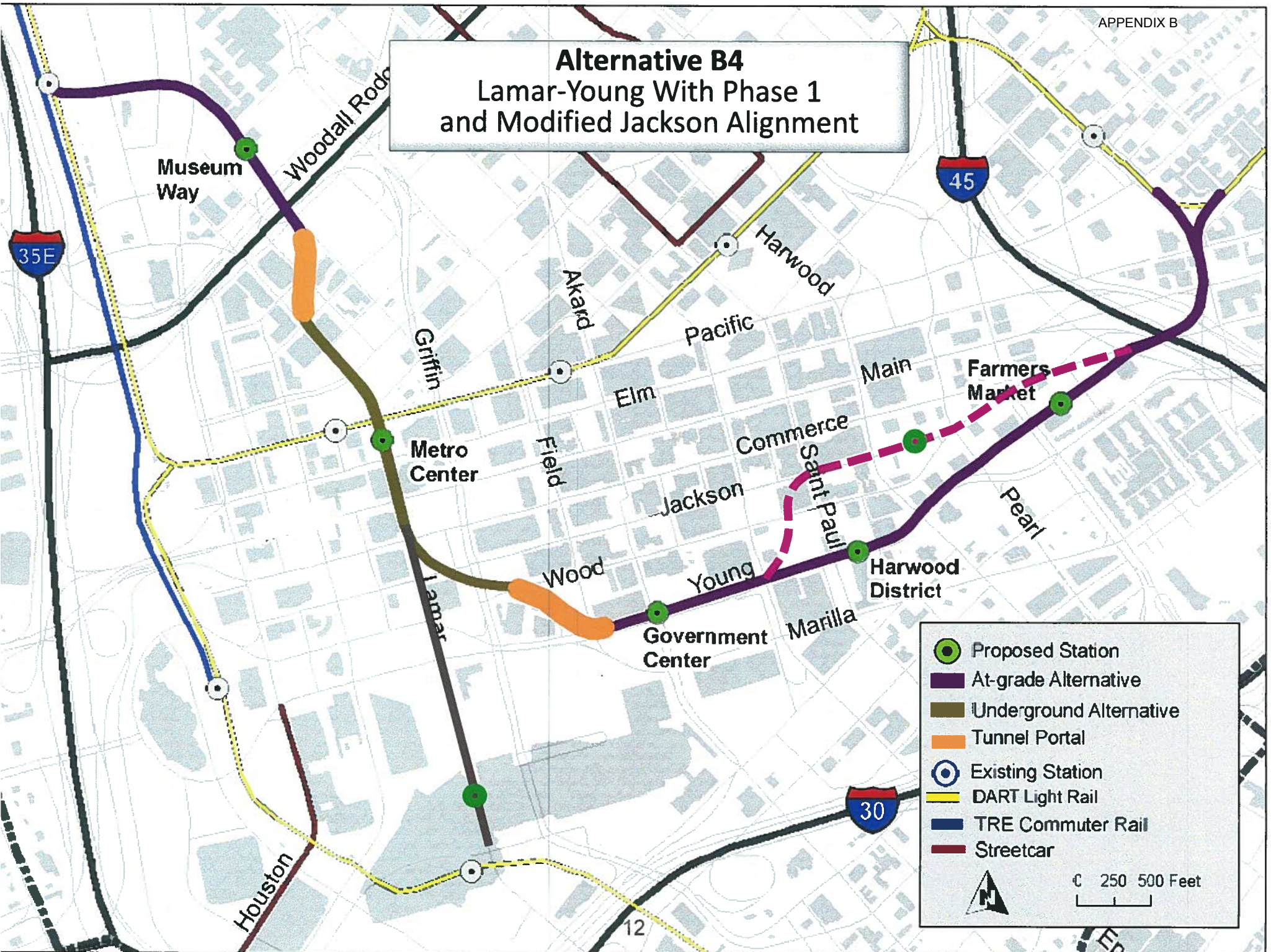
# D2 Preliminary DRAFT Evaluation Results

	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 <sup>1</sup>	C3a <sup>1</sup>
<b>Project Length (miles)</b>	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
<b>% Tunnel (miles)</b>	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
<b>Capital Costs (2013,\$M)</b>	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
<b>O&amp;M Cost Increase over No-Build (2013,\$M)</b>	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
<b>Project Trips</b>	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
<b>Added Riders</b>	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 <sup>2</sup>
<b>FTA Core Capacity Criteria (Interim Guidance)</b>	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

1 Assumes West End Bus Transfer Facility is relocated to Union Station.

2 Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.

### Alternative B4 Lamar-Young With Phase 1 and Modified Jackson Alignment

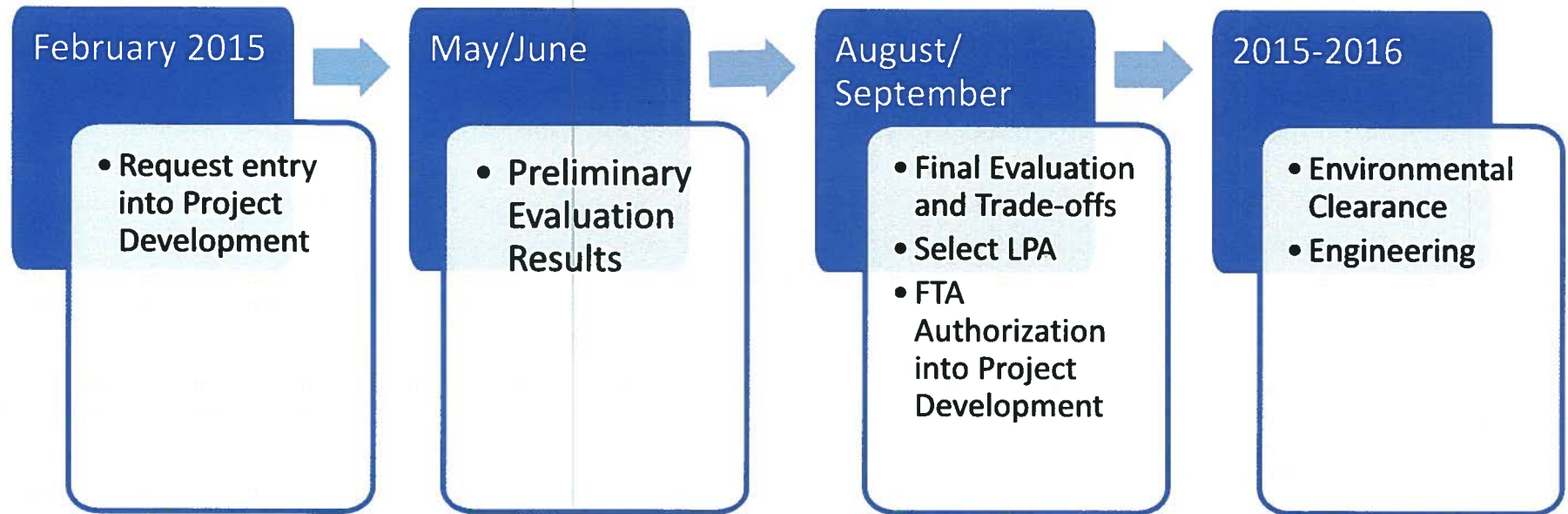


- Proposed Station
- At-grade Alternative
- Underground Alternative
- Tunnel Portal
- Existing Station
- DART Light Rail
- TRE Commuter Rail
- Streetcar

0 250 500 Feet

# D2 Next Steps

## Full D2 Corridor





214.979.1111  
[www.DART.org](http://www.DART.org)





City of Dallas

Transportation & Trinity River Committee

# South Oak Cliff Extension to UNT-Dallas

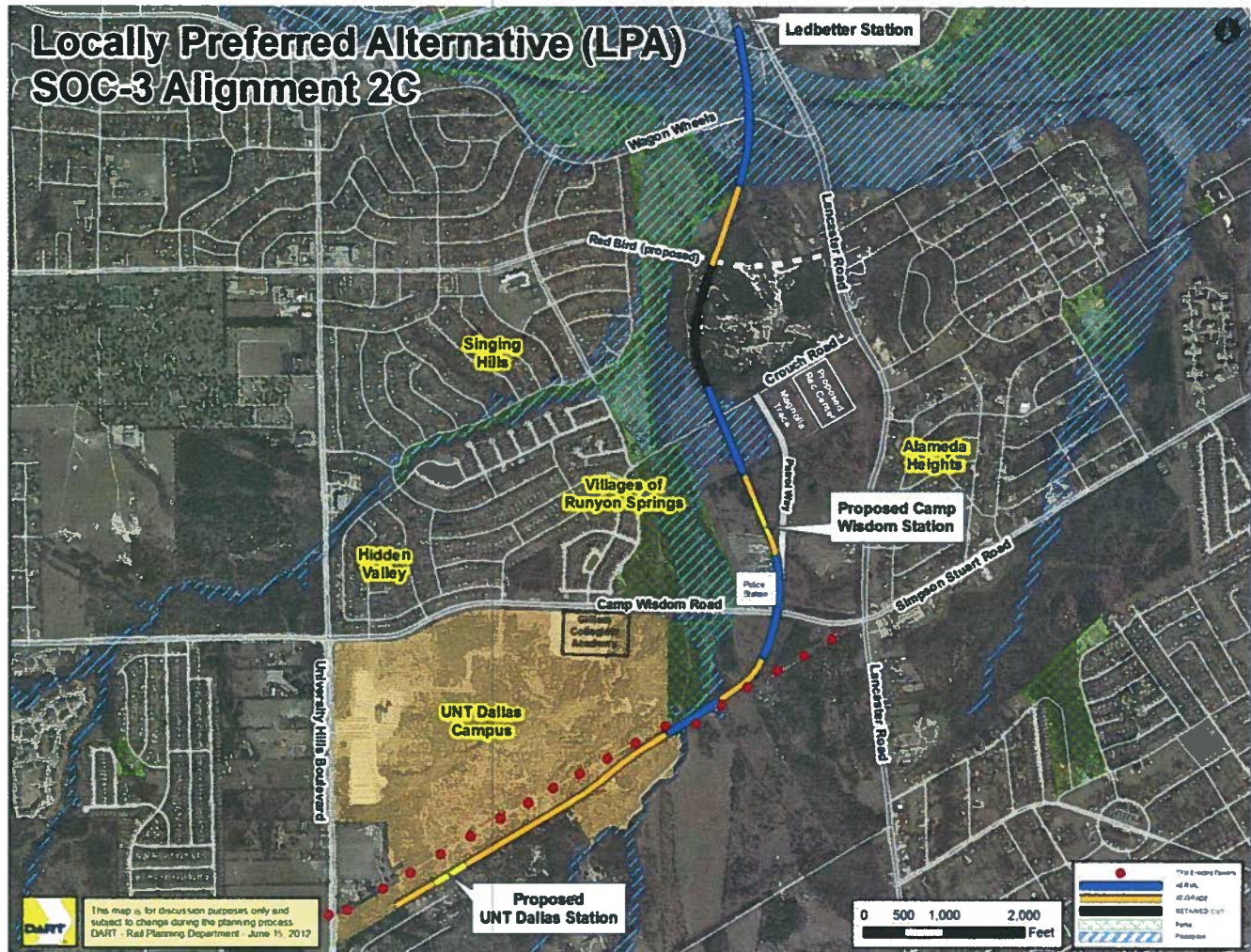
Gary C. Thomas

President/ Executive Director

August 10, 2015



# Blue Line Extension to UNT-Dallas



# South Oak Cliff - Status

- 2.61 mile extension of the Blue Line south from Ledbetter Station to UNT-Dallas
- Construction cost: \$104 M
- Two new stations
  - Camp Wisdom
  - UNT Dallas
- Camp Wisdom Station
  - Design coordinated with new Singing Hills Recreation Center
- Construction initiated October 10, 2014
  - Water line
  - Bridge construction
  - Ledbetter Station
- Anticipated revenue service – December 2016

# Ledbetter Station



# Camp Wisdom Station and Singing Hills Recreation Center



Above rendering as of January 2015  
Value Engineering is being performed on  
recreation center design  
Station trellis are deferred

# UNT Dallas Station

## View from bus load/unload area



# South Oak Cliff Construction

## Ledbetter Station Improvements



# South Oak Cliff Construction

View from North Abutment of Five-Mile Creek





# South Oak Cliff Construction

## Hanging Beams over Wagon Wheels Trail



# South Oak Cliff Construction

North & South Abutments at Runyon Springs Tributary





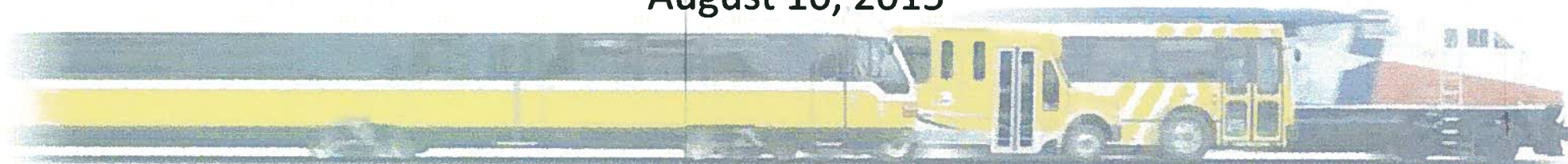
214.979.1111  
[www.DART.org](http://www.DART.org)



City of Dallas  
Transportation & Trinity River Committee  
**Cotton Belt Corridor Update**

Gary C. Thomas  
President/ Executive Director

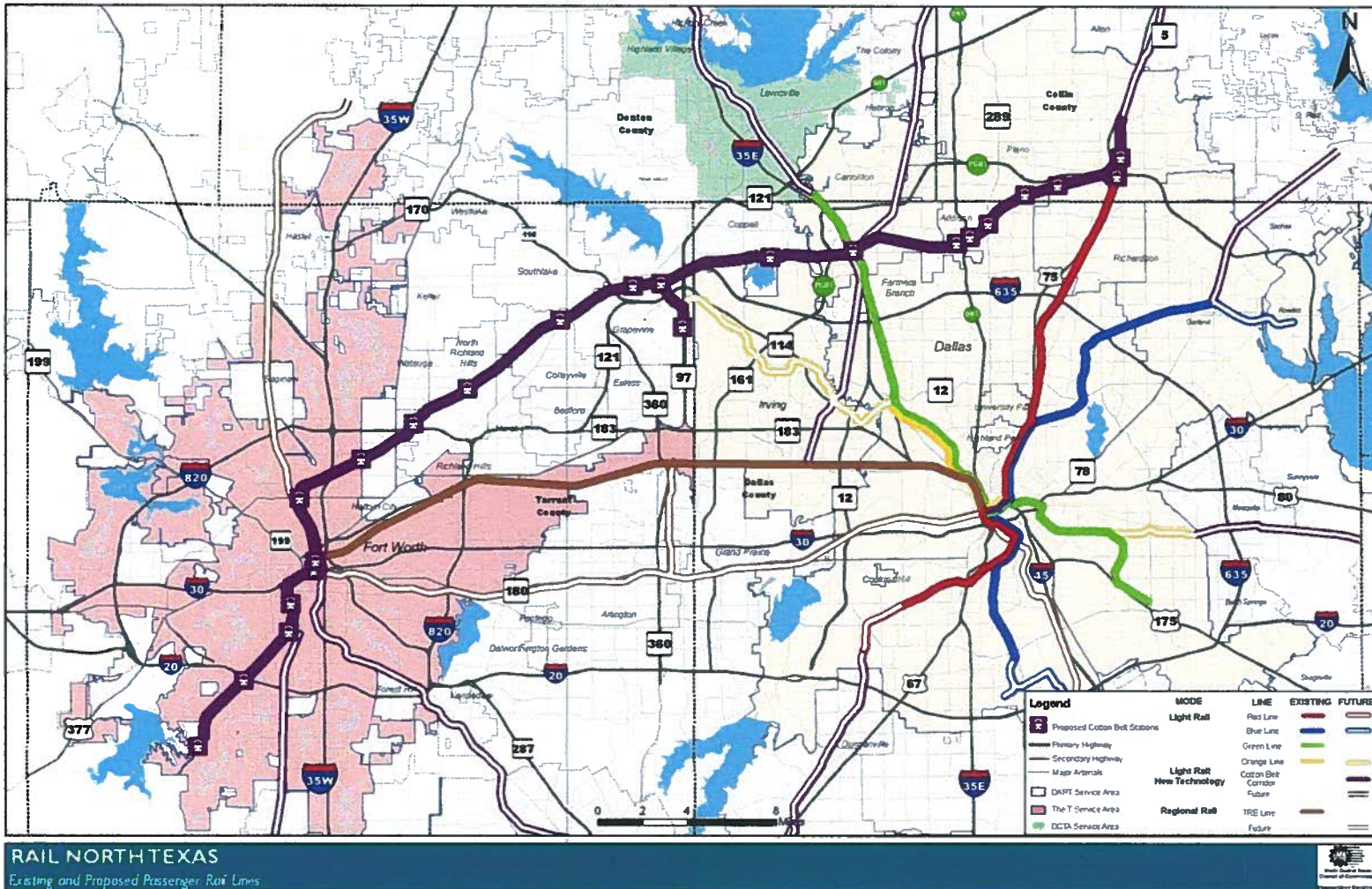
August 10, 2015



# Overview

- **Two independent projects**
  - The Fort Worth Transportation Authority (TEX Rail)
  - Dallas Area Rapid Transit
- **Serves a large part of the region**
  - Located in Dallas, Collin and Tarrant counties
  - 13 Cities
  - 2 Universities (UTD and Texas A&M Research & Ext Center)
- **Important transit connections**
  - D/FW Airport and Orange Line Connection
  - DART Green Line and Red Line Connections
- **DART owns 52-miles of Cotton Belt right-of-way**
  - North side of Fort Worth to Wylie

# Cotton Belt Corridor



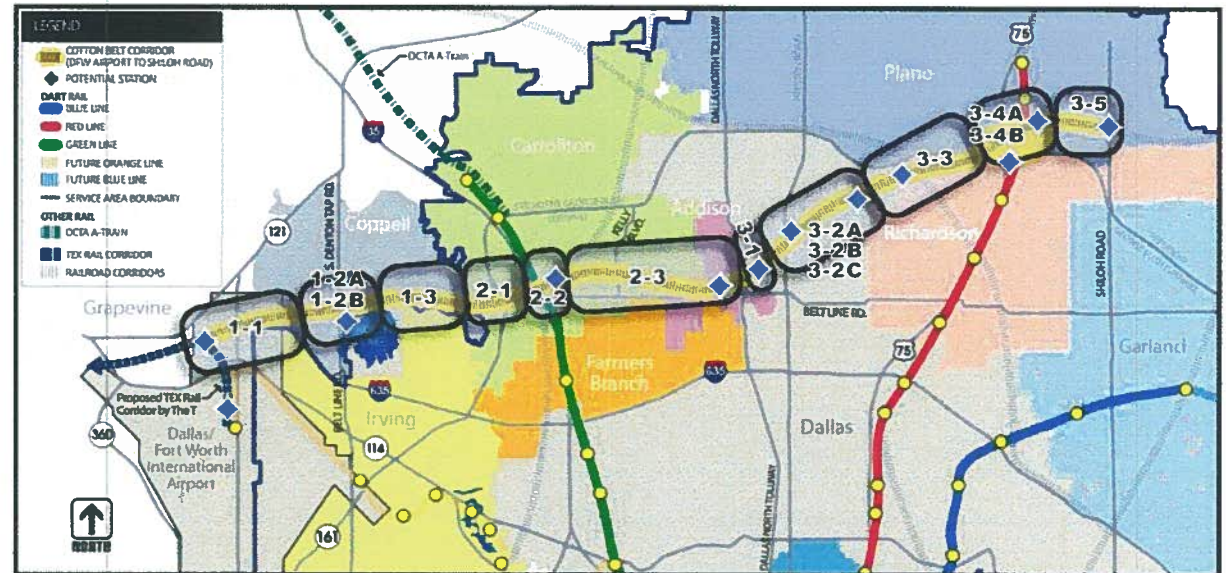
# TEX Rail Status

- The T submitted New Starts application for Tex Rail in October 2011
  - Seeking \$405 million in federal funding
- In August 2013, the T Board redefined project as Minimum Operable Segment (MOS) from Downtown Fort Worth to the DFW Airport station
  - Revised environmental document under review by FTA and FAA
- Authorized for Engineering in June 2015
- Contract for 8 “FLIRT” vehicles with Stadler
- Anticipated revenue service in December 2018

# Eastern Portion of the Cotton Belt

## 41 Options Evaluated

- BRT & Rail
- Base Line Project
- Alignment Alternatives
  - Cypress Waters
  - Bush Turnpike Station
- Profile Options
  - Trench
  - Tunnel





# Summary Table: Gross Capital Cost

Operable Segment (At-grade)	Rail: Double Track	Rail: Single Track	Bus Rapid Transit (BRT)
DFW Airport to Plano	\$1,599 M	\$690 M	\$393 M

# Regional Rail Vehicle



# BRT Vehicle



# Cotton Belt – Recent Activity

- Cotton Belt in the proposed 20 Year Financial Plan
  - Revenue service in 2035
- Town of Addison requested technical assistance from the NCTCOG to identify options to deliver the project earlier than 2035
  - Six operational scenarios identified
  - DART conducting financial review of proposals



214.979.1111  
[www.DART.org](http://www.DART.org)



**DOWNTOWN  
DALLAS INC**

Bank of America Plaza  
901 Main Street, Suite 7100  
Dallas, Texas 75202  
p 214.744.1270  
f 214.744.1986  
downtowndallas.com

August 4, 2015

Mr. Gary Thomas  
President and Executive Director  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163

Dear Gary:

On behalf of the Downtown Dallas, Inc. (DDI) Executive Committee, representing major development, corporate, and community interests in Downtown, we welcome the opportunity to provide input as DART considers alternatives for the second Downtown light rail alignment (D2).

DDI established a Transportation Task Force to review the various alternatives for the second alignment. The task force established criteria and a weighting system to evaluate the alternatives.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million, it allows DART to deliver the entire D2 service within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI's preference for B-4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials, and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are specified in the attached report.

The task force report and recommendation was approved by the DDI Executive Committee at its July meeting. The complete task force report is attached for your information.

A recommendation in our approved Downtown Dallas 360 plan was to have DART consider an alignment that would include a stop at Union Station. Since DART has determined that soil conditions are not conducive to that alignment, we would ask that the B-4 alternative be connected to Union Station by the Dallas Streetcar.

Sincerely,

John P. Crawford  
President and CEO

**DART D2 Alternatives Analysis  
DDI Transportation Task Force  
Report and Recommendation  
July 21, 2015**

---

DDI convened the Transportation Task Force for the purpose of reviewing the alternative alignments for DART's second light rail route through Downtown Dallas. Participating in this work were Larry Good, Chair of the Task Force, DDI team members John Crawford, Kourtney Garrett, Jim Wood, Dustin Ballard and Shalissa Colwell, and Task Force members Mark Goode, Craig Melde, Allan Zreet, Tom Persch, Lori McWilliams and Ben Reavis. Our review was facilitated by having a full copy of the briefing on the alternatives presented by DART staff to the DART Planning Committee, dated May 26, 2015. The briefing materials included maps of each of nine alternatives along with their cost and ridership analysis matrix, summary of pros and cons and renderings of key locations along the alignments.

In addition, the Task Force was informed by comments from Downtown Stakeholders in a series of community meetings facilitated by the Task Force over the past several months. These meetings were attended by more than 100 people in aggregate.

The Task Force discussed and agreed on a list of criteria against which each of the alignments should be considered in determining a "DDI-Preferred Alignment."

Those criteria are as follows:

1. Cost to construct, with particular importance placed on whether the entire D2 alignment (rather than just "Phase 1") could be constructed within the initial budget for core capacity.
2. Ridership projection (provided by DART)
3. New service to key destinations. For this criterion we paid particular attention to valuing new service over redundant service which duplicates that already provided by the current DART alignment downtown. Special value is placed on service to The Perot Museum/Klyde Warren Park, the Convention Center Hotel, City Hall and the Farmers Market district.
4. Catalytic effect. To what extent do new station locations promote/unlock the development potential of downtown sites?
5. Urban design character and street level activation. How might a proposed alignment and its station locations improve the vibrancy and character of downtown's fabric. Does DART's investment in a corridor improve the image of the city? Is there strong potential for exemplary design?
6. Transportation connectivity. How does an alignment decision provide multi-modal and transfer opportunities at a station hub. The connectivity with the Red/Blue light rail lines, the TRE, the Modern Streetcar, bus transfer station and future high speed rail should be considered.
7. Construction disruption and impacts on existing property owners; this includes consideration of any likely takings and considers whether the impacts have reasonable mitigation and/or replacement strategies.
8. Impact on historic and/or cultural resources.

We agreed that not all of these criteria should be weighted of equal importance. Toward that end, the Task Force established the following weights for each criterion:

Cost to Construct	25%
Ridership Projection	17%
Service to Key Destinations	16%
Catalytic Effect	12%
Urban Design Character/Street Level Activation	10%
Transportation Connectivity	10%



Disruption/Impacts on Property Owners	5%
<u>Impact on Historic/Cultural Resources</u>	<u>5%</u>
Total	100%

In an effort to create a quantitative analysis to compare the alignment options, values from 5 (best) to 1 (worst) were assigned to each alternative under each criterion. We also gave consideration to what we would term as “fatal flaws” that should rule out an alignment option regardless of how it scores on other criteria. Those “fatal flaws” are noted with an “x” on the matrix and those alternatives were not further evaluated.

Alignment B4 Elevated was eliminated from consideration by the Task Force because we felt the elevated structure and stations were harmful to the design character of the Downtown environment, and contributed nothing to the vitality of our Downtown street life. Alignments B7, B7a and C3a were not evaluated because they are far outside the budget for core capacity that would permit full construction of D2 as a single phase of work.

The result of the evaluation was that Alignment B-4 Lamar Young was found to yield the highest score. At an estimated cost of \$511 million it allows DART to deliver the entire D2 service through Downtown within the budget established for the core capacity grant, rather than only a north-south Phase 1 spur, and it attracts the most new riders of any of the options. B-4 is characterized by a greater percentage of at-grade alignment, which if designed and constructed to a properly high urban design standard, can serve to beautify and bring vitality to the corridors through which it passes. This also can serve to better stimulate new development in station areas.

DDI’s preference for B4 is enthusiastic in concept, but reserved in detail. The ultimate success of this alternative depends on considerable attention to the fine-grained horizontal and vertical alignment decisions which can greatly increase or decrease 1) temporary impacts on adjacent properties, 2) whether a property take is required, 3) station area development potentials and 4) quality and beauty of streetscape environment. The focus areas at which we encourage DART to exercise special attention to detailed design decisions are the following:

**The West End U-Wall:**

Examine alternatives for the location of transition from at grade to below grade, in cooperation with the Asian Museum and Granite Properties (among others) to optimize the development potentials and access for these important undeveloped tracts.

**Metro Center Station:**

The vertically separated multi-modal/transfer characteristic of this proposed station holds immense potential in an area that still has undeveloped parcels nearby. Connections of D2 with the Modern Streetcar, West End Bus Transfer and existing West End Station should be accomplished with an exemplary pedestrian-friendly design environment. No underground retail activities should be included at Metro Center, with the exception of rider amenities such as a newsstand or coffee kiosk. This station presents an opportunity to redesign and positively impact the existing bus transfer center.

**Griffin/Young U-Wall:**

The location where D2 transitions from below grade to at grade in the government center must be positioned to avoid the closure of Wood or Field Streets, should respect the access requirements of the Aloft Hotel and preserve development opportunities for the remainder of the block.

**Harwood Station:**

The B4 alignment without the Harwood Station deletes a station which could drive economic development in an area that may otherwise lag the rest of Downtown. Although we recognize that this station increases the dimensional pressures on Young Street right of way near First Presbyterian, as well as increases cost, we support the benefits of providing the Harwood Station, and encourage careful attention to its design.

**First Presbyterian Church:**

We believe it is possible to accomplish a median-running alignment in Young, passing between the FPC parking garage and the walls of Encore Park, providing that the City of Dallas will cooperate in either a two or three-lane Young configuration or a reduction to four 10-foot lane widths. The alternative is to construct a new below-grade replacement garage for FPC which opens an opportunity for the church to reclaim the lid of the garage for a welcoming new entry court and a future building construction site. DART's arrival on the FPC campus should be presented in such a way to be seen as a new asset for the church, rather than a liability. The detailed design of this portion of B4 is critical to access and pedestrian movements for the church.

**Farmers Market Townhomes:**

It appears that B4 can be accomplished without taking any townhomes. However, the alignment passes in close proximity to these homes, suggesting that sound attenuation measures (such as replacing windows with triple-pane glass) and construction of a trail alongside the DART tracks to provide a connection into Deep Ellum are mitigation strategies which should be considered. These same strategies should be applied to the alignment as it passes the Loncar Law Offices in the historic Wheel Factory building and adjacent to the Dallas Ballet building in future Harwood Park.

**Connection to High Speed Rail:**

The Task Force agrees that a connection from light rail to a future High Speed Rail Station along I-30 is a must. None of the proposed alternatives provide an adequate connection within reasonable, safe, pleasant walking distance of the possible HSR station. In fact, none of the alternatives appear to serve HSR any better than the existing Convention Center Station. We recommend that construction of a spur tunnel as an extension of D2 be accomplished as a next phase of work, should the High Speed Rail come to pass. Alternatively, a modern streetcar extension might be implemented from the Convention Center Hotel on south Lamar to the Belleview LRT Station and on to the High Speed Rail Station. Or perhaps a "skylink" people mover could offer an elevated connection above the roof of the Convention Center from the hotel and Government Center Station to HSR.

**D2 Corridor  
Alignment Alternatives  
DDI Transportation Task Force Evaluation  
21-Jul-15**

Criteria	Weight	B4 Lamar Young	B4 w/o Lamar Young w/o Harwood Station	B4a Lamar Marilla	B4b Lamar Convention Hotel	B4c Lamar Young Elevated	B7 Lamar Commerce	B7a Lamar Commerce with East TC	C3 Victory Union Young	C3a Victory Union Convention Center
Cost to Construct	25%	5 (\$511M cost)	5 (\$493M cost)	2 (\$830M cost)	1 (\$898M cost)	1 (\$505M cost)	3 (\$912M cost)	4 (\$1,173M cost)	4 (\$596M cost)	31,900 (\$1,057M cost)
Ridership Projection	17%	5 40,500	2 31,100	4 37,600	3 33,200	40,500	31,600	38,100	2 30,900	31,900
Service to Key Destinations	16%	3	3	4	5				2	
Convention Center Hotel		poor (5 blocks)	poor (5 blocks)	moderate (4 blocks)	good (1 block)				good (2 blocks)	
City Hall		good (1 block)	good (1 block)	excellent (on site)	excellent (within building)				good (1 block)	
Perot Museum/Blyde Warren Park		excellent (on site)	excellent (on site)	excellent (on site)	excellent (on site)				no service	
Farmers Market		moderate (4 blocks)	moderate (4 blocks)	moderate (3 blocks)	moderate (3 blocks)				moderate (4 blocks)	
Catalytic Effect	12%	5	3	1	1				4	
Urban Design Character/Street Level Activation	10%	5 Victory/Young	4 Victory/Young	1 Subway	1 Subway	(Elevated alignment undesirable)			3 Young only	
Transportation Connectivity	10%	3	3	3	4				2	
Modern Streetcar		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
Red/Blue Transfers		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				Union Station (good)	
West End Bus Transfer Station		Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)	Metro Center Station (good)				No Service (poor)	
High Speed Rail		Requires spur construction	Requires spur construction	Requires spur construction	Requires spur construction				Requires spur construction	
TRE Transfers		At Victory Station (good)	At Victory Station (good)	At Victory Station (good)	At Victory Station (good)				At Victory & Union Station (excellent)	
Disruption/Impacts on Property Owners	5%	2 First Pres./City Hall	2 First Pres./City Hall	2 Harwood closure/Townhomes	2 Townhomes				1 First Pres./CC	
Impact on Historic/Cultural Resources	5%	1 Wheel Factory/Harwood Park	1 Wheel Factory/West End U-Wall/Harwood Park	3 West End U-Wall/Scottish Rite	4 West End U-Wall/Scottish Rite				2 Wheel Factory/Harwood Park	
Summary Score		4.13	3.28	2.59	2.43				2.79	

Scoring:  
 5 = best performance/most responsive  
 1 = worst performance/least responsive  
 X = fatal flaws/ alternative not evaluation



August 13, 2015

Lee Kleinman, Councilman  
 Chair, Transportation Committee  
 City of Dallas  
 1500 Marilla  
 Dallas, Texas 75201

Dear Mr. Kleinman:

We understand that DART will seek approval for a second rail line through downtown Dallas in early September. We also understand that the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.

At the Transportation Committee meeting on August 10th, Gary Thomas, DART's CEO, recommended the B4 alignment with a possible Jackson Street alternative. Without the Jackson Street alternative, the B4 alignment would place a 400 foot rail station directly between First Presbyterian Church's Welcome Center and the Church's Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the Church basement, and take half the Church's limited surface parking. This alignment would also demolish the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.

We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding the Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand that DART will propose both B4 and the Jackson Street alternative for approval as the Locally Preferred Alignment (LPA).

We support the Jackson Street alternative because:

1. It should be less costly; with lower condemnation costs.
2. It will not displace new homes in the Farmers Market area.
3. It places a station just north of the proposed Harwood Street Garden.
4. It enables the Church to continue its 159 year ministry serving the Dallas Community.

We oppose B4 and any other alignment on Young Street because:

1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.

Mr. Lee Kleinman  
 August 12, 2015  
 Page 2

2. It would demolish recently constructed homes in the Farmers Market.
3. It would destroy the 440-car parking garage and the Sunday School space and offices in its basement.
4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
6. It would bifurcate Church property, dividing the campus and isolating the Stewpot, Encore Park, and its new Amphitheater, Community Garden and the historic 508 Park Building.
7. It would severely impact access to the Church, impacting not only over 1,600 Church members, but also the 120 families who bring their children to our Developmental Day School every weekday, the additional 120 families whose children participate in our Kids Club program each Saturday, the Children's Chorus of Greater Dallas who rehearse every Monday night, the 130+ underprivileged youth that participate in the Stewpot's Venturing Crew and Junior Crew that meet at the Church every Wednesday night, and the All Stars Project of Dallas that offices in our basement meeting space. Of course, these are just a few of the community organizations that use our Church and other facilities.

We have not been provided with DART's internal estimates of the condemnation costs related to the B4 alignment. However, we strongly believe that any DART estimate significantly underestimates the costs associated with the taking of property owned by First Presbyterian Church and the substantial damage to our remaining property on both sides of Young Street.

For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

We would invite you and the other members of the Transportation Committee to tour our campus in order to better understand what we are accomplishing for our city. If you would like to arrange a tour or need any additional information from us, please do not hesitate to contact me at 214.748.8051.

Sincerely,



The Reverend Joseph J. Clifford, D. Min  
 Senior Pastor

cc: Transportation Committee



**August 13, 2015**

**Adam Medrano, Councilman  
District 2  
City of Dallas  
1500 Marilla St.  
Dallas, Texas 75201**

**Dear Mr. Medrano:**

**We understand DART will seek approval for a second rail line through downtown Dallas in early September. We also understand the Transportation Committee will make a recommendation to the City Council related to this proposed rail project at its meeting on August 24, 2015.**

**We very much appreciate your statements at the August 10<sup>th</sup> Transportation Committee meeting in support of the Jackson Street alternative to the B4 alignment. We think it is important that First Presbyterian Church express our views on the new DART line in writing.**

**The B4 alignment would place a 400 foot rail station directly between the First Presbyterian Church Welcome Center and the Community Ministries Building, significantly impairing entrance and egress to and from Church property. It would also require the demolition of the Church's parking garage, including the classrooms and other meeting spaces in the basement, and take half the Church's limited surface parking. This alignment would also take the Chapel Garden and jeopardize the Columbarium, where remains of over 100 people are located, and the 67 year old oak tree at the corner of Harwood and Young Street. Based on earlier noise studies conducted by DART, the B4 alignment would also significantly impair the use of the Sudie George Chapel.**

**We appreciate the DART staff's considering an alternative B4 alignment that would turn to Jackson Street, avoiding First Presbyterian Church. However, based on the comments from Mr. Thomas at the Transportation Committee meeting on August 10th, we understand DART will propose both B4 and the Jackson Street alignment for approval as the Locally Preferred Alignment (LPA). From your remarks, we understand you do not support the B4 alignment without the Jackson alternative. We agree.**

**We support the Jackson Street alternative because:**

- 1. It should be less costly; with lower condemnation costs.**
- 2. It will not displace new homes in the Farmers Market area.**
- 3. It places a station just north of the proposed Harwood Street Garden.**
- 4. It enables us to continue our 159 year ministry serving the greater Dallas Community.**

**We oppose B4 and any other alignment on Young Street because:**

- 1. It would severely disrupt the only major east-west street on the south side of downtown Dallas.**
- 2. It would demolish recently constructed homes in the Farmers Market.**
- 3. It would destroy the Church's 440-car parking garage and the Sunday School space and offices in the basement.**

Mr. Adam Medrano, Councilman  
August 13, 2015  
Page 2

4. It would destroy the newly constructed Chapel Garden, jeopardizing the Columbarium in the courtyard of the Sudie George Chapel.
5. It would severely limit the use of the Sudie George Chapel.
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For 159 years First Presbyterian Church has been a vital part of the downtown Dallas community, with a mission serving the citizens of this city, especially the least of these in our midst. The B-4 alignment down Young Street would substantially burden the Church, placing the future of our ministry in grave danger. The Jackson Street alternative is the best option, not only for the Church, but also for our city.

---

If you need any further information from us or if there is anything else we can do to support the Jackson Street alignment, please do not hesitate to contact me at 214.748.8051.

Sincerely,

The Reverend Joseph J. Clifford, D. Min

Cc: Congresswoman Eddie Bernice Johnson  
The Dallas City Council

# GDPC

GREATER DALLAS PLANNING COUNCIL

MISSION IS TO SHAPE, PROMOTE AND ADVOCATE A CREATIVE SUSTAINABLE FUTURE FOR THE DALLAS REGION.

## PEER REVIEW GROUP'S CONCLUSIONS ON ALIGNMENT ALTERNATIVES FOR DART "D2" 2<sup>ND</sup> DOWNTOWN LIGHT RAIL TRANSIT LINE

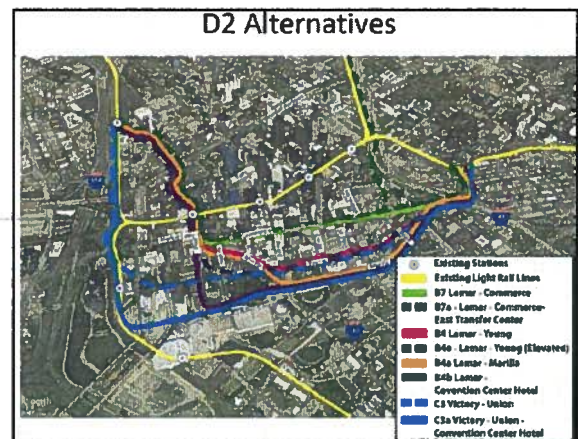
August 18, 2015

### 1.1 BACKGROUND

Dallas Area Rapid Transit (DART) has advanced substantially toward its initial vision adopted by 58 percent of voters in 14 cities, plus Dallas County on August 13, 1983. On August 18, 2014, the most recent segment of the Orange Line opened to the new DFW Airport Station. With this opening, DFW Airport becomes the third-largest American airport with a direct rail connection to the city center, giving the world's third-busiest airport direct-rail access for more than 61 million passengers annually. Only months later, DART held a groundbreaking for DART's 3-mile Blue Line extension from Ledbetter Station to a new University of North Texas (UNT) Dallas Station on the UNT-Dallas campus. The Blue Line extension also includes a new station at Camp Wisdom Road. (DART.org/about/history.asp)

These rail lines to and from the downtown Dallas area extend to cities north, south, east, and west, advancing the DART system from simply a public transportation mode to a ubiquitous mobility choice. At issue is ensuring that DART has the capacity to continue increasing its ridership and reduce its station headways. To satisfy these demands, DART must construct a second rail line connector through Downtown Dallas to accommodate the longer and additional trainsets required.

The Peer Review Team, made up of 6 architectural or planning professionals, 3 others from the public sector and another from academia, examined the outcomes and responses from DART's extensive alternative alignment studies and public meetings made available by DART principals. The peer reviewers met on four occasions to examine past discussions, evaluate recent conclusions, and offer feedback and recommendations on those





outcomes. In the opinion of most of the reviewers, DART's ultimate decision will set the direction for the emerging alignment for decades to come.

The proposed Alignments for the DART D2 next phase of the 2030 Plan (see *D2 Alternatives Summary Appendix A.*) were developed by the DART Planning Department, led by Mr. Steve Salin, Vice President of Capital Planning Growth & Regional Development, along with Transit Project Manager III, John Hoppi. With considerable public input, DART has suggested the various routes and station locations, indicated potential alignment alternatives (shown on the referenced Alternatives document *Appendix B*), as well as options for the final design and construction of D2. (*Appendix C.*)

*The study area is bounded by the existing LRT line through the northern side of downtown, IH-35E (Victory Station), US-75/IH-345 (Deep Ellum Station), and IH-30.*

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**This group originated when a GDPC member firm offered DART the input of a Peer Review Group - representing the GDPC membership, and DART accepted. This document is the summary of that review and dialog with resulting conclusions.**

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## 1.2 RATIONALE

It is important to the Greater Dallas Planning Council (GDPC) to maintain the role as a collaborative "thought leader" regarding public policy impacting the quality of life for current and future residents, as well as for visitors to North Central Texas.



## 1.3 CHARTER

To apply the collective expertise of GDPC members to develop a commentary on the DART D2 alignment determination, designed with the:

- Objective of increasing core capacity and an
- Outcome of increased ridership desired throughout the system

## 1.4 METHODOLOGY

The group gained insight into the various alignment and station possibilities as produced by the DART Planning Group. This information, along with questions and discussion regarding priorities as they relate to the goal of the meetings, shaped the dialog. Initially, the group engaged in adopting what they believed to be the most important points, then committed to a list of priorities, and identified desired outcomes. This activity designated major headings to examine, which in turn, produced points to discuss, making decisions on the validity of each point as it related to the two

objectives. What ensued for the duration of the meetings was a robust discussion covering numerous questions, posits, decisions, agreement, and discourse. But the take-away was that the exercise covered an abundance of information and potential remedies, leaving the group feeling that the time spent was worth the effort and of value to DART and Dallas City Leadership.

## 1.5 PRIMARY CRITERIA

The criteria described in A-E below were utilized to 1) explore possible alternatives/outcomes and 2) investigate, through dialog and exchange, other factors which produce results that may have stronger appeal to both riders and area stakeholders while satisfying the objectives of our Charter.

### A. MAXIMIZE CONNECTIVITY

- Consideration of existing and forecasted future mobility systems. While some saw this as an important imperative to consider as it relates to the High Speed Rail (HSR), DART's Capital Investment Grant (CIG) application needs assurance that the selected Local Preferred Alternative (LPA) is based on empirical decisions in pursuit of enhancing current system ridership. While the group expressed that accommodating the greatest number of riders is the goal because revenues drive the train, they also confirmed support of HSR when it is farther along in development.
- For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the proposed HSR enterprise) would be that enough area stakeholders embrace the value of the system. The result would be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.
- The need to interconnect HSR and DART is obvious. However, caution is needed to arrive at valid assumptions about its impact, relationship to the CBD, and how best to provide the trip to the passenger's final destination. The proposed HSR train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. Probably fewer than ½ will be going to a destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or ridesharing service. Most likely passengers going to Houston will probably drive or rideshare to the station, some will cab. Many will ride DART. In many ways HSR may perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, peer reviewers determined that it's too early to judge its development impact or service needs.

- Part of the reluctance of DART to spend precious capital for additional line and station consideration for connections to HSR is lack of financial capacity.

#### **B. WISE USE OF PUBLIC FUNDS**

- Create a single system efficiently in one phase
- Recognize conflicts between other criteria and DART’s capacity for funding
- Grant application needs to include the LPA based on empirical decisions in pursuit of enhancing current system ridership
- Some commented that the priority is to have an effective transit system that is done correctly, rather than just done efficiently

#### **C. ADDRESS LIKELY PROJECTED FUTURE NEEDS**

- Demographic shifts (multigenerational)
- Core vs. suburb shifting relationships
- Jobs vs. origin/destination emphasis
- Maximize flexibility over useful life
- Connections with future mobility option

#### **D. COORDINATE WITH OTHER CIVIC DEVELOPMENTS**

- Coordinate with existing urban civic infrastructure
- Accommodate transitions to “Complete Streets” and visions developed during DD360 updates
- Accessibility (wheeled vehicles and pedestrian routes)
- Be mindful of other developments/impacts and subsequent CityMap outcomes

#### **E. FUTURE SYSTEM CONSIDERATIONS**

- Consideration for how synergies can develop from working with multiple agencies/groups
- Strive for developing ambiance in the stations/boarding areas
- Plan for seamless experience beyond points of departure to points of destination, including before and after entering the DART system, creating a sense of place at each terminus
- Activate the Edges – transparent, interconnected stations that are less a transit stop and more a “piazza” to promote community, increase ridership, and improve the visibility and comfort of riding DART







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## 1.6 CONCLUSIONS

- A. **B4 Alignment (Appendix B) or B4 Alternative with Avoidance Option (Appendix C)** comes closest to meeting the criteria of the majority of this group, although not everyone was in concert with this opinion. In addition, some worry that modifying current station locations - decreasing from two to one station - may reduce potential ridership, which DART staff are continuing to evaluate and will announce findings
  - B. Alignment should be visible or at grade as much as possible
  - C. Utilize appropriate architectural components as conduits to express public art
  - D. Multimodal and Intermodal are both key (connectivity/future needs)
  - E. Seamless accessibility must be maintained throughout the entire system
  - F. Also discussed was the low current ridership from the Convention Center. The group felt there are much stronger potential catchment areas further east of City Hall.
-

APPENDIX A.1

July 2015 City Briefings – Alternatives Summary, page 1 of 2

 <h1>Alternatives Summary</h1>			
July 2015 City Briefings			
	Summary	Pros	Cons
 <p><b>B4</b></p>	<ul style="list-style-type: none"> <li>2.41 miles</li> <li>Cost \$511 M</li> <li>21% tunnel</li> <li>40,500 trips</li> <li>+ \$2.5 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>Highest ridership</li> <li>Low capital cost</li> <li>Full D2 alignment within budget</li> <li>Low O&amp;M</li> <li>Better visibility on Young Street</li> <li>New market areas</li> </ul>	<ul style="list-style-type: none"> <li>Relocate First Presbyterian garage</li> <li>Opposition from First Presbyterian Church</li> <li>Concerns regarding proximity to residential</li> </ul>
 <p><b>B4</b> w/o Harwood</p>	<ul style="list-style-type: none"> <li>2.41 miles</li> <li>Cost \$493 M</li> <li>21% tunnel</li> <li>31,100 trips</li> <li>+ \$2.2 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>Low capital cost</li> <li>Low O&amp;M cost</li> <li>Full D2 alignment within budget</li> <li>Better visibility on Young Street</li> <li>New market areas</li> </ul>	<ul style="list-style-type: none"> <li>Low ridership</li> <li>Relocate First Presbyterian garage</li> <li>Opposition from First Presbyterian Church</li> <li>Concerns regarding proximity to residential</li> </ul>
 <p><b>B4a</b></p>	<ul style="list-style-type: none"> <li>2.48 miles</li> <li>Cost \$830 M</li> <li>41% tunnel</li> <li>37,600 trips</li> <li>+ \$4.3 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>Moderate-High ridership</li> <li>New market areas</li> </ul>	<ul style="list-style-type: none"> <li>High cost</li> <li>Some residential acquisition</li> <li>Opposition from Farmers Market neighborhood</li> </ul>
 <p><b>B4b</b></p>	<ul style="list-style-type: none"> <li>2.64 miles</li> <li>Cost \$898 M</li> <li>44% tunnel</li> <li>33,200 trips</li> <li>+ \$4.4 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>Additional access to Convention Center area</li> <li>New market areas</li> </ul>	<ul style="list-style-type: none"> <li>Low ridership</li> <li>High cost</li> <li>Some residential acquisition</li> <li>Opposition from Farmers Market neighborhood</li> </ul>
 <p><b>B4e</b></p>	<ul style="list-style-type: none"> <li>2.67 miles</li> <li>Cost \$505 M</li> <li>Elevated</li> <li>40,500 trips</li> <li>+ \$2.5 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>High ridership</li> <li>Lower cost</li> <li>Full D2 alignment within budget</li> <li>Low O&amp;M</li> <li>Avoids relocation of First Presbyterian parking garage</li> <li>New market areas</li> </ul>	<ul style="list-style-type: none"> <li>Visual issues with structure</li> <li>Opposition from First Presbyterian Church</li> <li>Concerns regarding proximity to residential</li> <li>Lack of public support (negative visual impact)</li> </ul>



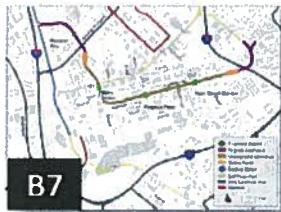
APPENDIX A.2

July 2015 City Briefings – Alternatives Summary, page 2 of 2



# Alternatives Summary

July 2015 City Briefings



Summary	Pros	Cons
<ul style="list-style-type: none"> <li>• 2.27 miles</li> <li>• Cost \$912 M</li> <li>• 49% tunnel</li> <li>• 31,600 trips</li> <li>• + \$3.4 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>• Low O&amp;M cost</li> <li>• Serves office core</li> <li>• Enhanced transfer opportunity with existing Bryan/Pacific LRT mall</li> </ul>	<ul style="list-style-type: none"> <li>• High cost</li> <li>• Low ridership</li> <li>• Proximity to existing Bryan/Pacific LRT mall may duplicate service</li> </ul>
<ul style="list-style-type: none"> <li>• 3.29 miles</li> <li>• Cost \$1,173 M</li> <li>• 65% tunnel</li> <li>• 38,100 trips</li> <li>• + \$3.9 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>• Serves office core</li> <li>• Increases use of East Transfer Center</li> <li>• More direct connection to North Central corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Most expensive</li> <li>• Most tunnel</li> </ul>
<ul style="list-style-type: none"> <li>• 2.24 miles</li> <li>• Cost \$596 M</li> <li>• 34% tunnel</li> <li>• 30,900 trips</li> <li>• + \$8.0 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>• Utilizes existing LRT tracks north of Woodall Rodgers</li> <li>• Lower cost</li> <li>• Better visibility on Young Street</li> <li>• Full D2 alignment within budget</li> </ul>	<ul style="list-style-type: none"> <li>• Low ridership</li> <li>• Poor geology</li> <li>• Relocation of West Bus Transfer Center</li> <li>• High O&amp;M cost</li> <li>• Woodall Rodgers modifications</li> <li>• Relocate First Presbyterian garage</li> <li>• Opposition from First Presbyterian Church</li> </ul>
<ul style="list-style-type: none"> <li>• 2.26 miles</li> <li>• Cost \$1,057 M</li> <li>• 54% tunnel</li> <li>• 31,900 trips</li> <li>• + \$10.2 M O&amp;M/yr</li> </ul>	<ul style="list-style-type: none"> <li>• Utilizes existing LRT tracks north of Woodall Rodgers</li> <li>• Serves Union Station</li> </ul>	<ul style="list-style-type: none"> <li>• Low ridership</li> <li>• Most expensive</li> <li>• Significant tunnel</li> <li>• Poor geology</li> <li>• Relocation of West Bus Transfer Center</li> <li>• Increased O&amp;M</li> <li>• Some residential acquisition</li> <li>• Opposition from Farmers Market neighborhood</li> </ul>

NOTES:

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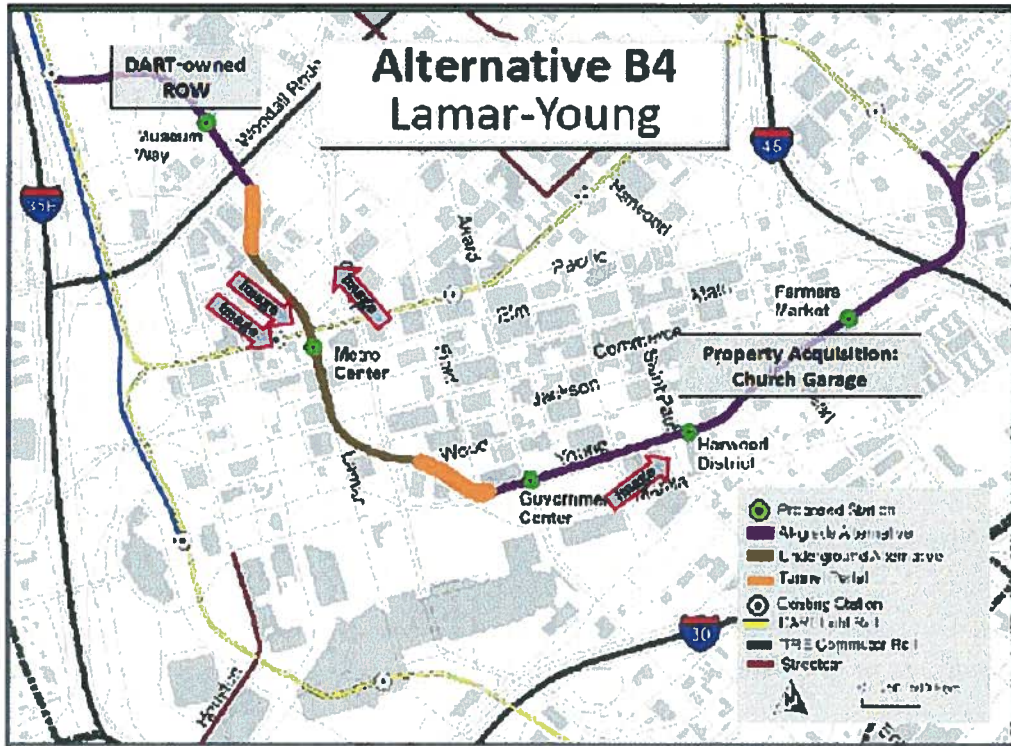


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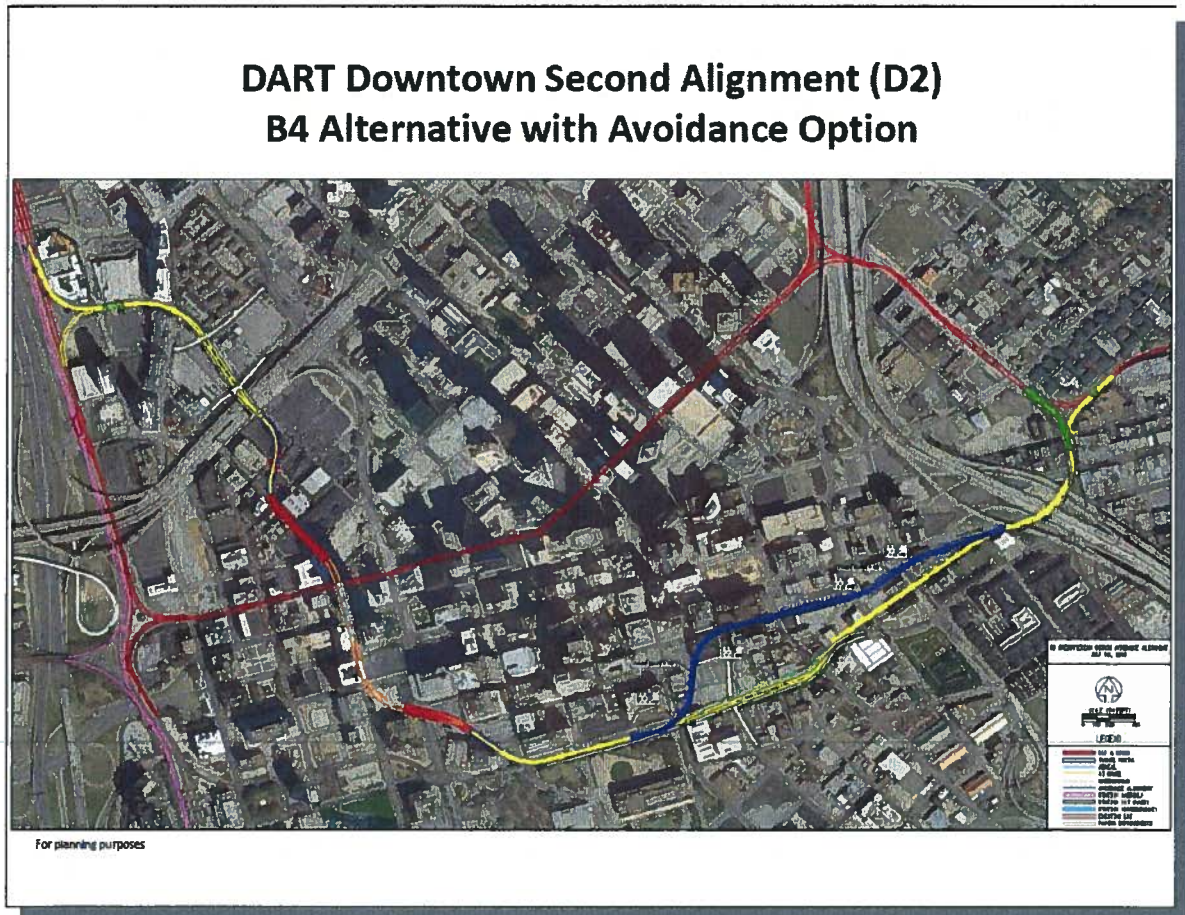
APPENDIX B.

Alternative B4 Overview - showing constraints



APPENDIX C.

B4 Alternative with Avoidance Option - slide provided to peer reviewers.






## APPENDIX D.

## DART D2 Preliminary Draft Evaluation Results chart

	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 <sup>1</sup>	C3a <sup>1</sup>
<b>Project Length (miles)</b>	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
<b>% Tunnel (miles)</b>	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
<b>Capital Costs (2013,\$M)</b>	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
<b>O&amp;M Cost Increase over No-Build (2013,\$M)</b>	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
<b>Project Trips</b>	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
<b>Added Riders</b>	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 <sup>2</sup>
<b>FTA Core Capacity Criteria (Interim Guidance)</b>	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

<sup>1</sup> Assumes West End Bus Transfer Facility is relocated to Union Station.  
<sup>2</sup> Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.



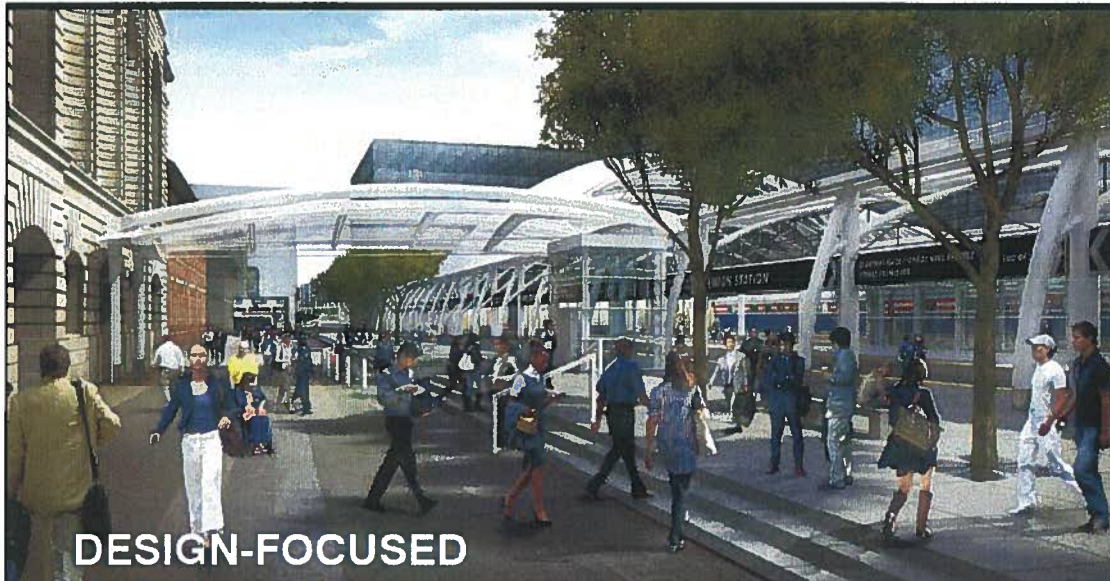
## APPENDIX E.

## Peer Review Team Makeup

<b>GDPC D2 PEER REVIEW TEAM</b>		
	<b>SECTOR</b>	<b>PROFESSIONAL DISCIPLINE</b>
1.	Private	Architectural & Engineering Strategy
2.	Private	Architecture
3.	Public	Planning
4.	Private	Architecture
5.	Private	Architecture & Planning
6.	Public	Planning
7.	Academia	Architecture
8.	Private	Planning & Urban Design
9.	Public	Director-Outreach Programs
10.	Private	Business Process Improvement

APPENDIX F.1

Peer Review Discussion boards – 1 of 2 (Exhibits prepared for Peer Reviewer discussion)



- IF elevated, D2 should push the envelop of “infrastructure design”
- Visually appealing stations and line extensions
- Become an addition to the beauty of the city, not an eyesore
- Integrate with other alternative transit options; bike trails, car-sharing, and popular pedestrian routes
- Build sustainable communities by integrating transit into existing neighborhoods
- Develop creative partnerships to assist in the funding of design features



APPENDIX F.2

Peer Review Discussion boards – 2 of 2



- Develop station identity that is more of a community gatherer than a transit stop
- Create a Place with the use of physical elements that are welcoming and comfortable
- Effective relationship between surrounding retail and activity
- Be the conduit of a strong sense of community
- Find partners, public and private, to complete the goal of a complete street by a layering of activities
- Stations should be adaptable and dynamic



## APPENDIX G.

### Substantive peer reviewer and board member comments made during the process\*

\*Names of reviewers and commenters omitted per consensus of the GDPC board. Messages are in chronological order with most recent first.

August 17

Thanks (Task Force rep). I know we all appreciate your insights and input. I'm hopeful any shift north and subsequent move of the station be one that keeps a Farmers Market area station that's also accessible to Deep Ellum near IH 345. Your no-vote is noted. 'Hope we see you on Thursday.

August 17

I think that the 'Avoidance Alternative' raises a number of issues that could negatively impact development potential of bisected properties as well as connectivity in the southern portion of downtown. Given that the Jackson Corridor would have very limited access since the majority of it would be consumed by rail and a portion of Wood is also potentially being closed for park development, there is a potential that if both of projects happen there would be very limited east-west connectivity between Commerce and Young/Canton. This is contrary to supporting a tight, urban grid and could have further development and walkability implications for this portion of downtown. My vote is no.

August 13

Peer Review Group Colleagues:

I am not elated over the current discussion(s) but neither am I surprised. In my opinion consider this an example of an active democracy.

August 11

I agree our position isn't clear as to which type of B4 alignment we conclude is our version of LPA. We generally say it should be visible (even 'day-lighted' as in their proposed Ross Ave. station alternative) or at-grade as much as possible. While not unanimous - elevated is generally discouraged. In all cases - the urban-design-as-art is of key importance.

That DART continues looking into earlier realignment over to Jackson in response to resident concerns in the Farmers Market area shows an appropriate sensitivity. But they still need to determine whether consolidating two stations into one can be as effective. (DART staff) assured us they're still examining that - and he will have an update soon.

I remain an advocate for keeping both stations if they move the FM station westward to between Harwood and Pearl - by moving the Farmers Market station over closer to IH345 so it can serve the core of Deep Ellum as well as more FM area riders. Such as it is - until more info is available from DART - I feel this gets us as close to a conclusion as we can be. Seven responses to the affirmative <snipped> - do I have your direction to forward this Conclusion to the Board for its vote?

August 11

I vote in support moving this ahead to the Board. However I'm wondering if the committee had a recommendation on which B4 alignment to support and should it be included at this level of engagement? I believe there is consensus among DART and the Downtown community for B4 but we should be weighing in on which B4 alternative. The DDI Transportation Committee is supporting B4 Lamar - Young.

August 7

Just for the record:

Something I had pointed out during our conversations in the group is that when people are referring to “an elevated system”, I don’t believe that what we are meaning is a totally elevated system. Only short spans in lieu of tunnels would be elevated. The assumption that when those of us who are in favor of (at this point two) elevated spans – are in fact defining the entire system is a misnomer.

August 3

(Task Force reviewer) your points are certainly well taken, and we did discuss concern about HSR several times. At the end – we concluded that DART’s Capacity Building Grant application needs to select the LPA based on empirical decisions in pursuit of enhancing current system ridership – rather than hopeful, or yet-to-be fully vetted visions by others.

We also talked a lot about the very low current ridership from the Conv. Center and felt there are much stronger potential catchment areas further east of City Hall.

All of us are very passionate that it accommodate as many riders as possible – and we all really want HSR to be successful. But, one on our panel quantified it in terms of the potential daily trips that would actually deboard HSR and continue on DART. (Considered a very small number of daily potential given HSR proposed capacities and headways.)

Ideally – HSR recognizes the importance of DART with regard to its station location, and will be proactive in reaching out for connections. Given the new HSR board member is a major property owner in The Cedars – we felt there’s strong likelihood he’ll have great potential to expand his developments to accommodate adjacencies. In the end – it’s the adjacencies beyond DART ROW boundaries that will have the biggest impact on ridership.

Yes – I’ll be showing clips of a couple dozen slides that DART has used to get to this point. They’re continuing to weigh a few options on the Harwood and/or Farmers Market stations along the B4 alignments. I’ll show those in the morning too.

Thanks for your well-reasoned feedback! I’ll be prepared to address that in the morning as well – and it’ll be up to the board to give final guidance.

August 3

(Reviewer) makes some convincing and parallel points to some like ours in our meetings. I think (another reviewer) said it best when he talked about how he thinks HSR will be presented – as a station and accessed much like Love Field. I believe that he is right because HSR going longer distances will require luggage and those attendant accommodations. I envision something like a much smaller Grand Central. I believe at this point, we are primarily thinking in terms of “connecting”, which ultimately may not be practical because of the aforementioned scenario.

August 3, 2015

I didn’t respond because it is more of a personal concern than that of a task force concern. The report delivered does not list the methodology that was used to arrive at the conclusion. It only lists the factors for consideration which can be somewhat objective. Regardless of the subjectivity, it appears that GDPC is ready to endorse the (B-4) Alignment. My biggest hesitation is the lack of connectivity and consideration for high-speed rail in that alternative and with DART in general. <snipped> I do believe that coordination with High Speed Rail is essential. I’m hesitant for GDPC to endorse any alignment that does not show coordination with HSR. I understand that we should be cognizant of public expenditures but my biggest priority is to have an effective transit system that is done correctly, rather than just efficiently. Efficiently leaves us with no transit stop at Love Field and a multitude of other issues. Again, that’s just my personal view and personal perspective, not that of task force. It sounds like you are going to be presenting some information on it tomorrow and I look forward to that. Perhaps that discussion will clear up some of my hesitations and concerns.

August 1, 2015

(Reviewer) - your 'horse' is in full flight, no doubt being considered by both the CityMap study underway and the soon to be scheduled DD360 update sessions being undertaken for Downtown Dallas Inc.

Plus we have a great chance to keep these conversations alive with the upcoming joint breakfast mtg with ULI and the Sept 17-18 Going BIG with Small Steps summit.

What we need to do most - as members of GDPC - is be advocates for getting those stakeholders to those conversations.

August 1, 2015

I certainly agree about the realities surrounding those specific observations, but there exists a vacuum of leadership surrounding the bigger picture that is connecting the two systems.

There are definite political realities involved as well (and yes, sometimes leadership is uncomfortable). Yet and still, dialogue can be fostered without stepping on political toes and simply relying on some of the stakeholders to "get it".

As it relates to the big picture I'm referring to, a lunch and learn, forum discussion and/or series of "dream studies" with associated presentations could do wonders. This was the approach taken for the downtown/Trinity River connection issue and I believe it opened the eyes of many.

The D2 alignment and the form it takes is one thing, but the bigger picture is another. Specifically, within GDPC, the end product of this effort (policy, white paper, follow-up policies and efforts) should proactively recognize both and assist in fostering well rounded dialogue amongst all of the stakeholders including citizens. Huge opportunity.

For fear of beating a dead horse, or any other farm animals :), I will rest my case.

August 1, 2015

As do I agree with the importance of those connections of DART and HSR emerging. But for us to maintain our credibility, we must remember our charge and objectives. One does need to be verbally supportive of how HSR relates; but, we also must remember the free-will marketplace nature that our system currently works within. (Landowner's) architects will need to develop those concepts. Ideally – they'll engage feedback from those adjacent stakeholders in those designs.

For DART – there's nothing in their charter that enables them to direct how adjacent property owners choose to relate. Only the City's zoning and development codes can do that. A best outcome for them (and the HSR enterprise) would be that enough nearby stakeholders embrace the value you describe as worth investing in – the outcome will be an energized district that contributes to O&M and further investments. Their key role is ensuring the right-of-way can connect and relate.

We must be sure we embrace the long term vision with short term approaches – to (other reviewer's) point – by planning well. I'm optimistic the DD360 plan update and the CityMap study will help drive some of that potential.

Incrementally – the investors in both HSR and The Cedars will have great opportunities if the planning (is) well done. In DART's D2 decision, simplicity is essential to acceptance by those who will ultimately vote on the LPA. Those opportunities are by their very nature – implied. In the draft I've reviewed – it appears (reviewer/editor) (has) given a nod to that.

Perhaps one of our most important questions to bring up on Aug 20 is to what extent is the City working to accommodate those kinds of edges?

August 1, 2015

We can not underestimate HSR potential impacts nor those of coupling it to DART's network. That would be short sighted.

As is illustrated with declining auto purchases and travel, travel patterns are changing before our eyes.

Yes, people definitely will disembark HSR and jump in (a rideshare) or a taxi if there are no other options. They will also depart the area if there is nothing else around the station to entice them to spend time and money.

Part of the conversation is about planning and positioning. Station area planning, land planning and the coordination of assets, efforts and organizations or at least meaningful dialogue between them all. We can't get there relying on the models of the past.

I'm all for pretty stations and elevated structure (should this option be chosen, appearance is highly important), but there is much more at stake here.

We have to help create the environment in which such game changing decisions can be made. We are behind the curve already, but we should not just let portions of the opportunity just slip away. The P in GDPC is definitely there for a reason.

July 31, 2015

I tend to agree with your perspective. Yes – it'll be a very big deal, and the local property owner will have lots of options to designate what occurs around that landing point. Ideally – more form based would be more resilient to market demands.

It's foreseeable that DART would deploy a small sequence of shuttles during the lead up to departures and following each arrival event based on demand. Ideally – the free market (prop owners), perhaps driven by city planning staff, would take the initiatives to activate those adjacencies according to potential demands.

July 31, 2015

I'm pro HSR. I believe the need to interconnect HSR and DART is obvious. I believe, however, that we need to use caution in making assumptions about its impact, relationship to the CBD and how best to provide the trip to the passenger's final destination. In exchanges with the HSR staff I learned that the train will arrive during peak hours every 30 minutes. The capacity of each train is 400 passengers. I've asked for their assumptions regarding the final destination of the passengers, but I have not received them. My guess is less than ½ will be going to destination that is within walking distance of a DART station. And of that number, many of the business travelers (who can expense the cost) will elect to take a cab or (rideshare). I suspect most passengers going to Houston will likely drive or rideshare to the station, some will cab. Many will ride DART. In many ways I would expect HSR to perform like Love Field, but with a higher percentage of business based trips. There is no question that multi-modal service, including DART LRT, is needed; however, I'm not ready to judge its development impact or service needs.

July 31, 2015

Maybe just to clarify some of my input...

At grade is clearly preferable, any elevated track would be as minimally necessary to separate line crossings.

Even with below grade tunnel, there are two stretches of several hundred feet of open trench at either end, which have a clear urban impact.



The example (another reviewer) has included in his exhibit is simply that, an example of a future possibility and offered to expand the conceptual thought and range of possibilities.

And while I'm in complete agreement on the most of the design and development points, I fear we could muddy the clarity of our report with too much detail.

July 31, 2015

I agree the D2 alignment presents opportunities to activate adjacencies - and I'm a huge advocate of that. DART's budget - quite constrained - isn't likely to be able to cover much beyond accommodations of connections with those spaces. The best this effort can do is attempt to select an alignment that by certain metrics seems most likely to do that. Our worry regarding the City's engagement is valid but has to recognize the free-market nature of how our city gets built out or redeveloped.

This causes me to want to acknowledge how many of, or to what extent the subject parcel owners have had conversations with DART. How have these been characterized in the environmental documentation? (DART staff) has mentioned conversations with several of them, so I'm reasonably confident he's reaching out through this and the preceding process. Without getting into the wildflowers, some explanation of the transparency of this process is in order?

My initial reaction to (submitter's) illustrations is very positive (although I want to see fewer 'dust-catcher' elements), we need to remember that some if not many will not see lingering space in this context as a positive. The differentiator in my mind would be how can the adjacencies become supportive of economic generators (coffee, dining, phone sales, shopping, etc.) that serve to foster rapid turnover rather than accommodating the kind of lingering that occurs around many of the current stations.

As a public transit agency - DART can't activate those spaces; but, must at least strive to support access in proximity to those private investors who see value in DART's passenger turnover. Retail sales tax revenues - in part a direct funding source for DART - should be among the top considerations during these types of discussions.

An immediate impediment to the introduction of those uses will be the City's current development codes. This falls into that area we've described as needing increased support and collaboration from city staff and elected decision makers.

July 31, 2015

Wow! You really captured what I meant by placemaking and high design and functional art.

I vote for this to be one of our recommendations to the GDPPC. (*attached pdf*) I think if we are to be thought leaders, we shouldn't be afraid to push the envelope. The reason the public may have been opposed to part of the system being elevated is because they've never experienced a complete and thoughtful human space such as (contributor) has so aptly rendered. And their only reference is something like the "L" in Chicago, which is terrible.

July 31, 2015

I also want to echo (other reviewer's) emphasis on High Speed Rail, which has the (potential) to turn the Greater Dallas & Houston regions into an economy longer than most states and is a top priority to city staff and the largest job creating employers in downtown.

July 31, 2015

I believe DART has been in conversations with HSR and like the City, the dialog may not be productive, nor given to operating as allies for the betterment of the overarching system(s). (DART) said at one point that they don't feel like (they) should be the one making all of the concessions and absorbing costs to make it convenient for HSR's station(s). So

you are right. Some involvement by the agencies, public, GDPC, and others could be advocates or an ombudsman to promote conversation and encourage a level playing field.

Also, regardless of what elevation the stations occupy, I would encourage the idea that structures do not have to look like TxDOT, but rather have a more creative approach and public appeal. Didn't we say that the millennials will be a large percentage of public transportation modes now and in the future?

July 31, 2015

I agree as well.

I'm not a fan of most of the rail stations and largely because they offer little shelter from the sun and/or rain in most cases (cost consideration I'm sure and maybe safety to a lesser extent).

I do believe a street level line has its benefits. I just wonder if the impacts to vehicular traffic within the downtown grid outweigh the benefits.

To (other reviewer's) point, I do not believe an elevated system will be maintained well. Let alone make it thru the inevitable cuts to the budget that will most likely result in design sacrifices (sometimes you have to be careful about what you fight for). Of course, a bucket of variables must be considered. Many of which will impact the overall cost of the system.

All of the above being said, whichever option is chosen, it is tantamount that adequate consideration be given to design. For an elevated or street level line, the design must take into consideration impacts on adjacent properties including access to rail stations, pedestrian/auto access to buildings and impacts to the ability to develop or redevelop adjacent sites. This must include the input of stakeholders (property owners, DDI, DART, GDPC, and downtown businesses and residents).

Also, station area planning must be brought to the forefront. If done well, this could work in tandem with economic development efforts facilitated by mechanisms such as TIF districts and/or transit districts.

Lastly, I still say, IF AT ALL POSSIBLE IN ANY CAPACITY, consideration should be given to facilitating serious discussions with the city and Texas Central Railroad regarding the possibility of planning the best outcome possible for linking the two systems. This dialogue should also include NCTCOG, the federal government and possibly even the business community. GDPC can help facilitate this meeting of the minds. This is the type of progressive, visionary effort needed to leverage opportunities in this region and successfully position Dallas for the future.

If we can do it to pursue the Super Bowl and the Olympics, surely we can do it for something that is permanent and potentially hugely transformative.

July 30, 2015

It\*\* (image boards provided by Reviewer – Appendix F.) is an attractive design, but I have reservations.

1. Public agencies are not known for delivering high levels of maintenance. Look at North Central Expressway through Dallas. It was a very well designed and an attractive highway that now looks like the poster child of neglected investment.
2. Any separation from the surface level of the street separated the pedestrian from the service and erodes potential ridership. Go to Mockingbird Station. The escalator is frequently out of service and the elevator is as appealing as service station restroom. The same can be said at above grade stations.

3. Most people who advocate grade separation do so because they don't want to interfere with cars. I think car interference is a plus, especially in core urban areas where cars should move slowly, if not discouraged. The train should be integral to street life.

July 29

Here are a few additional thoughts in support of the recommendations:

There is a correlation in the travel patterns in rail and surface road trips (Red Line and US 75). People using both modes are likely in same corridor for the same reason. It is the best path to the destination. Thus, rail patterns should parallel heavily used roads. The more congested the road, the better it is as a transit corridor.

The station is not the destination. Stations need to be as close to the destination(s) as possible. Walking distances need to be short and in a comfortable walking environment.

Commuting to work is the number one reason for using transit. While proximity to other trip attractions is good, it is a secondary consideration.

Most transit uses travel two or more links on transit between the trip origin and destination. That means the interconnection between rail to rail and rail to bus, streetcar, etc. is very important.

The cost of parking is a major factor in using transit. If the supply of parking is high and inexpensive at the destination station, commuters may decide to drive or using transit.

Rail availability alone is not a major inducement to development. The most successful TOD developments are successful due to other locational advantages, including road accessibility, existing anchor attractions, high concentrations of employment/housing, and general market demand. Rail is a major catalyst for TOD in areas already possessing good attributes for development.

July 28, 2015

I'd like to hear how they arrived at changes in ridership by moving the FM station (prox to rooftops, job densities, walk-indexes?), and the current descriptions of affected parcels/population densities affected - that we can compare side by side.

A multi-objective design consideration, should the overhead option stay alive: Overhead sections may require longer than some blocks to climb above street clearances, leading to potential street closures. (DART staff) knows that distance? [Approx. 250 L.F.]

Knowing which blocks aren't long enough to achieve sufficient clearance would inform which streets to consider incorporating into large-scale ped-mall connections --perhaps even trolley or driverless car routes? I advocate doing this along one or more central corridors NS through downtown. Q. can John H. confirm the distance require from ground to overhead so we know what length envelopes are required to elevate, should consideration be given to Overhead?

Partially-elevated sections may accommodate a large scale pedestrian mall beneath those streets? (Close and convert those to 'woonerfs' with could be controlled parking and delivery access. This could create blocks-long lateral ped-way extensions to other downtown streets. Add good crosswalks at those.

## DART Response to Questions August 20, 2015

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### Questions and Comments

**(1) If Young Street operates with 2 lanes versus 4 lanes, does that minimize the impact to adjacent property owners?**

Based on very preliminary review, the Church property would still be slightly impacted on the north and south side of the street. This opportunity can continue to be reviewed.

**(2) Provide a map showing the businesses that will be impacted by the B4 alignment?**

See Attachment

**(3) Can the modified B4 alignment along Jackson Street replace the B4 alignment along Young Street?**

As a result of concerns expressed, DART developed the Jackson Street alignment. While we have completed an initial assessment of the alternative that would utilize Jackson Street, we will continue to develop additional and more detailed information in the next 18-24 months as the project moves forward in Project Development.

**(4) Provide detailed listings, dates/locations, of the public outreach**

See Attachment

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### Most Recent General Public Meetings Held June 2015

June 17@DART HQ

June 17 @Renaissance Dallas Richardson Hotel

June 18 @ Dallas Methodist Hospital

### Small Group Meetings

Downtown Stakeholders, property owners, residents, HOAs, DART Cities, Technical Staff from agencies, utilities, and professional organizations such as the Greater Dallas Planning Council (GDPC).

### Social Media Site - My Sidewalk

Activity Summary

7100 Views; 106 Responses; 6 Likes; 112 Interactions

Newspaper, Blogs, Door Hangings

## DART Response to Questions August 20, 2015

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Other Questions Raised During the Committee Briefing

### **EXISTING MALL**

**Is the current Transit Mall (D1) working well and if it were below grade level would it be more efficient.**

The Transit Mall is at its limits which is the reason for the second alignment. Once the second alignment is in place, there will be some relief for the existing Transit Mall

The tunnel would operate at approximately the same level of operation because of the spacing of the stations and the number of trains in the tunnel portion of the mall. One difference of being in the tunnel versus being at grade is that the tunnel would not have to contend with the street traffic signals that are found on the surface. However, because of station spacing in the CBD, the tunnel operation would still be relatively slow. The unknown portion of the answer is where would the transition to the surface occur and what might be the conditions associated with that.

**Does the current Transit Mall have signal priority or signal pre-emption.**

Traffic Signal Priority (TSP) - is an operational strategy that is applied to reduce the delay to transit vehicles experience at traffic signals. TSP involves communication between trains and traffic signals so that a signal can alter its timing to give priority to transit operations. Priority may be accomplished through a number of methods, such as extending green lights on identified phases, altering phase sequences, and including special phases without interrupting the coordination of green lights between adjacent intersections.

Signal Preemption - Preemptive control is designed and operated to give the most important classes of vehicles the right of way at and through a signal. This right of way is usually achieved with a green indication on the approach of the vehicle requesting preemption. Preemptive control may be given to trains and emergency vehicles. It is commonly used for fire engines because the size of their vehicles makes them less able to move through traffic without the aid of preemption.

DART utilizes preemption for all Trinity Railway Express (TRE) and most of the DART light rail system, with the exception of downtown Dallas and along Lancaster Road. The light rail system in downtown Dallas is controlled by a traffic signal priority system.

## DART Response to Questions August 20, 2015

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## DART Response to Questions August 20, 2015

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### FUNDING

We are pursuing a Capital Investment Grant (CIG) of approximately \$400 million in core capacity funding with a local match of \$400 million.

#### **It was indicated that some TxDOT Commissioners would support providing future funding for transit authorities**

There is no single identified source for urban transit funding through TxDOT like there is for rural agencies. Proposition One funding is limited to only roadway projects. The timing of any funds coming from the state is unknown and could potentially delay the projects or affect federal funding.

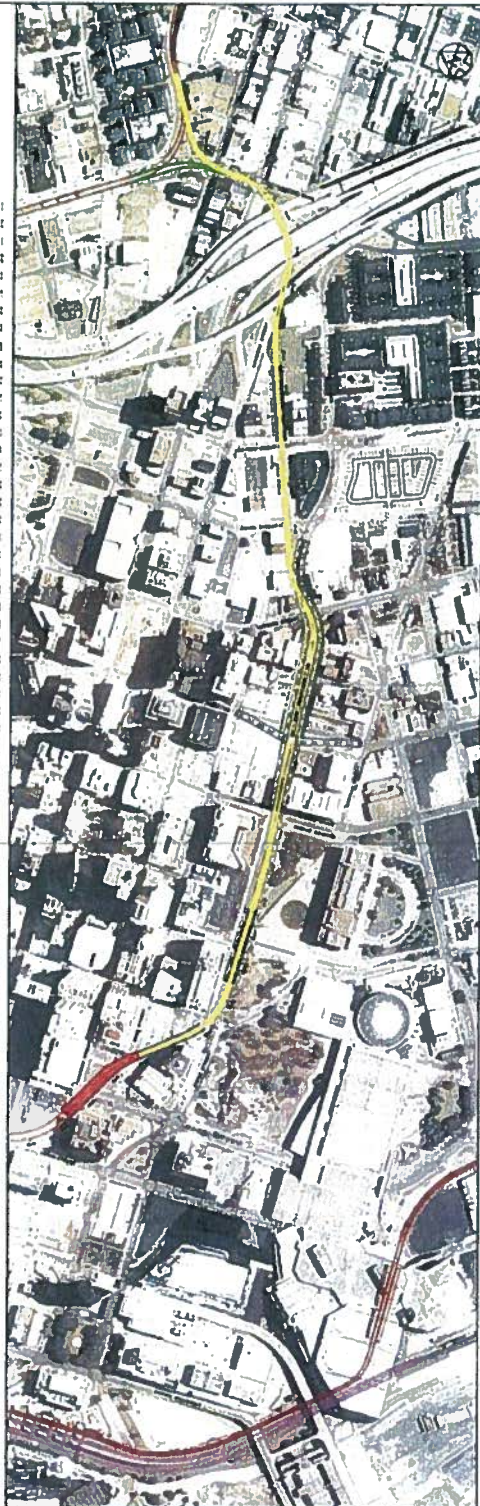
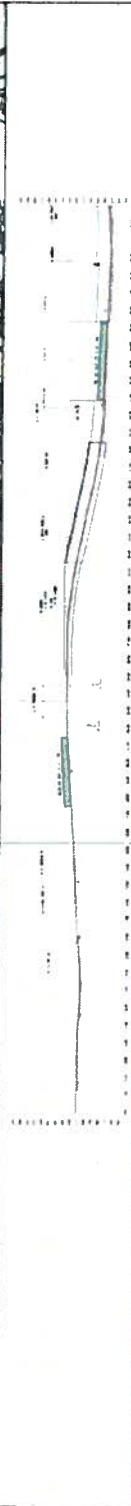
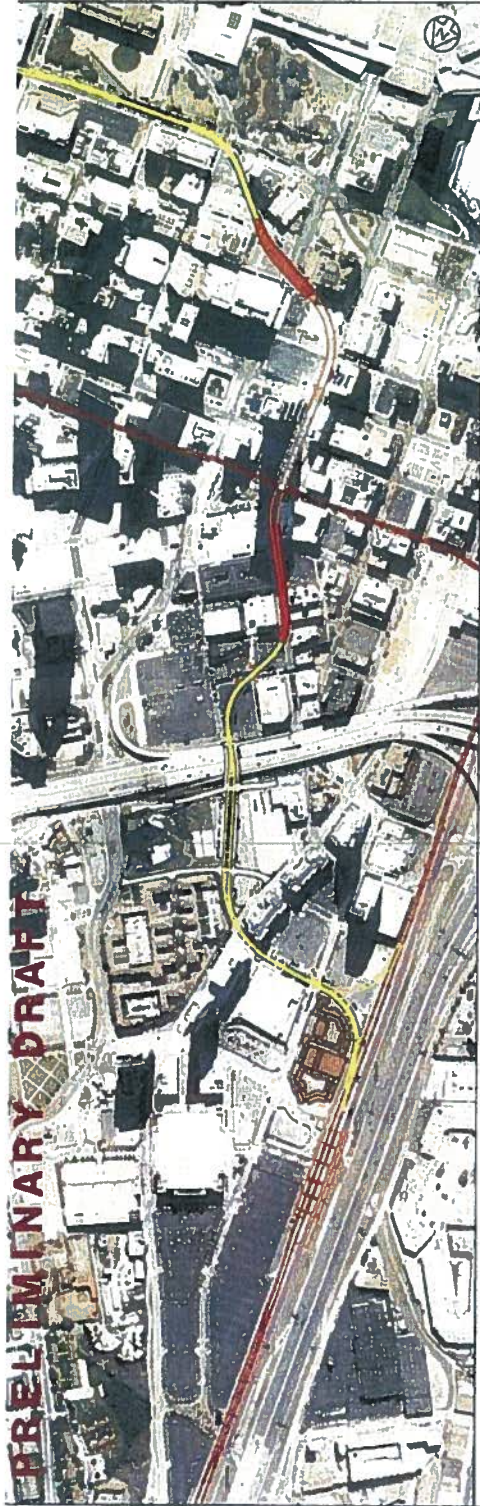
### ALIGNMENT

#### **Was the B4 decision encouraged by Downtown Dallas Inc. (DDI)?**

No. B4 and its modified alignment along Jackson is identified as the preferred alternative because of its potential to positively address many of the key evaluation criteria used by the Federal Transit Administration in the review of core capacity projects.

#### **Why not advance the B7 Alternative?**

B7 does not perform well against the FTA criteria for a core capacity project and is extremely expensive relative to the available DART funding for a local match. In addition, the streetcar alignment proposed for Main Street provides better circulation and station spacing in the corridor. Because of the proximity of the Metro Center Station to Commerce Street, the alignment is forced to the south before it can realign to the street right-of-way.

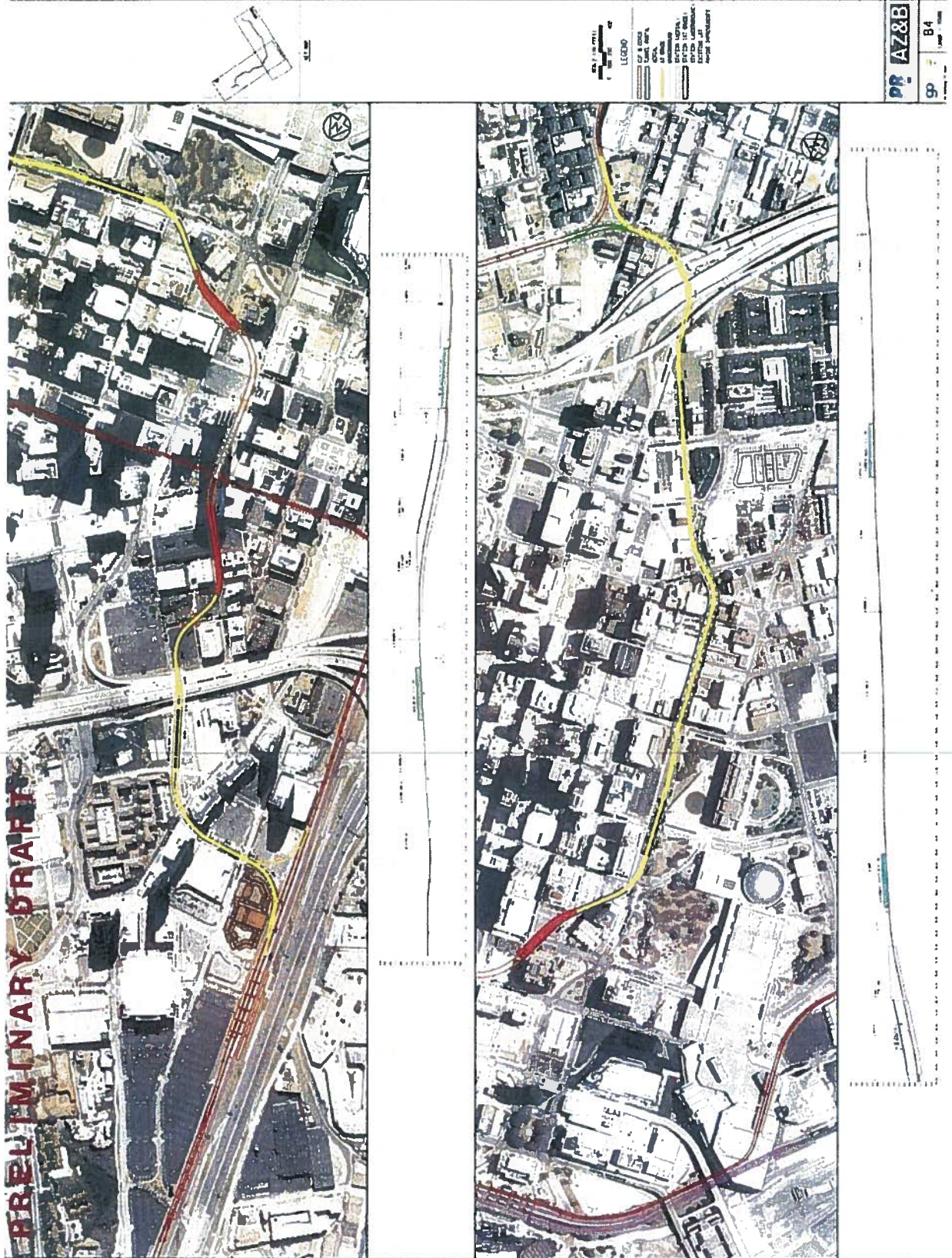


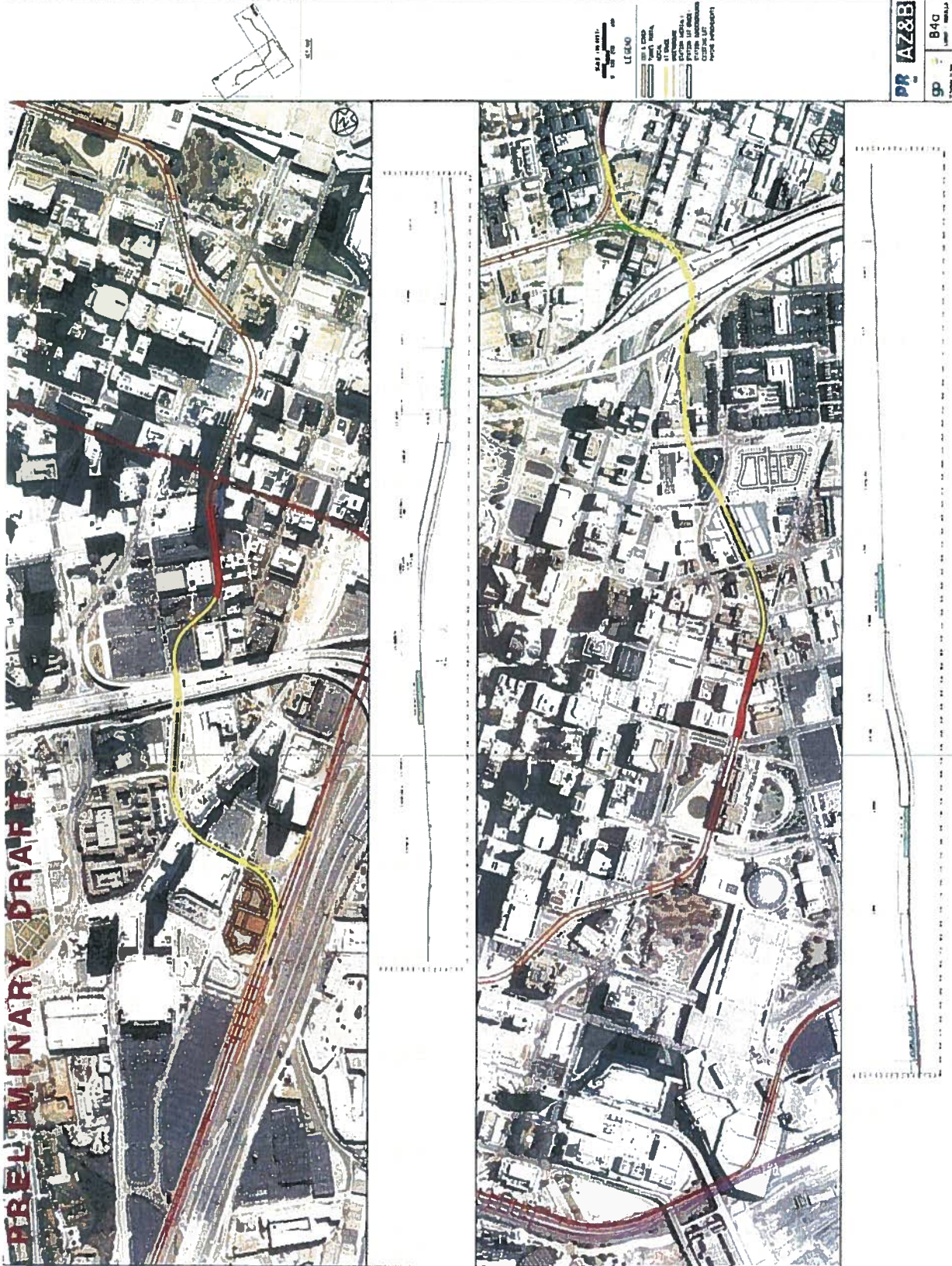
SCALE  
1" = 100'

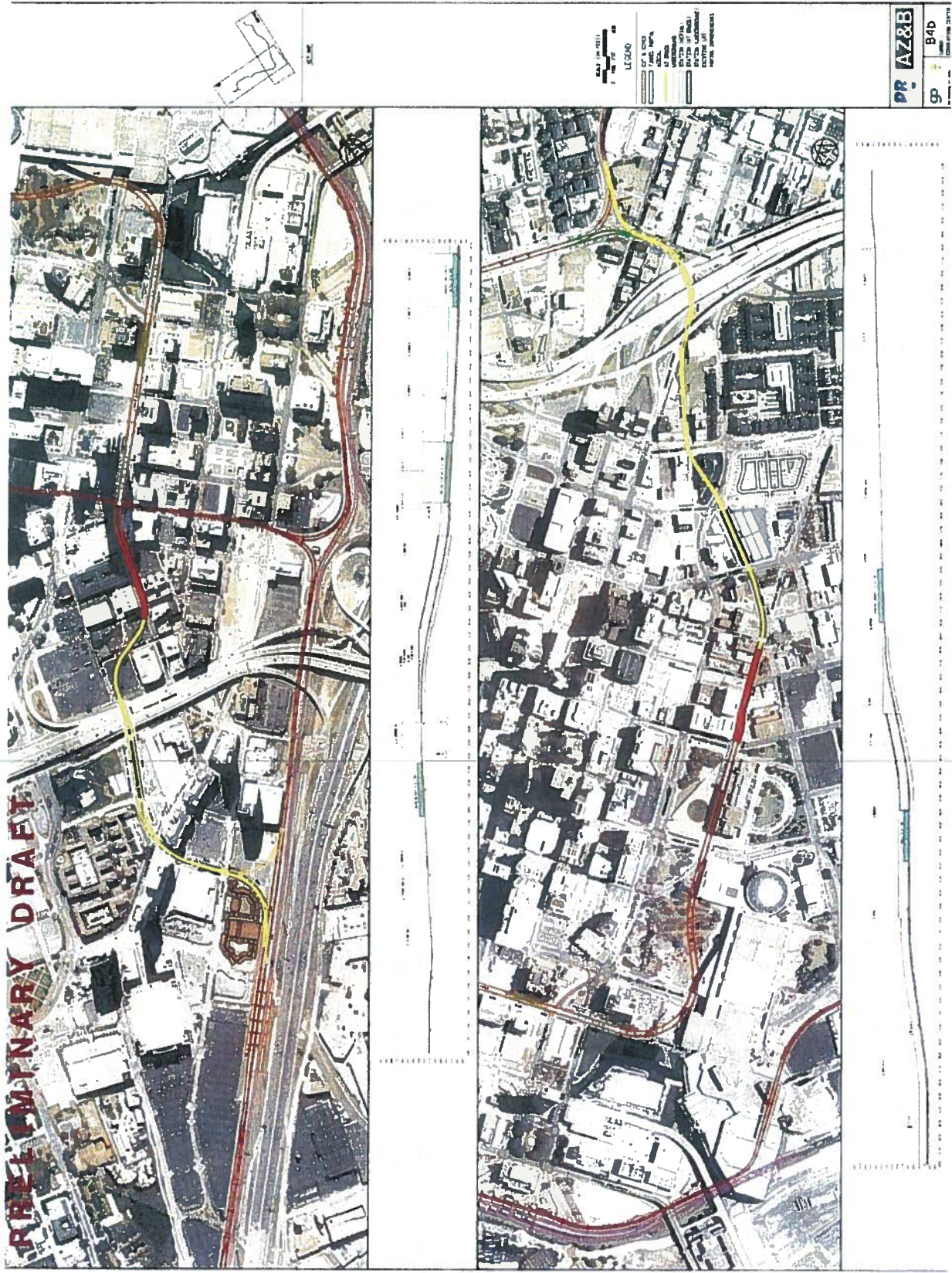
LEGEND  
 PROPOSED 4' SIDEWALK  
 PROPOSED 12' SIDEWALK  
 PROPOSED 15' SIDEWALK  
 PROPOSED 20' SIDEWALK  
 PROPOSED 25' SIDEWALK  
 PROPOSED 30' SIDEWALK  
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 PROPOSED 90' SIDEWALK  
 PROPOSED 95' SIDEWALK  
 PROPOSED 100' SIDEWALK

PR AZ&B  
 9p 84 010  
 1/2" = 1" = 100'

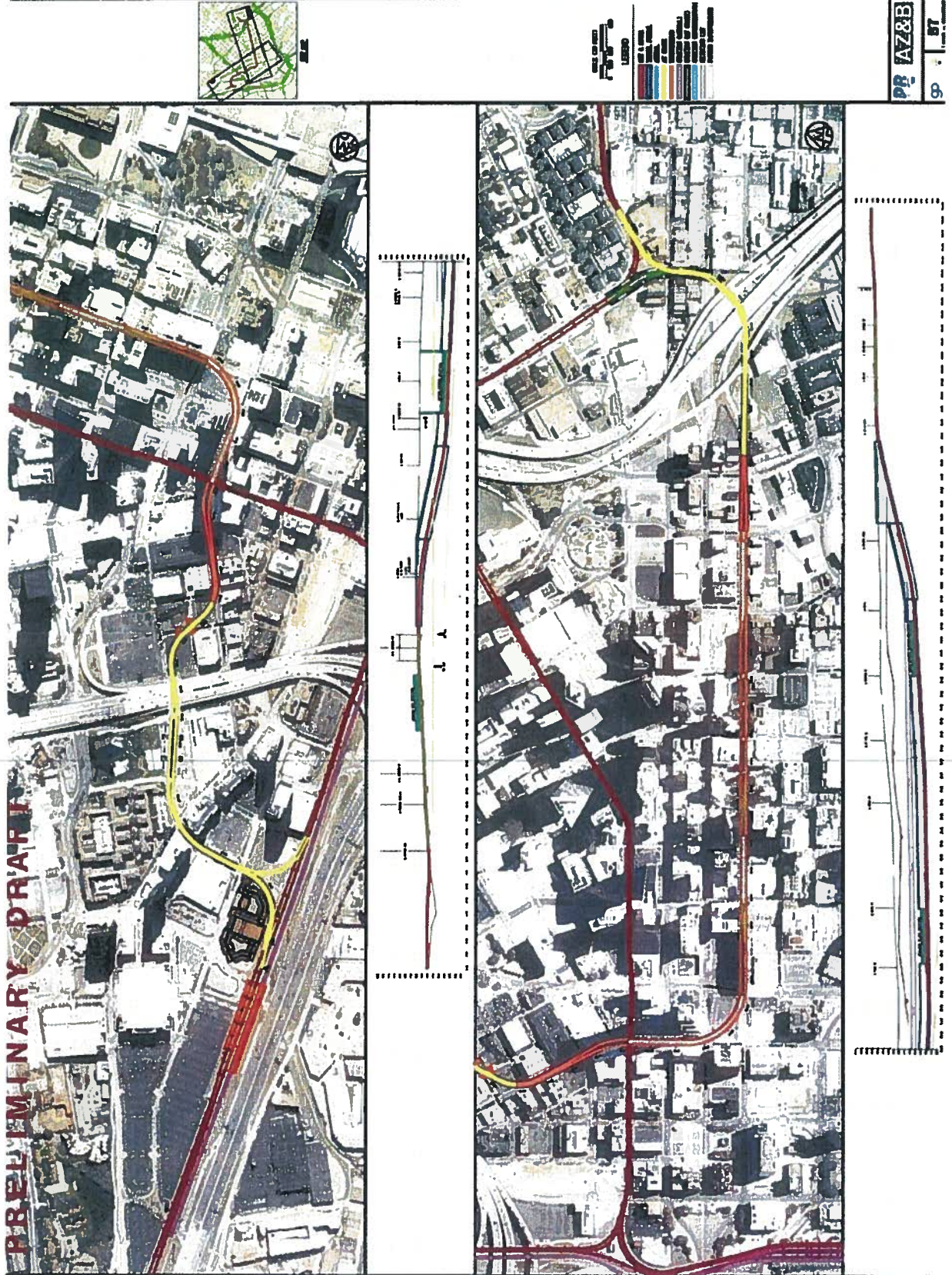


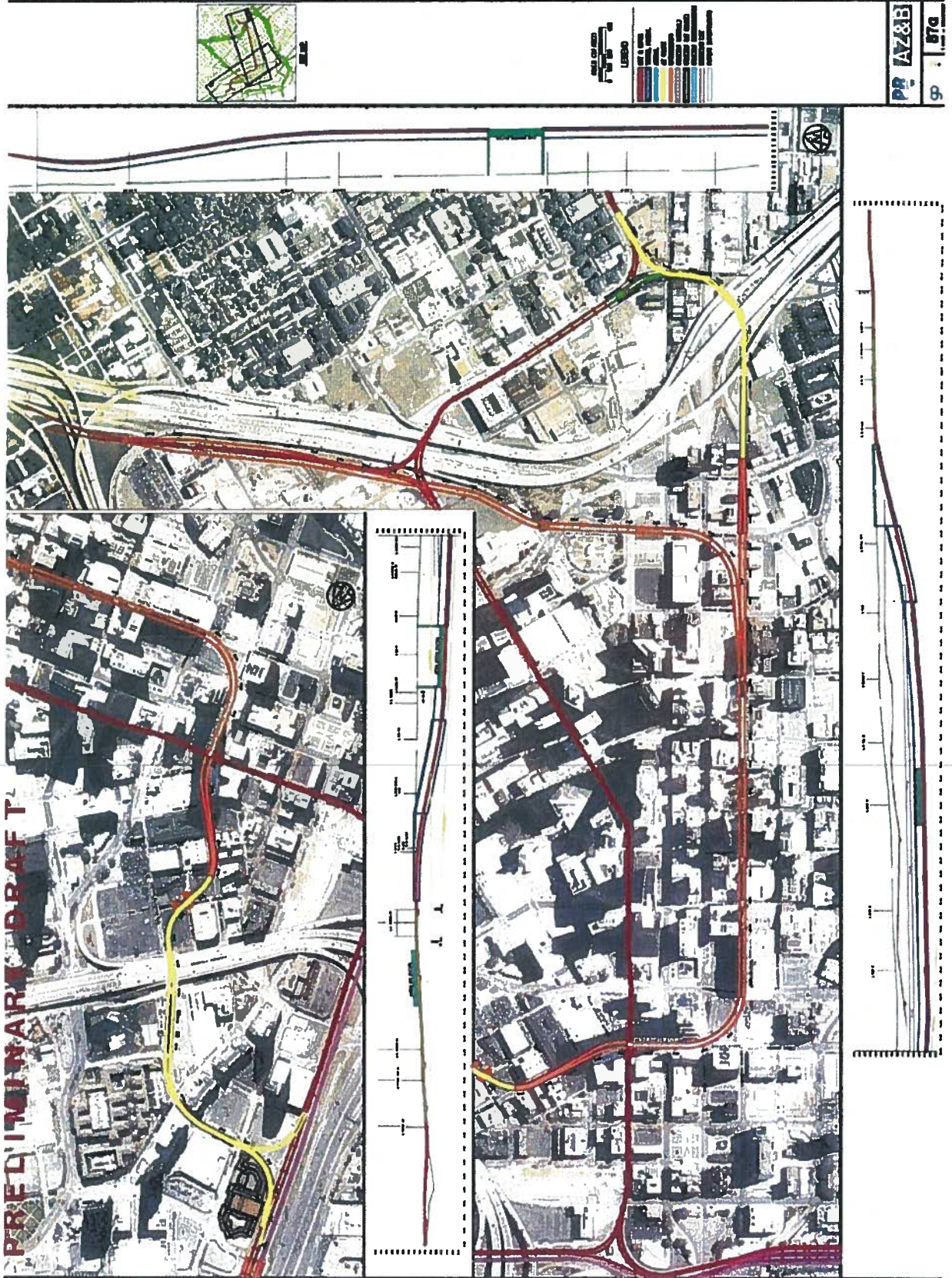




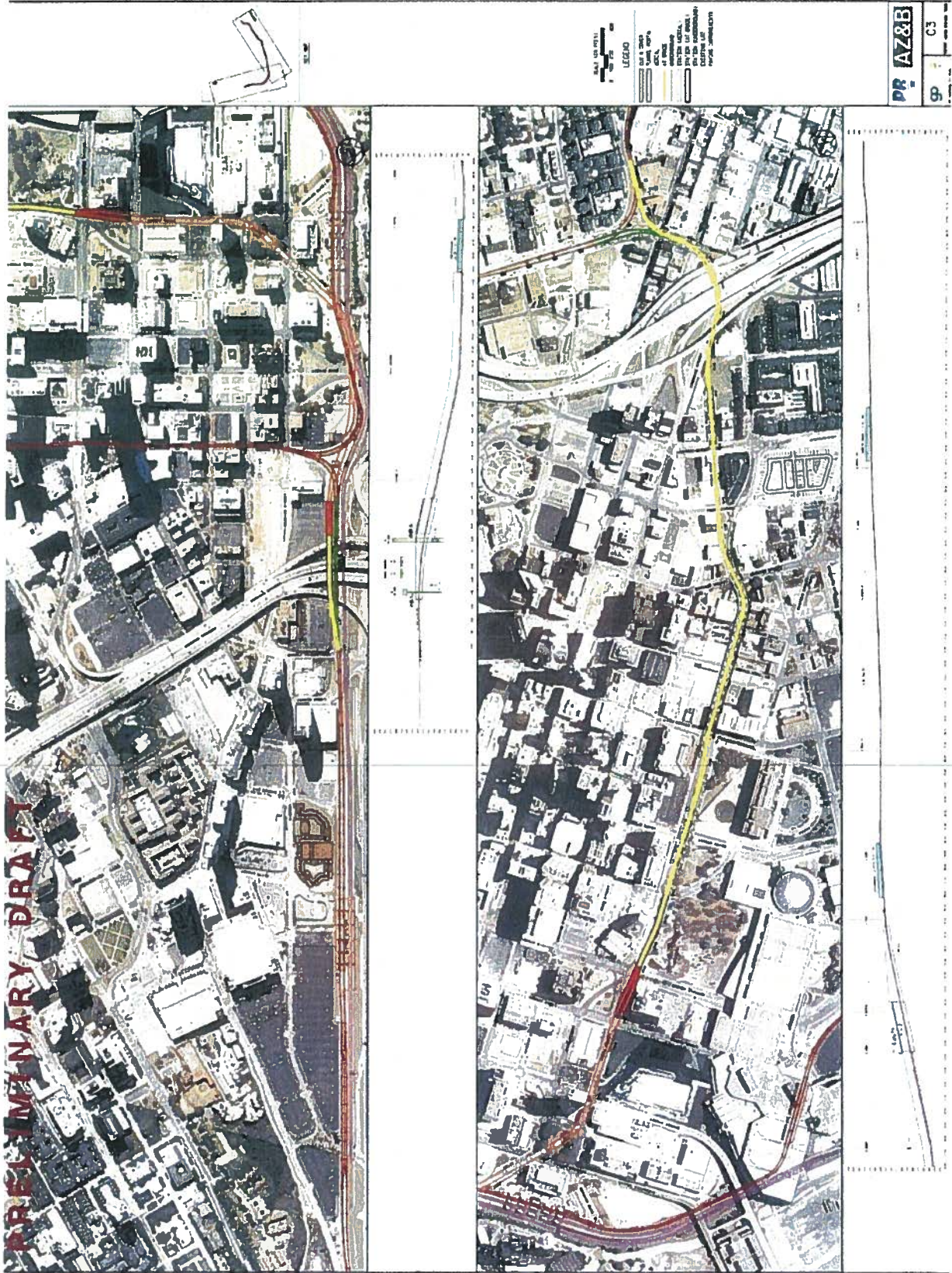


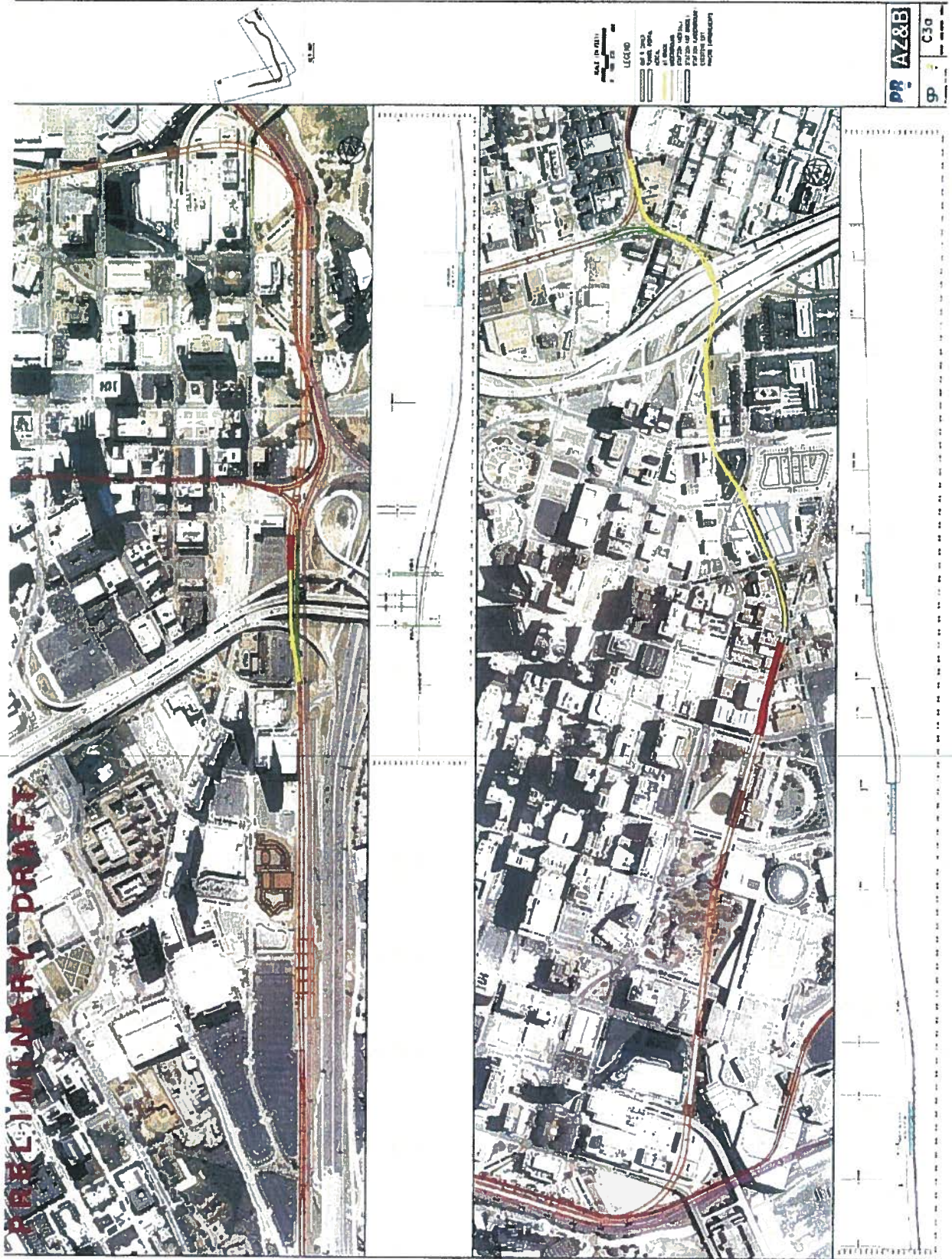






PRELIMINARY DRAFT











# Downtown Dallas Transit Study

Dallas CBD Alternatives Analysis/Draft Environmental Impact Statement



Dallas Area Rapid Transit  
PO Box 660163  
Dallas, TX 75266-0163

March 2010

Figure 7-1. Advisory Committees

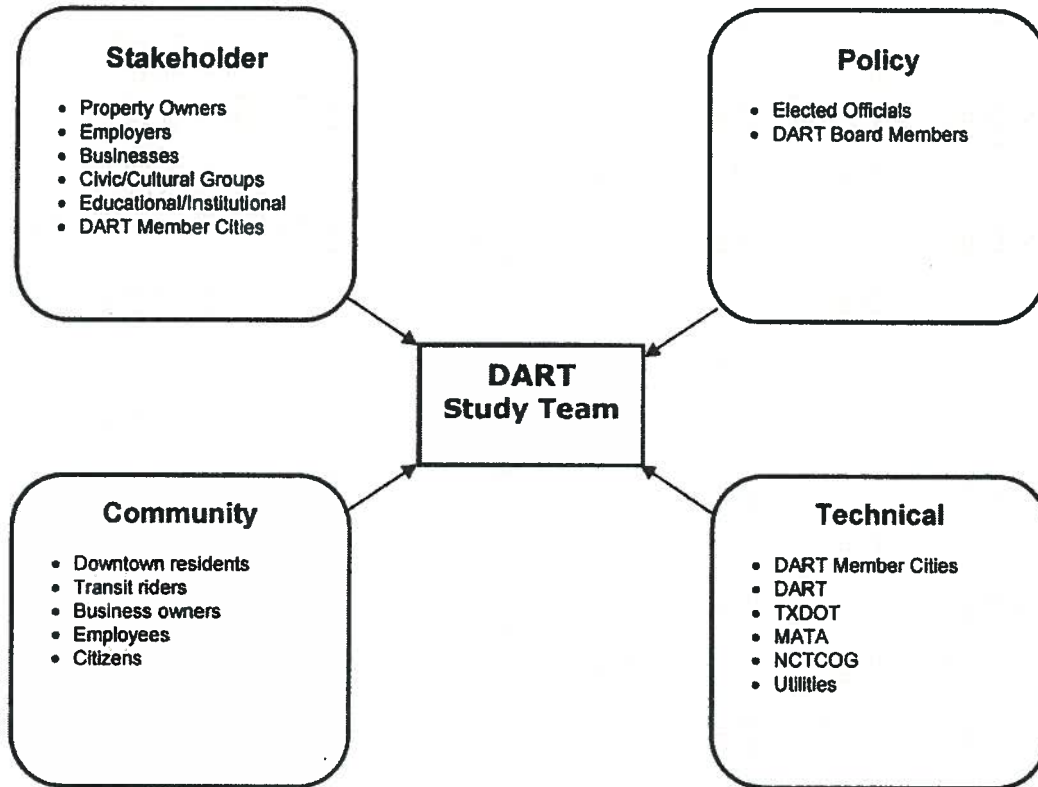


Table 7-1. Summary of Public and Agency Participation

MEETINGS	DATE
<b>PUBLIC MEETINGS/HEARINGS</b>	
Scoping Public Meeting (Noon)	May 2, 2007
Interagency Scoping Meeting (Noon)	May 3, 2007
Scoping Public Meeting (6:30 p.m.)	May 3, 2007
Public Meeting (Noon)	April 24, 2008
Public Meeting (6:30 p.m.)	April 24, 2008
Public Meeting (Noon)	December 16, 2008
Public Meeting (5:30 p.m.)	December 16, 2008
Public Meeting (Noon)	June 16, 2009
Public Meeting (6:00 p.m.)	June 16, 2009
Public Hearing (DEIS)	TBA
<b>D2 COMMUNITY ADVISORY COMMITTEE MEETINGS</b>	
D2 Community Advisory Committee Meeting	July 31, 2007
D2 Community Advisory Committee Meeting	November 1, 2007
D2 Community Advisory Committee Meeting	April 10, 2008
D2 Community Advisory Committee Meeting	July 29, 2008
D2 Community Advisory Committee Meeting	November 20, 2008
D2 Community Advisory Committee Meeting	June 10, 2009



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
<b>D2 POLICY ADVISORY COMMITTEE MEETINGS</b>	
D2 Policy Advisory Committee Meeting	December 19, 2007
D2 Policy Advisory Committee Meeting	November 19, 2008
<b>D2 STAKEHOLDER ADVISORY COMMITTEE MEETINGS</b>	
D2 Stakeholder Advisory Committee Meeting	June 20, 2007
D2 Stakeholder Advisory Committee Charrette	September 13, 2007
D2 Stakeholder Advisory Committee Meeting	March 27, 2008
D2 Stakeholder Advisory Committee Meeting	April 16, 2008
D2 Stakeholder Advisory Committee Meeting	June 26, 2008
D2 Stakeholder Advisory Committee Meeting	August 7, 2008
D2 Stakeholder Advisory Committee Meeting	October 9, 2008
D2 Stakeholder Advisory Committee Streetcar Workshop	October 9, 2008
D2 Stakeholder Advisory Committee Meeting	November 19, 2008
D2 Stakeholder Advisory Committee Meeting	June 4, 2009
<b>D2 TECHNICAL ADVISORY COMMITTEE MEETINGS</b>	
D2 Technical Advisory Committee Meeting	June 18, 2007
D2 Technical Advisory Committee Meeting	August 20, 2007
D2 Technical Advisory Committee Meeting	December 17, 2007
D2 Technical Advisory Committee Meeting	March 13, 2008
D2 Technical Advisory Committee Meeting	June 25, 2008
D2 Technical Advisory Committee Meeting	October 9, 2008
D2 Technical Advisory Committee Meeting	November 17, 2008
Phil Cobb, TAC member update	December 9, 2008
D2 Technical Advisory Committee Meeting	January 15, 2009
D2 Technical Advisory Committee Meeting	June 8, 2009
<b>CITY OF DALLAS TRANSPORTATION AND ENVIRONMENT COMMITTEE MEETINGS</b>	
City of Dallas Transportation & Environment Committee	September 24, 2007
City of Dallas Transportation & Environment Committee	November 26, 2007
City of Dallas Transportation & Environment Committee	March 24, 2008
City of Dallas Transportation & Environment Committee	June 9, 2008
City of Dallas Transportation & Environment Committee	December 8, 2008
City of Dallas Transportation & Environment Committee	January 26, 2009
<b>DART BOARD PLANNING COMMITTEE MEETINGS</b>	
DART Board Planning Committee	September 26, 2006
DART Board Planning Committee	April 24, 2007
DART Board Planning Committee	August 28, 2007
DART Board Planning Committee	October 28, 2008
DART Board Planning Committee	November 18, 2008
DART Board Meeting	January 27, 2009
DART Board Planning Committee	March 24, 2009
DART Board Planning Committee	May 26, 2009
DART Board Planning Committee	June 23, 2009

**Downtown Dallas Transit Study**  
**Dallas CBD AA/DEIS**



**Table 7-1. Summary of Public and Agency Participation (continued)**

MEETINGS	DATE
<b>AGENCY/CITY COORDINATION MEETINGS</b>	
Leonard Martin, City Manager, member city, Carrollton	September 22, 2006
Modeling and Alternatives Workshop with NCTCOG	October 4, 2006
Mary Suhm, City Manager, Ramon Miguez, Asst. City Manager, Jill Jordan, Asst. City Manager and David Dybala, Director of Public Works, all City of Dallas	November 20, 2006
Keith Manoy & Jacobs, City of Dallas	December 19, 2006
Mayor's Sustainable Downtown Committee Meeting	February 9, 2007
Officials of GSA, Agency Telephone Conference	March 5, 2007
DART Member City Briefing	April 30, 2007
Representatives of DART member cities	May 1, 2007
Eastern Downtown Improvements Meeting	May 2, 2007
Ron Whitehead, Town Manager, Town of Addison, DART member city	May 7, 2007
Leonard Martin, City Manager, City of Carrollton, member city	June 4, 2007
Mary Suhm, City Manager, City of Dallas	June 14, 2007
Keith Manoy, City of Dallas Public Works and Transportation	July 24, 2007
Streetcar Strategy Meeting with Agency Representatives	July 31, 2007
Jill Jordan, Frank Poe and Keith Manoy, City of Dallas	August 6, 2007
Keith Manoy, City of Dallas Public Works and Transportation	August 15, 2007
Laura Wallace, FRA Regional Director, Agency Meeting	August 20, 2007
TxDOT, Review of Conceptual Alignments, Agency Meeting	December 14, 2007
City of Dallas Coordination (Katy Trail Extension)	February 19, 2008
Bill Davidson Modeling Workshop with NCTCOG	February 28, 2008
Vernae Martin, City Economic Development, Agency Meeting	March 7, 2008
Keith Manoy, City of Dallas Public Works and Transportation	March 11, 2008
Angela Hunt, Councilwomen, Dallas City	April 15, 2008
City of Dallas Coordination (Katy Trail Extension)	April 23, 2008
DART Board members, Dallas City Council members, Stakeholders Committee members	May 23, 2008
City of Dallas Coordination (Santa Fe tunnels)	May 29, 2008
Joint Meeting of DART Board and City Council	June 9, 2008
Steve Skidmore, US Homeland Security, Agency Meeting	July 30, 2008
Agency Meeting, Keith Manoy, City of Dallas	July 31, 2008
Sherman Catalon, Federal GSA Building Impacts, Agency Meeting	August 6, 2008
City Council and Trammel Crow, Agency Meeting	August 22, 2008
Mary Suhm, City Manager, City of Dallas	November 13, 2008
Streetcar Meeting with City Staff	November 17, 2008
City of Dallas Coordination (Economic Development Dept)	November 20, 2008
Mary Suhm, City of Dallas Coordination (Victory Park Station)	December 4, 2008
City of Dallas Coordination (Historic Preservation Dept)	January 28, 2009
Dallas Economic Development Department Meeting	February 2009
City of Dallas Coordination (Parks Dept)	February 12, 2009
Dallas Landmarks Commission	March 2, 2009
Texas Historic Commission	March 3, 2009
City of Dallas Historic Preservation	March 5, 2009
Texas Tree Foundation	April 9, 2009



Table 7-1. Summary of Public and Agency Participation (continued)

MEETINGS	DATE
Mike Hellman, Dallas Parks and Recreation, Agency Meeting	April 9, 2009
<b>INDIVIDUAL/LAND USE/COMMUNITY MEETINGS</b>	
Bill Lively, Dallas Center for the Performing Arts	October 13, 2006
John Scovell, Hunt Oil, downtown stakeholder	October 31, 2006
Bill Lively, Dallas Center for the Performing Arts	November 6, 2006
Jan Hart Black, President, Greater Dallas Chamber	September 22, 2006
John Tatum, key stakeholder	February 19, 2007
Larry Good, Stakeholder Interview	February 21, 2007
Robert Dechard and Dan Blizzard, Belo Corporation, key stakeholders	February 23, 2007
Walt Humann, key stakeholder	February 27, 2007
Mike Rawlings, Chair Dallas Convention & Visitors Bureau and Homeless Task Force, key stakeholder	March 9, 2007
Larry Hamilton, Stakeholder Telephone Conference	March 21, 2007
Jan Hart Black, Stakeholder Telephone Conference	March 22, 2007
Steve Skidmore, General Services Administration, key stakeholder and downtown property owner	March 23, 2007
Lee Ann Stone, Deep Ellum Foundation	March 26, 2007
Larry Hamilton, downtown property owner and Jim Wood and Paul Lindenberger, Downtown Dallas	March 27, 2007
Tracy Curts, Uptown Public Improvement District	March 28, 2007
Jack Matthews and Kristian Teleki, Matthews Southwest, downtown property owner	March 29, 2007
Jim Truitt, Forest City, downtown property owner	April 9, 2007
Don Raines, Downtown Residents Council	April 13, 2007
John Bradley, Bradley and Bradley	April 18, 2007
Ken Reese, Hillwood, key stakeholder	May 3, 2007
John Chilton and David Arbuckle, AT&T, downtown property owner	May 8, 2007
Rev. Dr. Bruce Buchanan, First Presbyterian Church and Director of Stewpot	May 30, 2007
Victory Area Transit Summit	June 5, 2007
Glen Boehl, Atmos Energy, downtown stakeholder	August 14, 2007
Ken Reese, Hillwood Development (i.e. Victory Park)	August 15, 2007
Bury Partners (The Gables)	August 21, 2007
Joseph Cahoun, The Gables	September 12, 2007
Joseph Cahoun, The Gables	October 4, 2007
Dallas Arts District Alliance	October 18, 2007
Joseph Cahoun, The Gables	November 14, 2007
Joseph Cahoun, The Gables	November 28, 2007
Ken Reese, Hillwood Development (i.e. Victory Park)	January 30, 2008
Farmer's Market	February 7, 2008
Hillwood Development, Stakeholder Meeting	February 7, 2008
Joseph Cahoun, The Gables	February 13, 2008
Museum of Nature and Science, downtown property owner	February 19, 2008
Arts District Planning Meeting	April 28, 2008
Keith Williams, Oncor Utilities Meeting, Stakeholder Interview	April 29, 2008
Downtown Dallas-Planning Committee	May 5, 2008
Dan Blizzard, Belo Corporation	June 12, 2008

**Downtown Dallas Transit Study**  
**Dallas CBD AA/DEIS**



**Table 7-1. Summary of Public and Agency Participation (continued)**

MEETINGS	DATE
Greg Chilton, Cushman and Wakefield	June 18, 2008
Larry Hamilton, Hamilton Properties, Stakeholder Meeting	June 25, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	June 27, 2008
Trammell Crow	July 8, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	July 18, 2008
Reggie Graham, B4 Development Site Stakeholder Interview	July 30, 2008
General Services Administration	August 6, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	August 7, 2008
Trammell Crow Attorneys	August 8, 2008
Convention Center Hotel	August 27, 2008
Brian Loncar, Stakeholder Interview	August 27, 2008
Reggie Graham, Maharger Development	September 9, 2008
Reggie Graham, B4 Development Site Stakeholder Interview	September 19, 2008
Ken Reese, Hillwood Development (i.e. Victory Park)	September 26, 2008
ASCE, Project Status Presentation	October 6, 2008
Brian Loncar, Brian Loncar and Associates	October 9, 2008
Joseph Cahoun, The Gables	November 11, 2008
Art Anderson, Brian Loncar/Winsted	November 14, 2008
Keith Williams, Utility Review, Stakeholder Interview	November 21, 2008
Downtown Dallas-Planning Committee	December 12, 2008
First Presbyterian Church	December 17, 2008
First Presbyterian Church	January 13, 2008
ASCE UTA Student Section, Presentation	February 4, 2009
Preservation Dallas	February 12, 2009
A Alsobrook, Texas Historic Commission	March 3, 2009
First Presbyterian Church, Station Update	March 3, 2009
John Scovell and Associates, Woodbine Development Corp.	April 1, 2009
Downtown Dallas Board of Directors	April 3, 2009
Downtown Dallas Association, Board of Directors Interview	April 4, 2009
Developers of Masonic Temple Site, Stakeholder Interview	February 4, 2009
Dallas Police Association	April 8, 2009
Valetta Forsythe Lill, Executive Director, Dallas Arts District	April 10, 2009
North Texas Forum	April 10, 2009
Sixth Floor Museum Officials	April 15, 2009
Urban Market, Staffed Exhibit	April 15, 2009
Farmers Market, Staffed Exhibit	April 18, 2009
D2 Funding Gap Presentation Review Meeting	April 19, 2009
D2 Funding Gap Options Workshop	April 21, 2009
Chris Cummings, BOA Cushman & Wakefield	April 22, 2009
Federal Building at Lamar and Young	April 22, 2009
Latino Cultural Center at DART	April 22, 2009
Downtown Residents Association at Old Red Courthouse	April 22, 2009
Urban Market, Staffed Exhibit	April 22, 2009
Federal Building, Staffed Exhibit	April 29, 2009

**Table 7-1. Summary of Public and Agency Participation (continued)**

MEETINGS	DATE
Dallas World Aquarium, Stakeholder Interview	April 29, 2009
Pearl Street LRT Station, Staffed Exhibit	May 7, 2009
St. Paul LRT Station, Staffed Exhibit	May 13, 2009
Dallas City Hall, Staffed Exhibit	May 13, 2009
West End Transfer and LRT Station, Staffed Exhibit	May 20, 2009
Union Station, Staffed Exhibit	June 2, 2009

Source: Group Solutions RJW

**Table 7-2. Public Meeting Notifications by Newspaper**

Type	Newspaper	Dates
General	Dallas Morning News	April 13, 17, 20, 2008; December 7, 11, 14, 2008; June 7, 11, 14, 2009
	Quick	April 16, 21, 23, 2008; December 15, 2008
	Downtown Business News	April 14, 2008; December 10, 2008; June 15, 2009
	Dallas Observer	April 16, 2008; December 10, 2008; June 10, 2009
	Peoples Newspapers (Oak Cliff, Park Cities)	April 18, 2008; December 12, 2008; June 11, 12, 2009
	Park Cities News	December 11, 2008; June 11, 2009
	Oak Cliff Tribune	December 11, 2008
Hispanic	Al Dia	April 16, 21, 23, 2008; December 10, 15, 2008; June 10, 13, 2009
	El Hispano	December 11, 2008; June 11, 2009
African American	Dallas Weekly	April 16, 23, 2008; December 11, 2008; June 11, 2009
	Examiner	December 11, 2008; June 11, 2009
Asian	Dallas Chinese News	April 18, 2008; December 12, 2008; June 12, 2009
	Korea Daily	April 16, 22, 23, 2008; December 10, 12, 2008; June 10, 12, 2009
	Ngoi Viet	April 18, 2008
Gay & Lesbian	Dallas Voice	April 18, 2008; December 12, 2008; June 12, 2009

Source : DART



## D2 Phase 2 AA Public Involvement and Agency Meetings\*

\* Not a complete listing, additional small group and recurring meetings are not included.

ORGANIZATION/INDIVIDUAL	DATE
<b>Public Meetings</b>	
Public Meetings Round 1-Meeting 1	February 13, 2013
Public Meetings Round 1-Meeting 2	February 13, 2013
Public Meetings Round 2-Meeting 1	June 17, 2015
Public Meetings Round 2-Meeting 2	June 17, 2015
Public Meetings Round 2-Meeting 3	June 18, 2015
<b>Stakeholders Advisory Committee (SAC)</b>	
SAC Meeting	June 15, 2012
SAC Meeting	November 15, 2012
SAC Meeting	June 15, 2015
SAC Meeting	August 19, 2015
<b>Technical Advisory Committee (TAC)</b>	
TAC Meeting	June 15, 2012
TAC Meeting	May 9, 2103
TAC Meeting	November 21,2014
<b>Community Advisory Committee (CAC)</b>	
CAC Meeting	February 11, 2013
<b>DART Board of Directors</b>	
DART Board Planning Committee	May 22, 2012
DART Board Planning Committee	September 25, 2012
DART Board Planning Committee	January 22, 2013
DART Board Planning Committee	August 27, 2013
DART Board Planning Committee	September 16, 2014
DART Board Planning Committee	November 10, 2014
DART Board Planning Committee	January 28, 2015
DART Board Planning Committee	April 28, 2015
DART Board Planning Committee	May 26, 2015
DART Board Planning Committee	July 7, 2015
DART Board Planning Committee	August 25, 2015
<b>City of Dallas City Council</b>	
City of Dallas TTRC	January 24, 2011
City of Dallas TTRC	October 28, 2013
City of Dallas TTRC	February 28, 2014
City of Dallas TTRC	November 10, 2014
City of Dallas TTRC	May 18, 2015
City of Dallas TTRC	May 21, 2015
City of Dallas TTRC	August 10, 2015
City of Dallas TTRC	August 24, 2015
City of Dallas (Linda Koop)	February 25, 2013

<b>ORGANIZATION/INDIVIDUAL</b>	<b>DATE</b>
<b>Downtown Dallas, Inc.</b>	
DDI (Jim Wood)	April 24, 2014
DDI Transportation Task Force	June 5, 2014
DDI Transportation Task Force	March 10, 2015
DDI Transportation Committee	June 3, 2015
DDI 360 Plan	July 22, 2015
DDI 360 Plan	August 6, 2015
DDI 360 Plan	August 7, 2015
<b>Other Planning Organizations</b>	
Greater Dallas Planning Council (GDPC)	May 16, 2013
GDPC Peer Review Meeting #1	July 13, 2015
GDPC Peer Review Meeting #2	July 21, 2015
GDPC Peer Review Meeting #3	July 29, 2015
Urban Land Institute	August 20, 2015
DRMC-Executive Committee	August 7, 2015
Transportation Management Team	April 24, 2015
<b>Technical Staff</b>	
TxDOT Dallas District Meeting	March 11, 2013
NCTCOG Modeling Discussion	March 28, 2013
City of Dallas Planning	November 1, 2012
City of Dallas Parks Department	June 3, 2013
City of Dallas Planning, PW&T	November 25, 2013
City of Dallas Water Utilities	October 9, 2013
<b>Downtown Stakeholders</b>	
Perot Museum of Nature & Science	March 14, 2013
Dallas World Aquarium	March 27, 2013
Cedars Neighborhood Association	June 27, 2013
Hines Development	July 31, 2014
Scottish Rite Temple	September 12, 2014
Shraman Asian Museum	June 12, 2014
Shraman Asian Museum	June 30, 2015
First Presbyterian Church	November 7, 2012
First Presbyterian Church	November 9, 2012
First Presbyterian Church	July 1, 2015
First Presbyterian Church	July 15, 2015
First Presbyterian Church	July 28, 2015
First Presbyterian Church	August 7, 2015
Farmers Market residents HOA	July 13, 2015
Hamilton Properties	August 6, 2015
Rader Properties	August 7, 2015
Rader Properties	August 17, 2015
Maharger Development	August 3, 2015
Belo Foundation	June 25, 2015
Belo Foundation	August 14, 2015

<b>ORGANIZATION/INDIVIDUAL</b>	<b>DATE</b>
The Kanter Company	August 20, 2015
The Statler	TBD
InTown	phone conversations
<b>Service Area Cities</b>	
DART north Service Area City Mgrs	March 13, 2013
City of Plano	July 17, 2015
City of Richardson	July 22, 2015
City of Garland	August 17, 2015
City of Irving	July 28, 2015
City of University Park	July 17, 2015
City of Farmers Branch	July 23, 2015
City of Carrollton	July 20, 2015

# Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Mobility 2040**

On Monday, August 24, 2015, you will be briefed on Mobility 2040 by the North Central Texas Council of Governments. 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 blue ink that reads "Theresa O'Donnell".

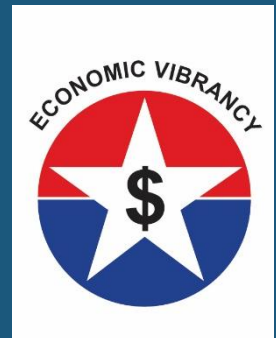
Theresa O'Donnell  
Chief Planning Officer

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, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council



Transportation & Trinity River Project Committee  
City of Dallas  
August 24, 2015



# What is the Metropolitan Transportation Plan?



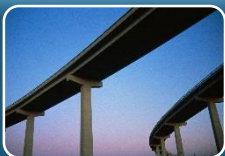
Represents a blueprint for the region's multimodal transportation system



Covers at least a 20-year timeframe



Responds to Regional Transportation Council goals



Identifies policies, programs, and projects for continued development



Guides the expenditure of federal and state transportation funds

# Mobility 2035 – 2014 Amendment Summary

- Adopted by the Regional Transportation Council in November 2014
- Calls for \$94.5 billion in transportation improvements through 2035
  - ◆ 2,200 new lane miles of the freeways, tollways, and tolled managed lanes
  - ◆ 300 additional miles of passenger rail
  - ◆ 1700 miles of off-street bicycle facilities identified
  - ◆ Robust program of pedestrian and on-street bicycle facilities
  - ◆ Aggressive programs aimed at reducing travel and creating a more efficient transportation system

# What is New for Mobility 2040?

## Planning Horizon

2040

## Demographics

Population by 2040:  
10.7 million  
Employment by 2040:  
6.7 million

## Financial Assumptions

Legislative action and  
RTC direction

## Planning Requirements

Legislative action or  
pending official  
guidance on MAP-21

## Policy Considerations

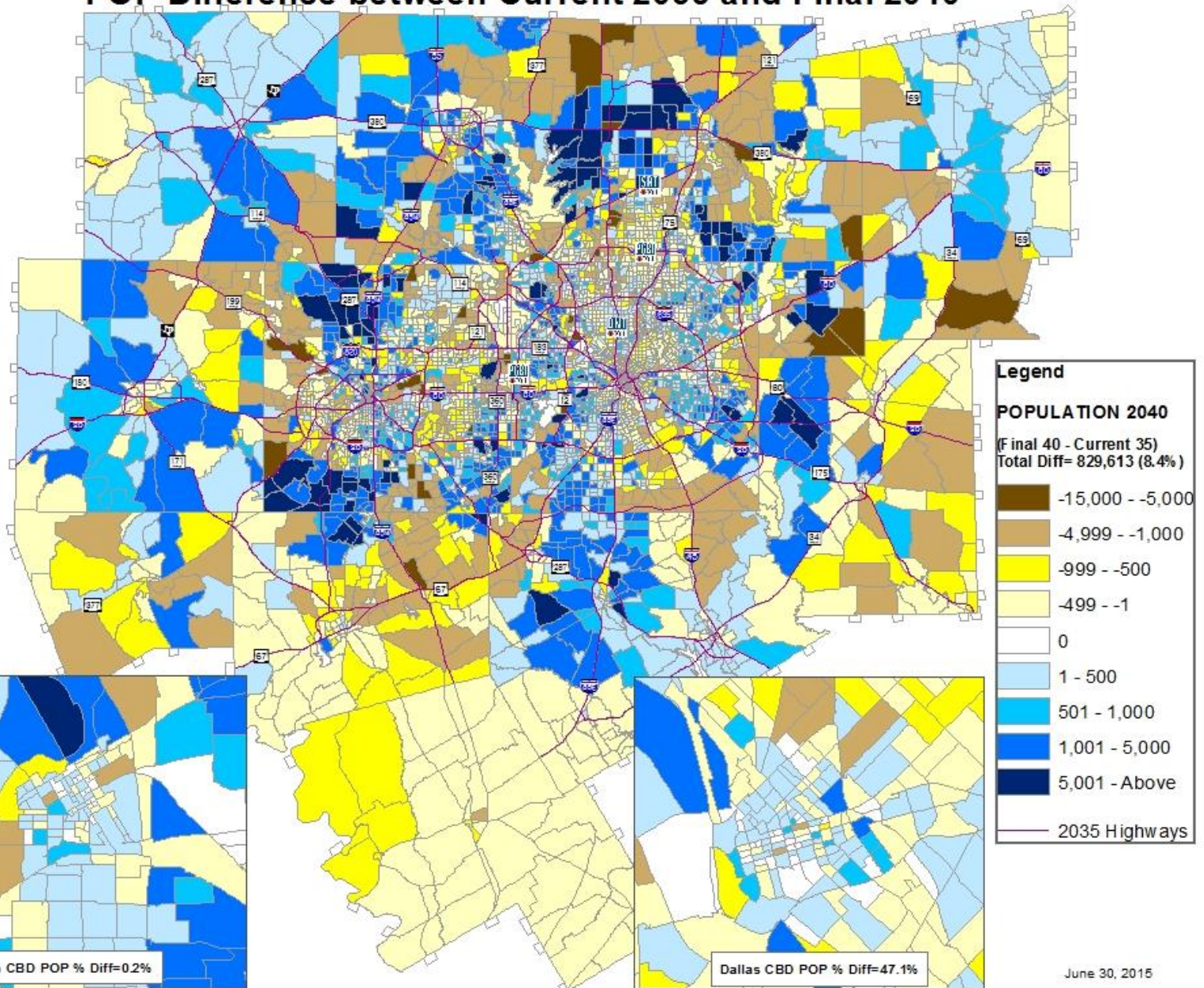
Focus on balance and  
integrated system  
connectivity  
Creation of greater  
choice of options

## Recommendations

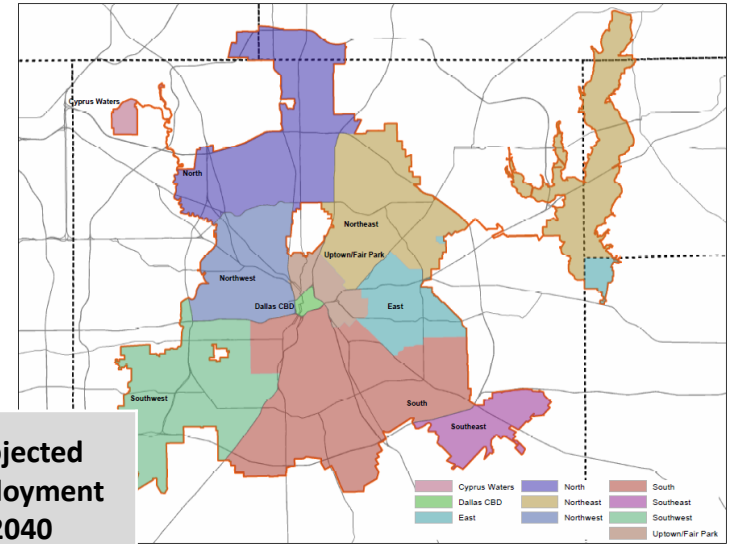
Dependent on  
demographics,  
financial assumptions,  
planning requirements,  
and policy  
considerations



# POP Difference between Current 2035 and Final 2040



# City of Dallas Super Districts Demographic Summaries



Dallas Super District	Estimated Household Population 2005	Projected Household Population 2040	Estimated Employment 2005 (Base Year)	Projected Employment 2040
Cyprus Waters	451	27,331	802	1,649
Dallas CBD	3,835	31,325	112,710	183,223
East	83,237	113,550	30,220	53,356
North	270,820	329,137	260,551	468,639
Northeast	269,208	379,906	153,646	278,711
Northwest	69,848	112,754	185,526	323,999
South	245,170	280,776	91,178	168,664
Southeast	17,191	45,058	3,089	6,892
Southwest	132,842	238,564	63,714	115,927
Uptown/Fair Park	67,897	66,410	98,532	179,217
<b>Dallas Total</b>	<b>1,160,501</b>	<b>1,624,811</b>	<b>999,968</b>	<b>1,780,277</b>

City of Dallas Growth:  
Population – 40%  
Employment – 80%

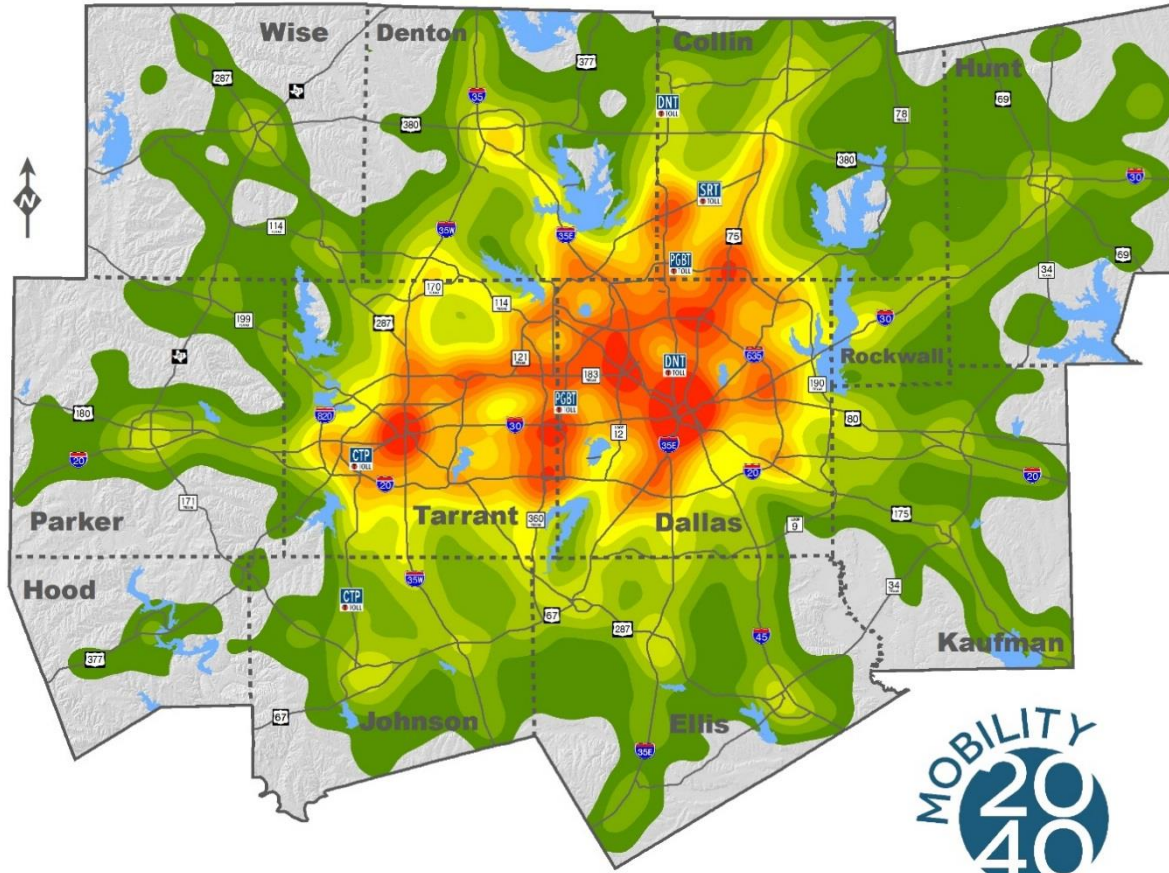
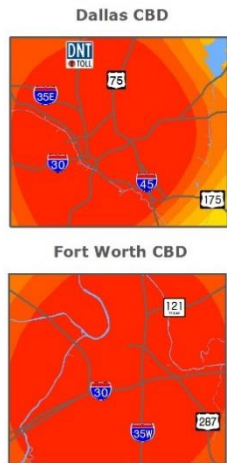
Significantly higher infill growth than previous forecasts

\* All forecasts are based on the draft 2040 demographic forecasts.

# Mobility 2035 Roadway Recommendations

**DRAFT**

## Levels of Congestion 2040



July 2015

\*Congestion Index is based on a percent increase in travel time.

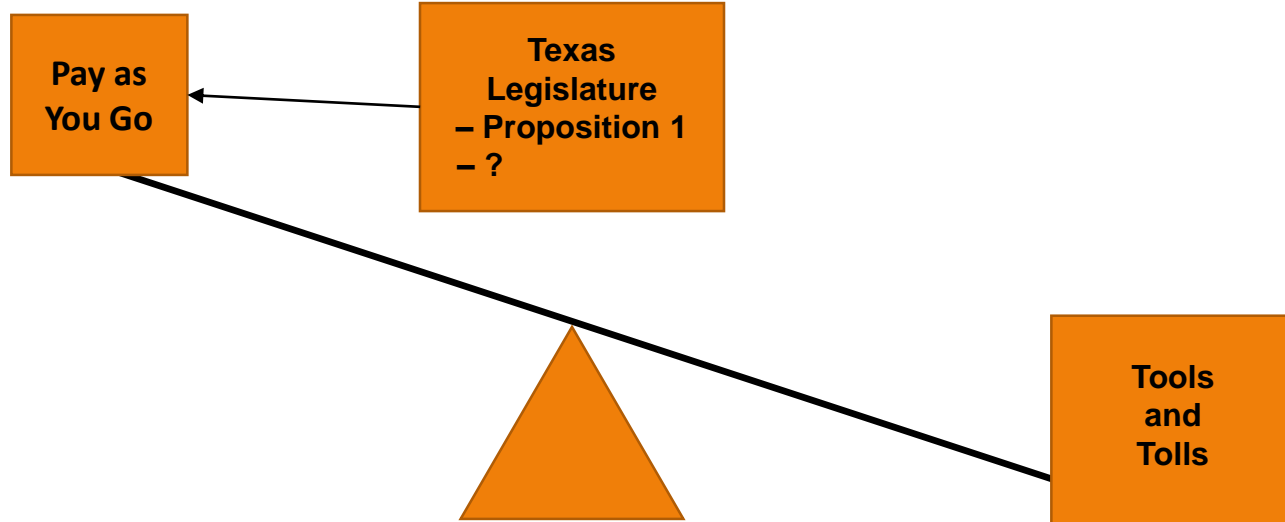
# Legislative Outcomes

Lawmakers have provided opportunities for new funding for transportation

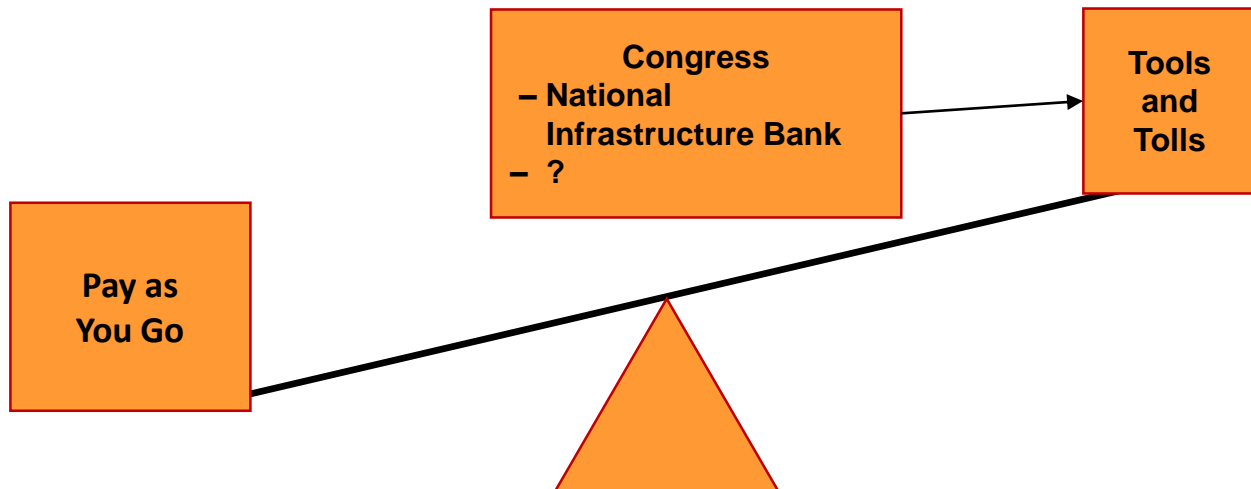
Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	No	No						
End Diversions	Yes	No						
Sales Tax*	No	No						
Excise Tax*	No	No						
<b>Total Revenue</b>			<b>\$1.74</b>	<b>\$1.81</b>	<b>\$1.79</b>	<b>\$4.84</b>	<b>\$4.84</b>	<b>\$5.53</b>

\* Pending voter approval

# State Legislative Balance



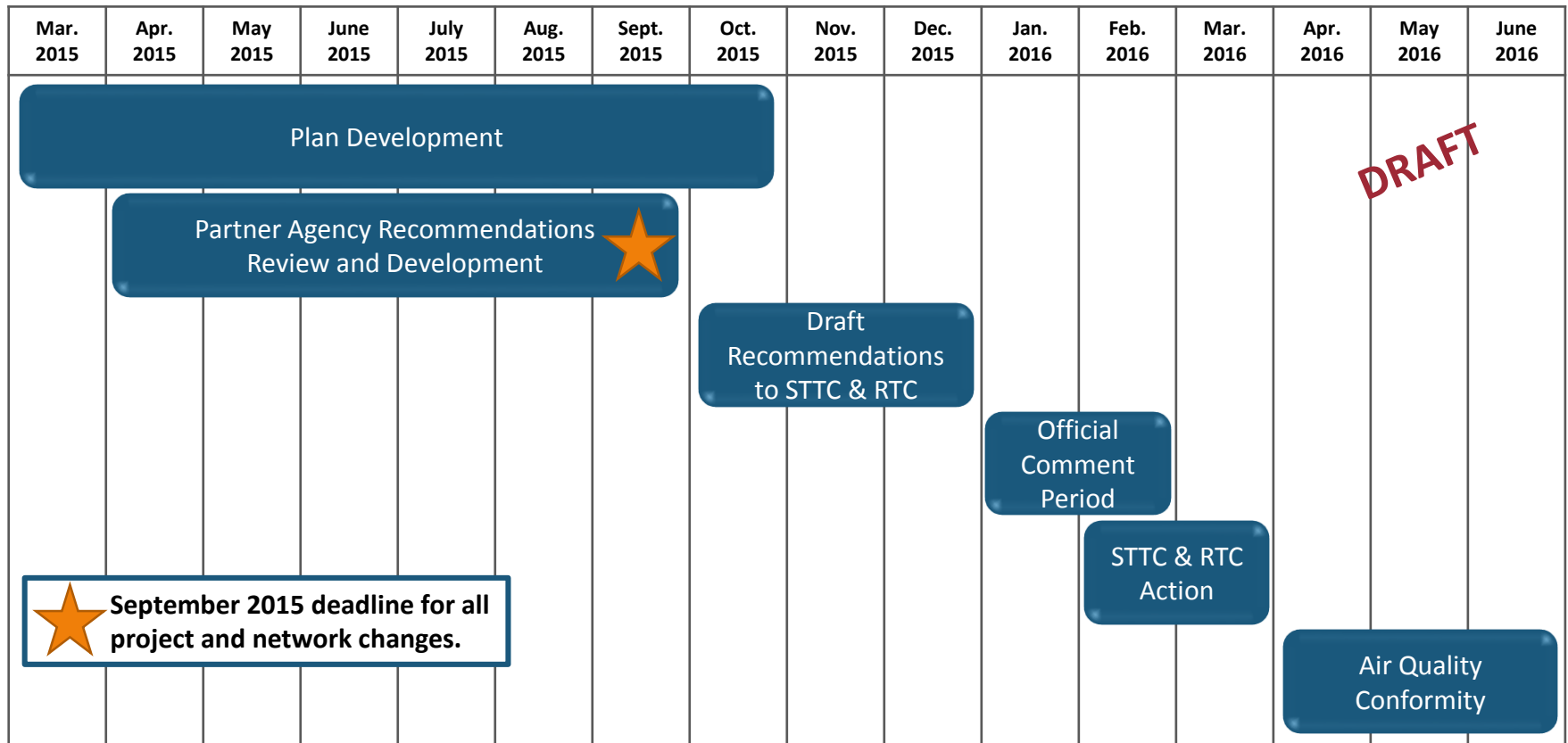
# Federal Legislative Balance



# Role of Technology

- Evolving technology can improve safety, increase the capacity of the existing transportation system, and can reduce demand
- Technology considerations
  - Vehicle-to-vehicle communication
  - Driverless vehicles
  - Connected trucks
  - Intelligent traffic signals
  - Impacts of telecommuting
  - Traveler information
  - Public transportation efficiencies

# Schedule



**DRAFT**

**Public involvement activities, Surface Transportation Technical Committee (STTC), and Regional Transportation Council (RTC) briefings will be held throughout the plan development process.**

# Contacts

To find out more about the Mobility 2040, visit us at:

[www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040)

email questions or comments to:

[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)

Dan Lamers, P.E.

Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org)

817-695-9263

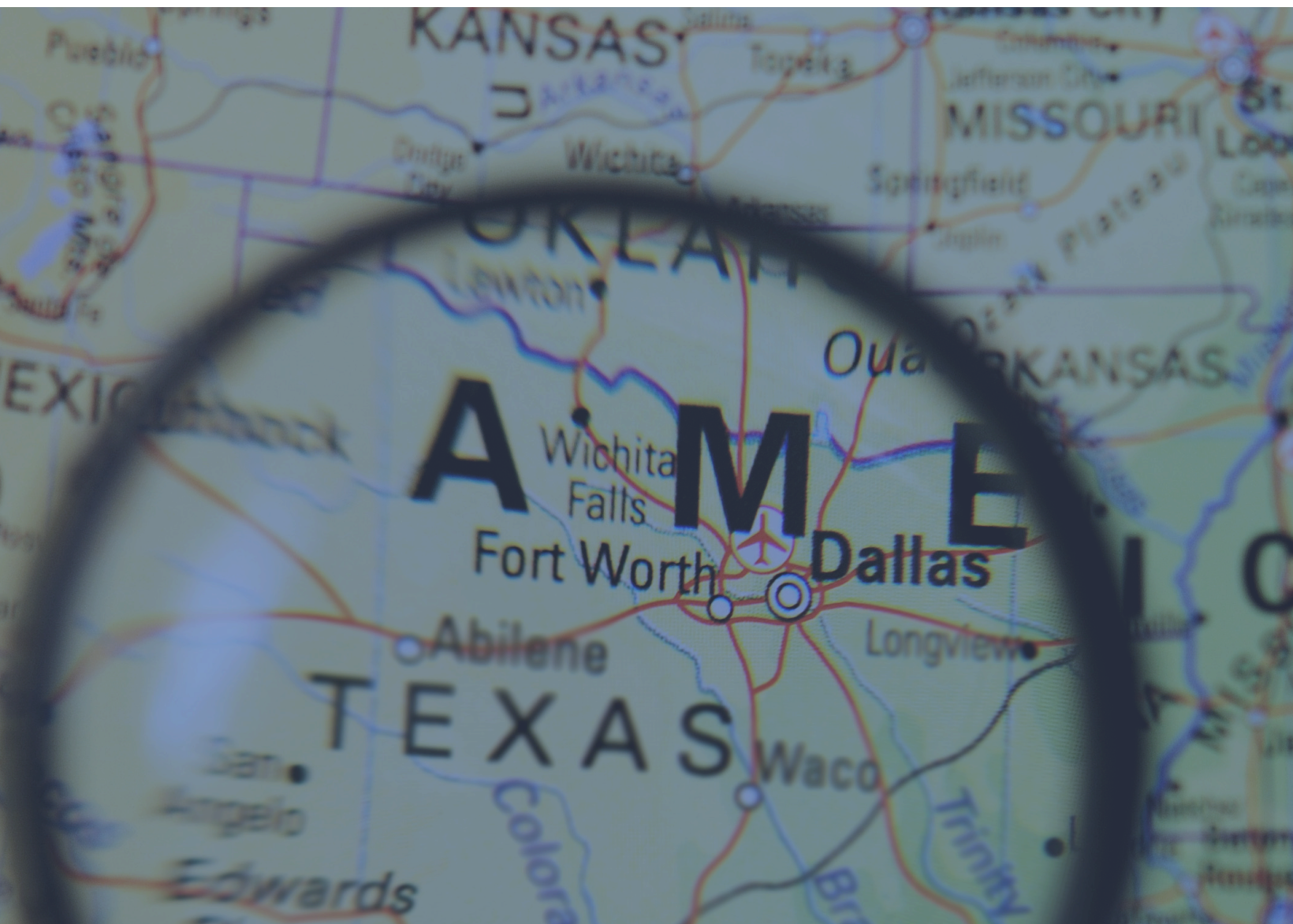
Chad McKeown, AICP

Program Manager

[cmckeown@nctcog.org](mailto:cmckeown@nctcog.org)

817-695-9134

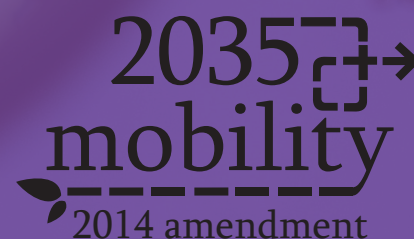




# Mobility 2035 - 2014 Amendment

the metropolitan transportation  
plan for north central texas

## executive summary





## A New Approach to Transportation

Mobility 2035 – 2014 Amendment is the defining vision for the region’s multimodal transportation system. Serving as a blueprint for the region’s transportation network, the Mobility 2035 – 2014 Amendment represents a balanced approach to the way North Central Texas plans for and implements transportation improvements. This plan provides for increased mobility and accessibility while addressing demanding financial constraints. The Mobility 2035 – 2014 Amendment focuses on first making the most efficient use of the existing transportation system by coordinating land-use and transportation strategies to accommodate for anticipated growth, then making strategic decisions in major transportation investments with the remaining available resources.

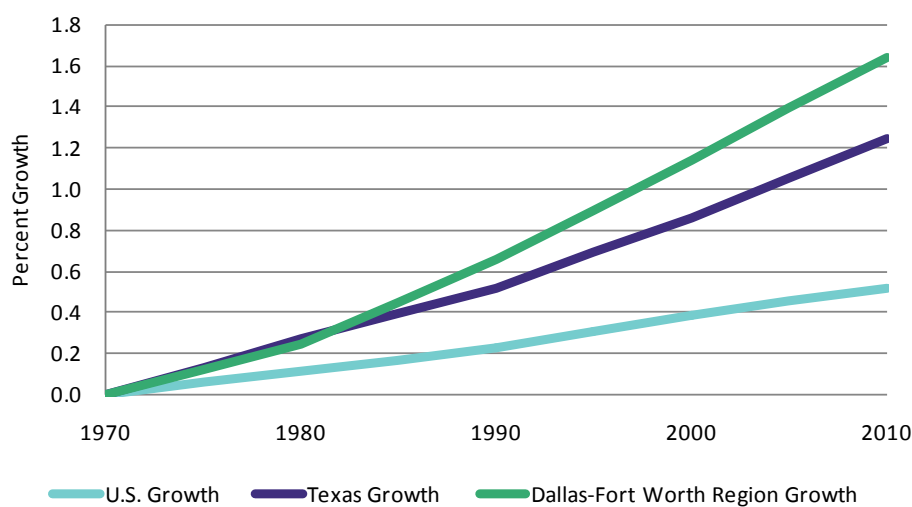
## A Growing and Diverse Region

The Dallas-Fort Worth metropolitan area continues to be one of the most rapidly growing regions in the country. Since the 1970s, the region has grown by more than 150 percent, and is now the fourth-largest metropolitan area in the country with a population of nearly 6.8 million. The area covers nearly 9,500 square miles, making it larger in total area than five states. Dealing with such a large area and so many people presents a variety of challenges. The region varies greatly in terms of its demographic composition and geography, ranging from dense urban to rural settings. This means a one-size-fits-all transportation system will not work for the Dallas-Fort Worth area. Understanding the existing demographic makeup of the region and how growth is anticipated to change over time is key to planning a transportation system that meets current and future needs.

The region is expected to continue growing as a result of a favorable economic climate, low cost of living, and other quality-of-life factors that make North Central Texas attractive to new residents and businesses. The Metropolitan Transportation Plan seeks to meet the needs of the current population while accommodating future system demand from a population approaching 10 million by 2035.

The goals defined in the Mobility 2035 – 2014 Amendment guide efforts that aim to accommodate the multimodal mobility needs of a growing region. These goals support and advance the development of a transportation system that contributes to improvement in the region’s mobility, quality of life, system sustainability, and continued project implementation.

Percentage of Population Growth Since 1970



*The Dallas-Fort Worth region has grown faster than the state and nation. Over time, the demographic composition of the region is expected to change.*

## Goals of the Metropolitan Transportation Plan

### mobility

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Assure all communities are provided access to the regional transportation system and planning process.

### quality of life

- Preserve and enhance the natural environment, improve air quality and promote active lifestyles.
- Encourage livable communities that support sustainability and economic vitality.

### system sustainability

- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term, sustainable revenue sources to address regional transportation system needs.

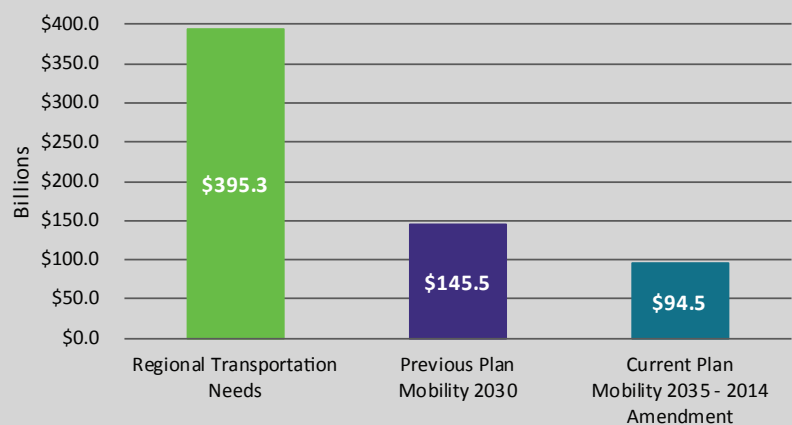
### implementation

- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

## Dallas-Fort Worth Financial Picture

While the creation of a world-class transportation system that accommodates all mobility needs of the region would be ideal, the reality is that such a system cannot be afforded under current funding conditions. Current estimates put Dallas-Fort Worth regional transportation needs at \$395.3 billion to eliminate the worst levels of congestion in the region between now and 2035. The Mobility 2035 – 2014 Amendment is required to be financially constrained to resources that are reasonably expected to be available over the life of the plan. The Mobility 2035 – 2014 Amendment identifies \$94.5 billion in transportation projects and programs. While this is a great deal of money, it is approximately \$50 billion less than the Mobility 2030 plan. This reduction in anticipated funding for transportation is the result of stagnant or declining revenues for infrastructure. These revenues and associated buying power have been negatively impacted by a number of factors including decreased fuel consumption and high inflation in construction expenses. Likewise, state and federal motor fuel taxes have not increased since 1991 and 1993, respectively. These factors have resulted in less money to build and implement much-needed transportation improvements.

### Dallas-Fort Worth Transportation Funding



*Transportation needs in the Dallas-Fort Worth region far outpace the ability to pay for them.*



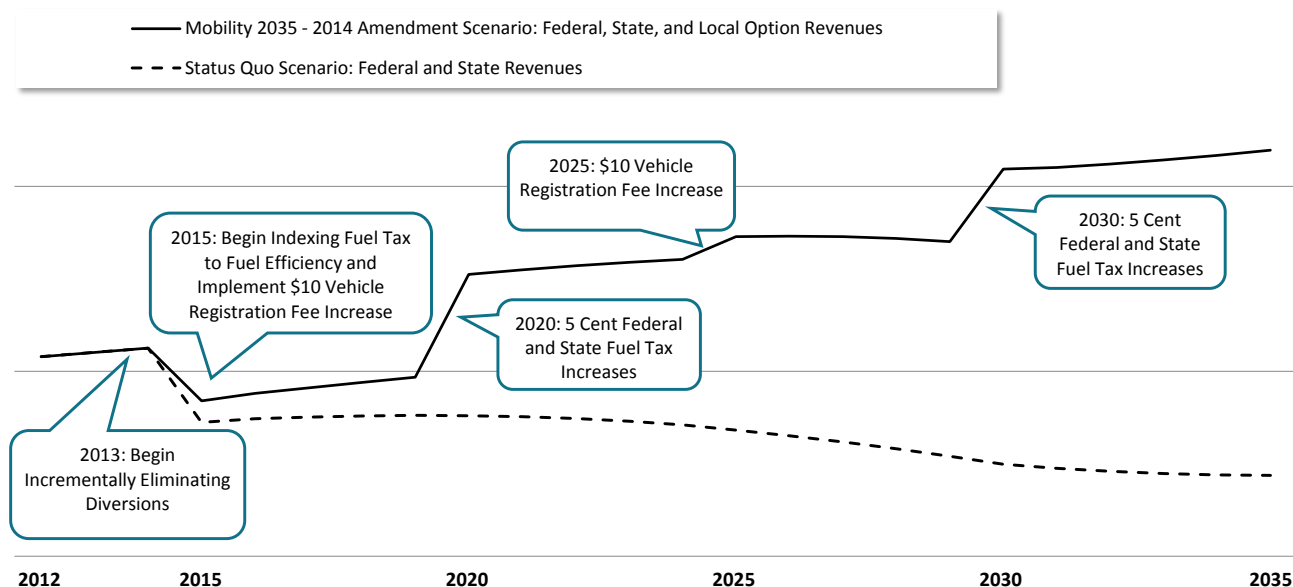
### Legislative Strategies Identified in the Mobility 2035 - 2014 Amendment

The RTC has an active legislative program. These proposed strategies should be pursued to ensure the region receives the revenue that has been projected.

- Continue RTC/Texas Transportation Commission Partnership Program to leverage available funding.
- Pursue innovative project financing using tools made available by the state legislature.
- Pursue congestion pricing opportunities through managed facilities in specific corridors identified through planning studies.
- Decrease project costs through streamlining the project development process and value engineering initiatives.
- Continue to pursue legislative actions aimed at increasing revenue through additional initiatives identified by the RTC.
- Continue to pursue tollway development where feasible.

The Mobility 2035 – 2014 Amendment relies on a set of legislative financial strategies. Without these, a number of critically needed improvements would be left out of the plan. These strategies are not prescriptive, but instead are an example of the level of investment required to fully implement the recommendations contained in the Mobility 2035 – 2014 Amendment. Because of the Regional Transportation Council’s active legislative agenda, it is reasonable to assume that the projects contained in the plan will move forward. Without action by state and federal elected officials, the gap between the region’s transportation needs and what it can actually fund will continue to grow.

## Mobility 2035 - 2014 Amendment Revenue Enhancements

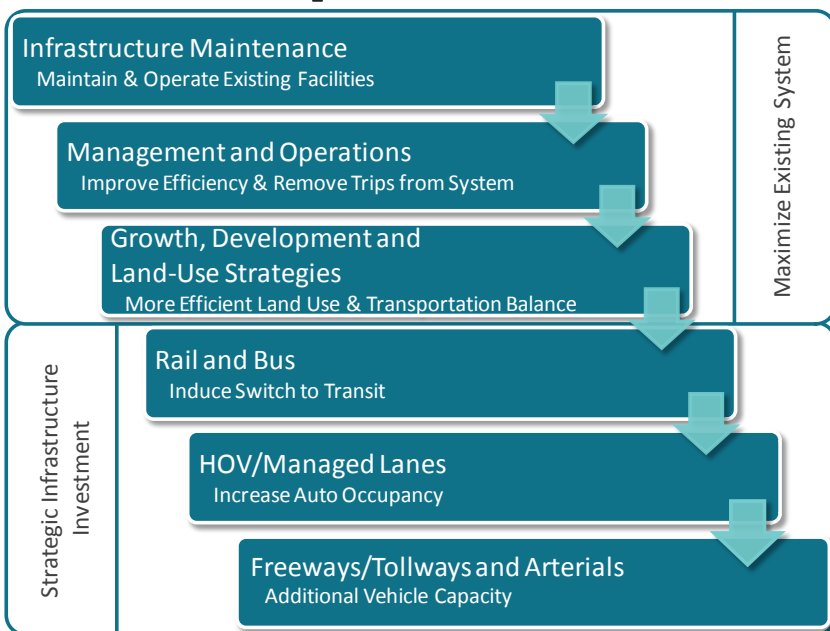


Source: TRENDS Financial Model

Long-range planning can be uncertain, and assumptions have to be made about what can reasonably be expected to happen over the life of the mobility plan.

Because there is not enough funding available to meet all of the region’s transportation needs, projects and programs must be prioritized. The Mobility 2035 – 2014 Amendment was developed around the idea that the existing transportation system would first be maximized through low-cost, highly effective improvements, and then strategic infrastructure improvements would be made. The expenditures identified in the Mobility 2035 – 2014 Amendment reflect this concept.

### Prioritization of Improvements



The Mobility 2035 – 2014 Amendment was built around the idea of first maximizing the existing transportation system then strategically investing in infrastructure. Throughout the planning process, consideration is given to social, environmental, and quality-of-life factors.

### Mobility 2035 - 2014 Amendment Expenditures

Infrastructure Maintenance	\$29.2
Management and Operations Strategies	\$4.8
Growth, Development, and Land-Use Strategies	\$3.9
Public Transportation	\$16.5
Freeway, Tollway, HOV/Managed Lane, and Arterial System	\$40.6
<b>Total (Actual \$ Billions)*</b>	<b>\$94.5</b>

\*Values may not sum due to independent rounding.

The Mobility 2035 – 2014 Amendment recommends \$94.5 billion worth of transportation improvements over the life of the plan.

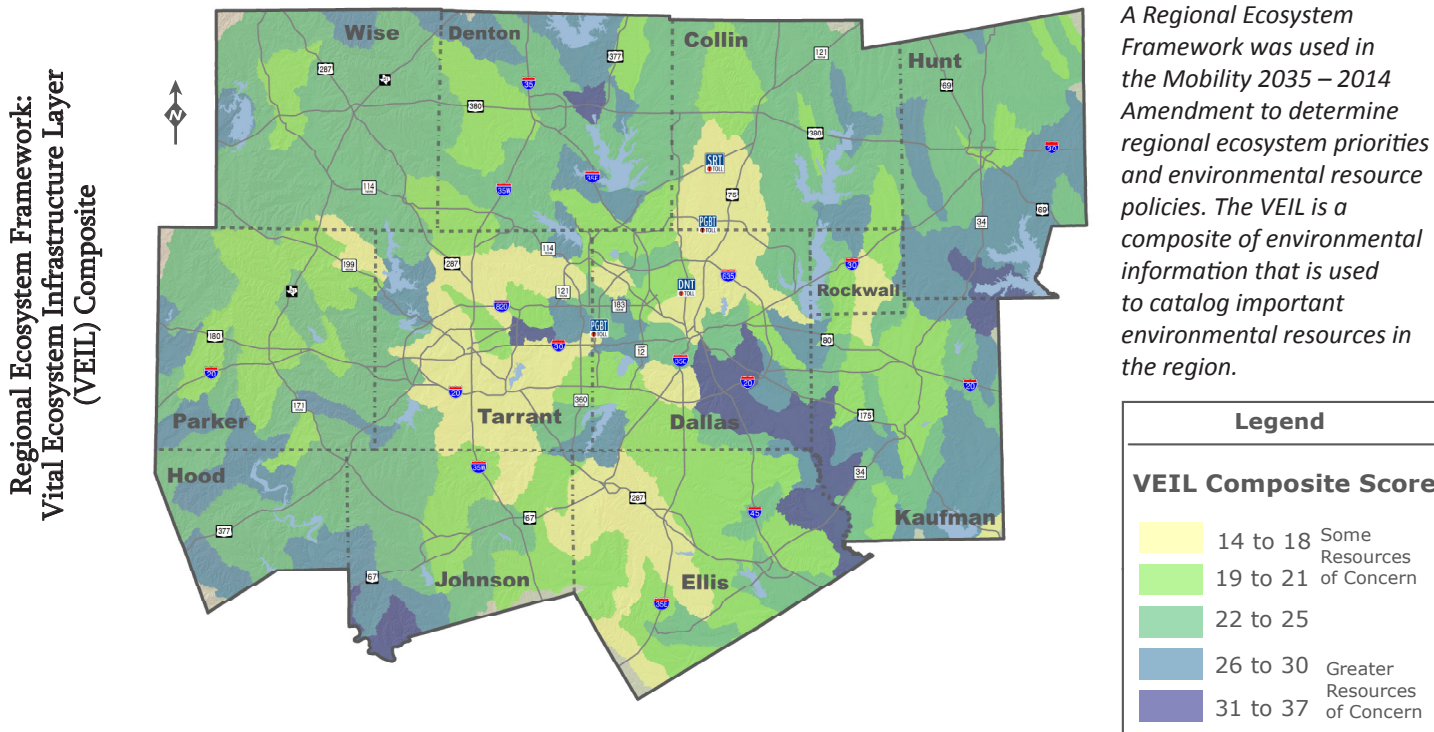




## Environmental Strategies

Not only has there been a move from building as much capacity as possible to more efficiently using what currently exists, but the Mobility 2035 – 2014 Amendment seeks to be an increasingly sustainable and environmentally conscious plan.

Clean air, clean water, and the availability of open space for recreation and wildlife habitat are central quality-of-life considerations for residents of North Central Texas. Considering the impact of the transportation system on environmental resources and outlining system-wide mitigation options are important in developing quality transportation projects. The Mobility 2035 – 2014 Amendment supports a broad approach to assessing conservation goals and opportunities to improve the transportation decision-making process. The Mobility 2035 – 2014 Amendment supports a transportation system that maintains and enhances the environment, considers and accommodates conservation priorities, and improves the decision-making process, which will lead to high quality transportation projects.



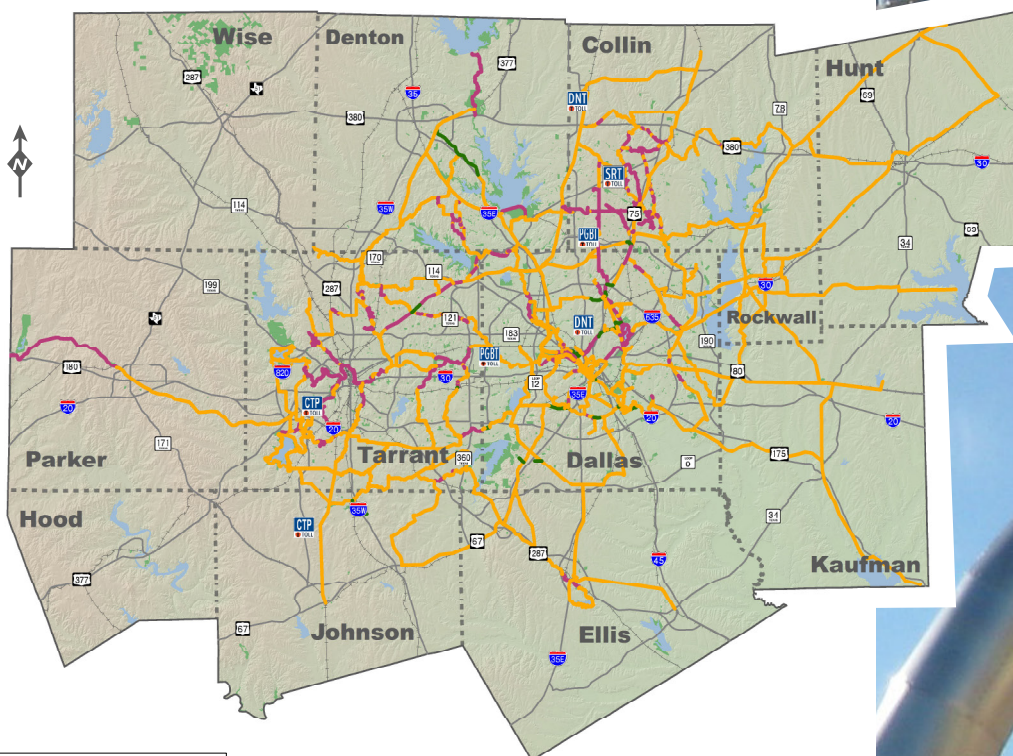
Clean air is a vital environmental resource. Air quality is particularly important in the Dallas-Fort Worth area because the region is classified as a nonattainment area for the pollutant ozone. Because of this designation, the region must identify measures and implement improvements that will not degrade air quality. The region must demonstrate that over time air quality will improve with programs and projects included in the Mobility 2035 – 2014 Amendment.







## Quality of Life

The Mobility 2035 – 2014 Amendment aims to provide a high quality of life for the residents of North Central Texas. Creating livable communities, encouraging sustainable development and providing transportation choices aid in this effort.

The relationship between transportation and land use plays an important role in creating livable communities. When transportation and land use are balanced, mobility improves, allowing increased access to housing, employment, retail, education, health, and recreational opportunities. As the region continues to grow, encouraging sustainable development through land-use strategies will support more efficient use of the existing and future transportation system. This allows for better use of limited resources.

Bicycle and Pedestrian Off-street Facilities



Legend	
<b>Regional Veloweb</b>	
	Existing 318 Miles
	Funded 33 Miles
	Planned 1,377 Miles
	Major Roads
	Rail Lines
	Parks

*The Regional Veloweb is a network of off-street, shared-use paths designed for bicyclist, pedestrians, and other non-motorized forms of transportation.*

Active transportation, consisting of bicycle and pedestrian elements, plays an important role in improving quality of life and congestion. Because 33 percent of the trips made within the region are three miles or less, these are well-suited for biking or walking. Improving bicycle and pedestrian access, facilities, and safety are investments that the Mobility 2035 – 2014 Amendment supports to reduce congestion and enhance mobility.

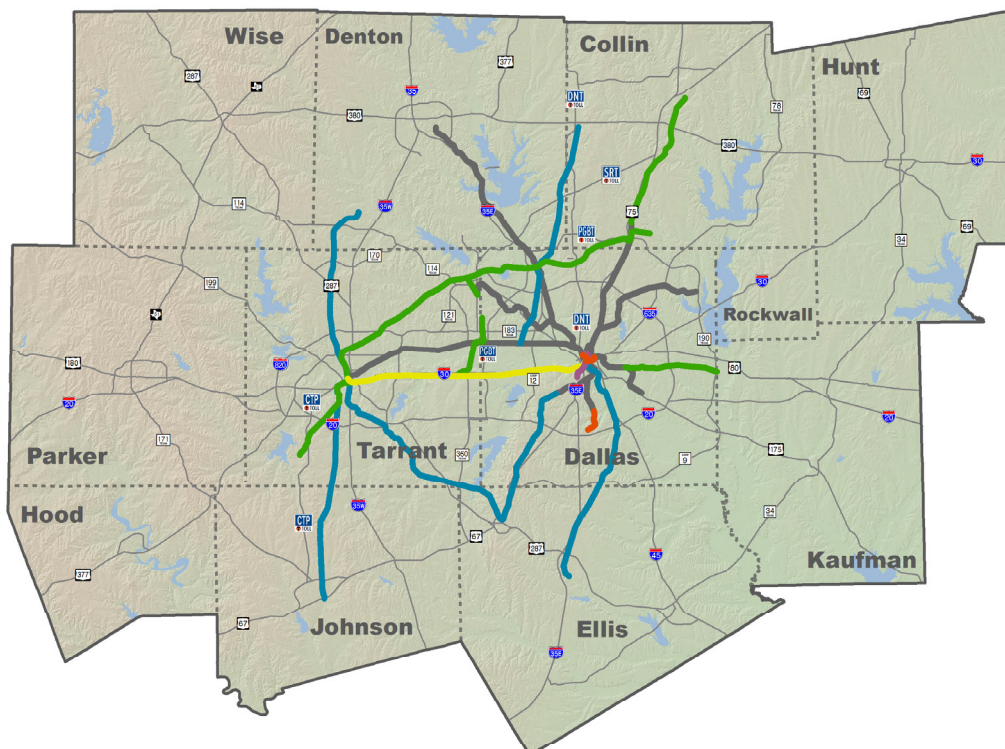




## Improving Mobility

Accommodating the multimodal needs of a growing region is a primary purpose of the Mobility 2035 – 2014 Amendment. While the Mobility 2035 – 2014 Amendment has a stronger focus on sustainable development and low-cost operations and management strategies than previous plans, the region will continue to grow requiring investments in new infrastructure. While strategic infrastructure investment such as expansion of roads or rail lines are prioritized after other improvements, these projects will still be needed to accommodate future growth. The Mobility 2035 – 2014 Amendment recommends a number of strategic infrastructure investments that will seek to meet the region’s transportation needs and provide a variety of transportation options for residents.

Passenger Rail Improvements



*Providing a variety of transportation options is a priority, and passenger rail will play a vital role in improving accessibility and mobility in the region. Corridor-specific studies will determine technology, alignment, and operational characteristics.*

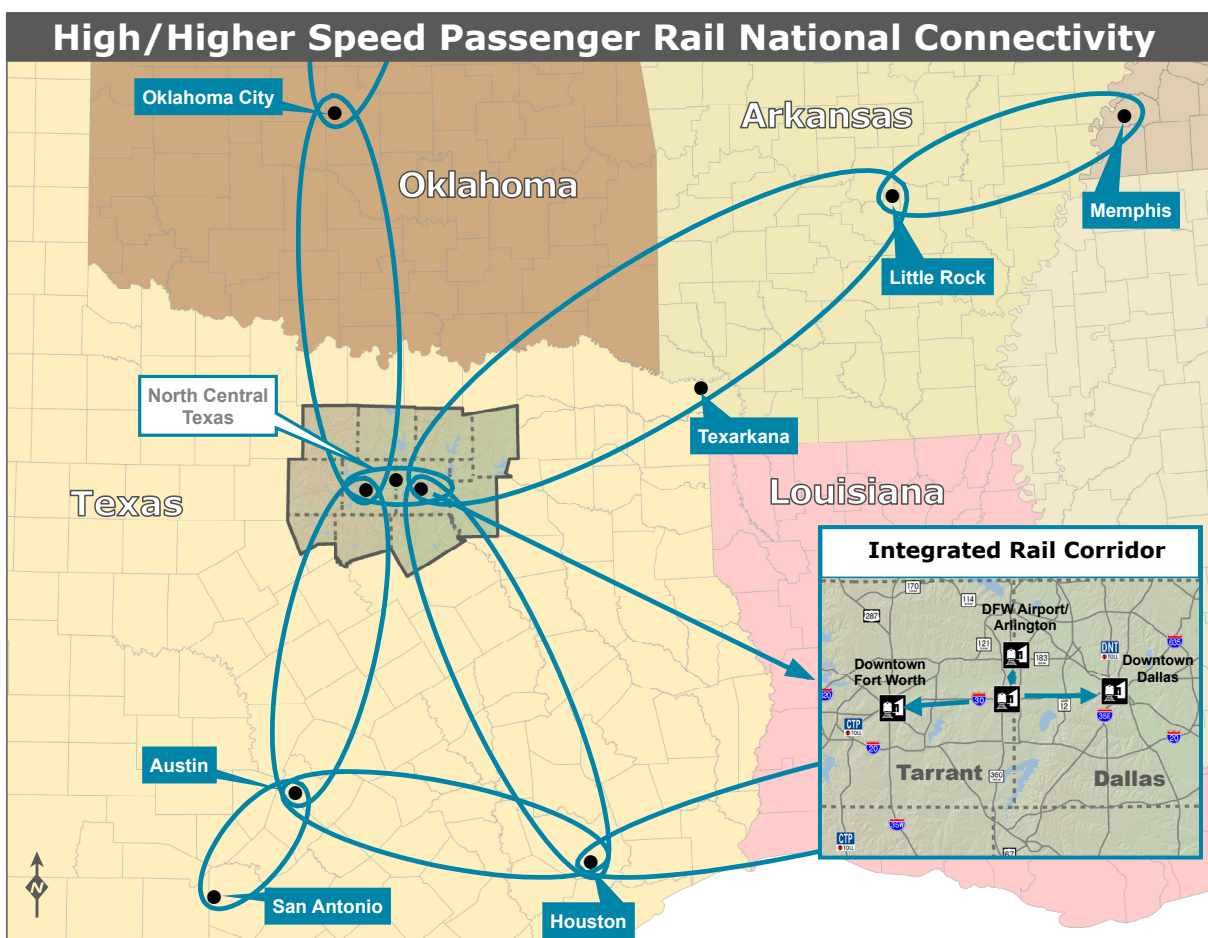
Legend	
Passenger Rail Mode	
<span style="color: orange;">—</span>	Light Rail
<span style="color: green;">—</span>	Light Rail - New Technology
<span style="color: yellow;">—</span>	High Speed Rail
<span style="color: blue;">—</span>	Regional Rail
<span style="color: purple;">—</span>	Streetcar
<span style="color: grey;">—</span>	Current System

Providing additional public transportation options will play a central role in the transportation system and could impact how the region grows in the future. The Mobility 2035 – 2014 Amendment recommends nearly 500 miles of passenger rail. Rail will be a crucial element in reducing congestion, improving commute times, and providing more reliable travel. In addition to passenger rail, the Mobility 2035 – 2014 Amendment recommends continuing to monitor opportunities to support other public transportation options such as streetcars and bus rapid transit. These systems move people in an efficient way and can foster economic development.



The Dallas-Fort Worth area is poised to benefit from the vision of High Speed Rail outlined in the Mobility 2035 – 2014 Amendment. The RTC anticipates High Speed Rail as yet another component of the regional transportation system. The vision was created in a way that connects major regions inside and outside of Texas to the Dallas-Fort Worth area. While the specific alignment for High Speed Rail routes are unknown at this time, the Mobility 2035 – 2014 Amendment illustrates potential links to Houston, Austin, Oklahoma City, Oklahoma, and Little Rock, Arkansas.

While the RTC is aware of the future need to connect distant regions to North Central Texas, it also requires that accessibility within the region not be marginalized. The Mobility 2035 – 2014 Amendment outlines the need for three major High Speed Rail stations in the region located near downtown Dallas, the Mid-Cities, and downtown Fort Worth. The three station concept provides regional access to High Speed Rail through an integrated corridor option while still holding to the High Speed Rail concept. The integrated corridor would serve both out of region demand and would provide for another east-west rail transit option for DFW commuters.



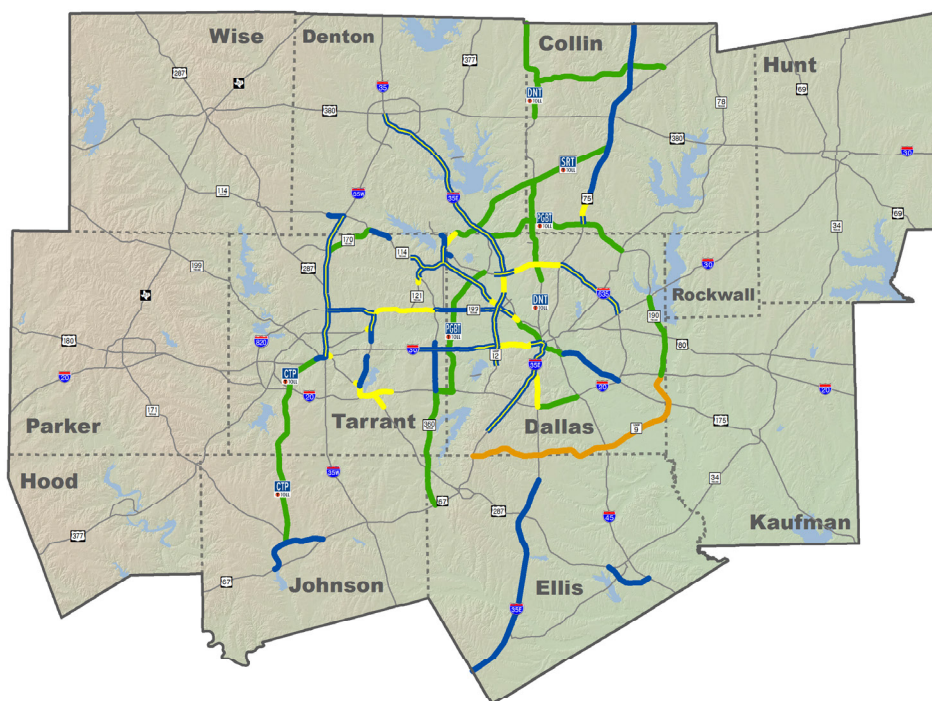
*High Speed Rail will provide an opportunity to connect the region to other parts of the state and beyond. Planning for High Speed Rail in the Dallas-Fort Worth area will continue to be refined as the region prepares for this new service option.*



The plan includes a variety of roadway recommendations, ranging from relatively localized improvements to major regional projects. Because of financial constraints, billions of dollars in projects included in previous long-range plans have been deferred pending additional funding opportunities. These projects will continue to be evaluated to determine if improvements to mobility and accessibility can still be achieved through strategic modifications to project scope, staging, or phasing.

A number of major corridor improvements will have user-fee components, or tolls. Ideally, there would be ample funding available to add improvements without having to toll facilities. However, this is not the reality the region faces. The RTC has decided to implement these types of facilities because they can be built more quickly and because collected tolls are used to pay back the funds used for construction and maintenance. This allows critically needed projects to be built in a timely manner. Without these types of tolled facilities, a number of projects that are important to meeting the region’s mobility needs would be unfunded. The Mobility 2035 – 2014 Amendment also includes recommendations for other transportation improvements such as aviation, freight, and management and operational strategies. The recommendations outlined in the Mobility 2035 – 2014 Amendment strike a balance between meeting the most critical mobility needs and making a variety of transportation options available for a growing region.

Freeway, Tollway, and HOV/Managed Lane Improvements



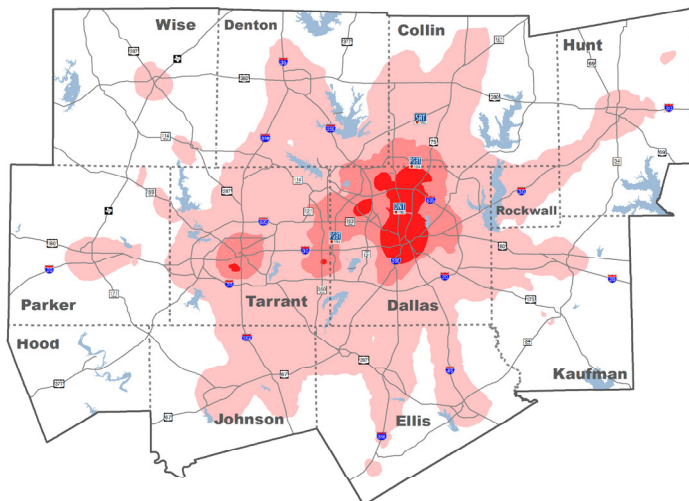
*The region will focus on improving roadways in the urban core, relying on a balance of tax- and toll-supported projects.*

Legend	
Recommendations	
	Additional Capacity to Existing Roads
	Improvements to Existing Freeway and Tolled Managed Lanes
	Tolled Managed Lanes
	New Toll Lanes or Improvements to Existing Tollway
	Staged Future Tollway
	Major Roads

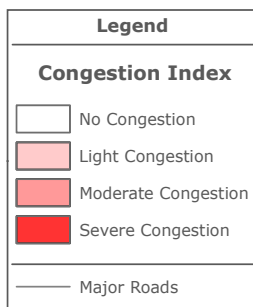
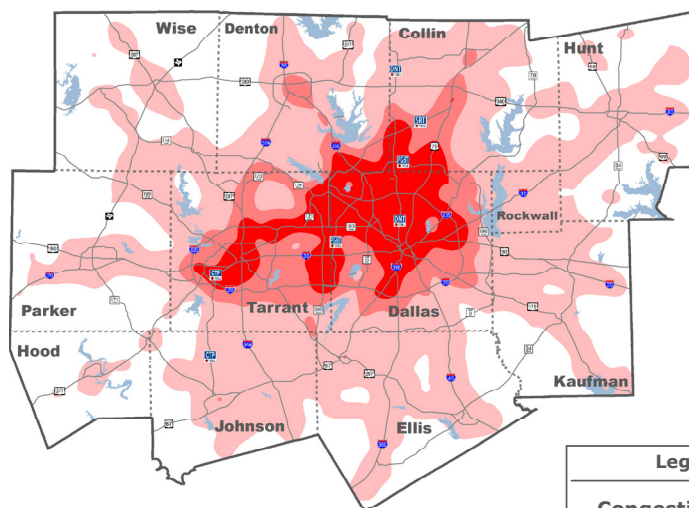
## Regional Congestion

Congestion is and will continue to be a significant concern for the region. Growth in population, coupled with decreased revenue, means congestion experienced in the region today will remain an issue in the future. Because congestion will continue to increase, transportation system management and operational strategies will play important roles in mitigating impacts to residents.

Levels of Congestion 2013



Levels of Congestion 2035



*Congestion in the region will increase over time due to continued growth and a lack of funding for needed transportation improvements.*

## Management & Operations Strategies

*Mobility 2035 - 2014 Amendment includes policies, programs, and projects to manage congestion. These are just a few of the programs aimed at improving efficiency and removing trips from the transportation system.*

### system management

- Intersection improvements
- Traffic signal improvements
- Freeway and arterial bottleneck removal
- Work zone and special-event management

### demand management

- Employer Trip Reduction program
- Vanpool, park-and-ride facilities, and transportation management associations

### safety

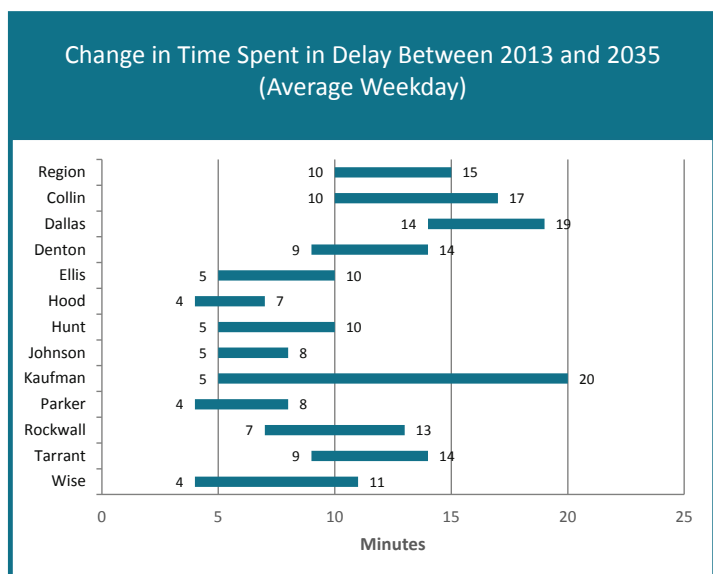
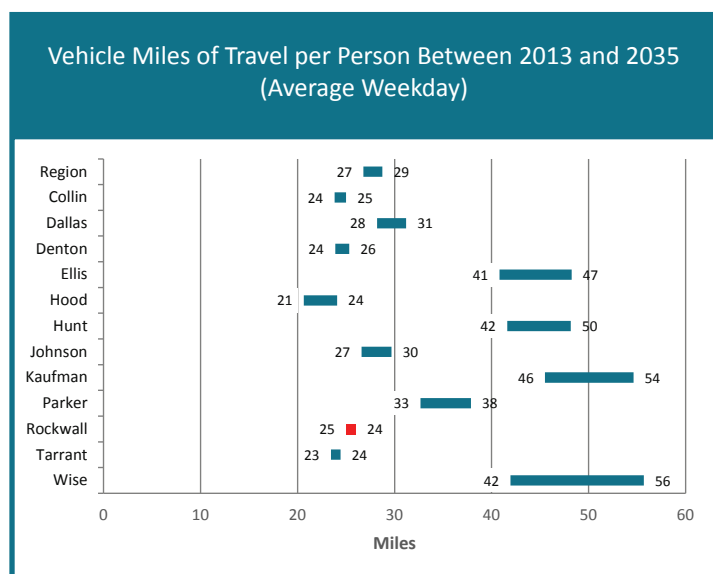
- Freeway Incident Management program
- Regional Mobility Assistance Patrol program



## Regional Performance Measures

To measure the impacts transportation recommendations have on the region, performance measures are identified. Forecasts of future population and employment changes for each county in the region are utilized to estimate future miles of travel and hours spent in delay for all vehicles in the region. This can be calculated on a per-person basis to measure individual impacts.

Population			County	Employment		
2013	2035	% Change		2013	2035	% Change
828,937	1,404,149	69.3%	Collin	389,617	628,349	61.2%
2,466,027	3,125,282	26.7%	Dallas	2,179,877	2,854,287	30.9%
678,483	1,053,903	55.3%	Denton	239,618	406,105	69.5%
167,153	252,768	51.2%	Ellis	65,265	116,145	78.0%
69,317	97,805	41.1%	Hood	21,716	37,036	70.5%
102,729	148,451	44.5%	Hunt	49,282	78,163	58.6%
178,738	272,061	52.2%	Johnson	72,596	132,917	83.1%
119,132	193,509	62.4%	Kaufman	43,961	81,646	85.7%
125,519	193,730	54.3%	Parker	50,908	91,660	80.1%
89,733	172,568	92.3%	Rockwall	26,884	53,934	100.6%
1,880,625	2,823,535	50.1%	Tarrant	1,121,541	1,644,463	46.6%
71,808	95,617	33.2%	Wise	31,251	52,311	67.4%
6,778,201	9,833,378	45.1%	Region	4,292,516	6,177,016	43.9%





## Summary

The Dallas-Fort Worth metropolitan area is no longer in a situation where business-as-usual can continue in long-range transportation planning. Because of the long-term outlook for transportation funding, the continued growth of the Dallas-Fort Worth region, and the need to provide a transportation system that is accessible and improves residents' quality of life, a continued focus on regional transportation priorities and innovative ways of delivering transportation projects are required. The policies, programs, and projects recommended in the Mobility 2035 – 2014 Amendment are the product of a comprehensive, cooperative, and continuous planning effort. The recommendations reflect a shift in how the region will strive to meet the mobility, quality of life, system sustainability, and implementation goals that will enhance continued economic development, a competitive business climate, and better quality of life.

## Mobility 2035 - 2014 Amendment Adoption

The Regional Transportation Council adopted the Mobility 2035 – 2014 Amendment in November 2014. The Plan received a favorable Air Quality Conformity determination from The Federal Highway and Federal Transit Administrations in May 2015. The approval of the Mobility 2035 – 2014 Amendment allows crucial programs and projects that seek to meet the region's transportation goals to move forward to implementation.



## We Need Your Help to Build a 21st Century Transportation System

This report is a blueprint for the multimodal transportation system through 2035, outlining roadway, transit, and quality-of-life projects intended to accommodate the travelling public well into the future. The Mobility 2035 – 2014 Amendment lays out many potential solutions, but is heavily dependent on the collective wisdom of the region’s nearly 6.8 million residents to bring its plans to fruition.

Residents and businesses are an integral part of the process. We invite you to help us develop these plans into projects that make your commutes more reliable so you don’t have to waste time stuck in traffic.

Even if you have a complaint about the system, don’t be afraid to speak up. Knowing what concerns you will help us better serve you and could even become the foundation of the next great transportation idea.

We have a few questions that will help you become part of the solution:

1. Is it easy for you to participate in the transportation planning process?
2. What changes could we make to better serve you?
3. Are there specific transportation improvements that would enhance your quality of life?
4. How would these improvements make your commute more reliable?
5. How could transportation and development be better integrated to ensure the Dallas-Fort Worth area’s continued prosperity?

Let us know how you would answer these and submit questions you have about the process. It is easy to get involved through either traditional or new channels. Attend a public meeting to voice your opinion about a project in your neighborhood. The Regional Transportation Council conducts these meetings regularly at locations throughout the region to encourage wider participation and attract residents who would be most affected by proposed projects. This is where we outline plans, projects, programs, policies, and partnerships that will improve transportation. We use data to ensure the system’s performance meets expectations. Where changes need to be made, the region’s partners respond. Information on upcoming meetings is available at [www.nctcog.org/meetings](http://www.nctcog.org/meetings).

We understand it may be difficult to set aside the time to attend a morning or evening meeting, even if the topic is relevant to your personal or business life. So we offer several other options for sharing your opinions.

**Web:** [NCTCOG.org/trans](http://NCTCOG.org/trans) | **Email:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org) | **Phone:** 817-695-9240

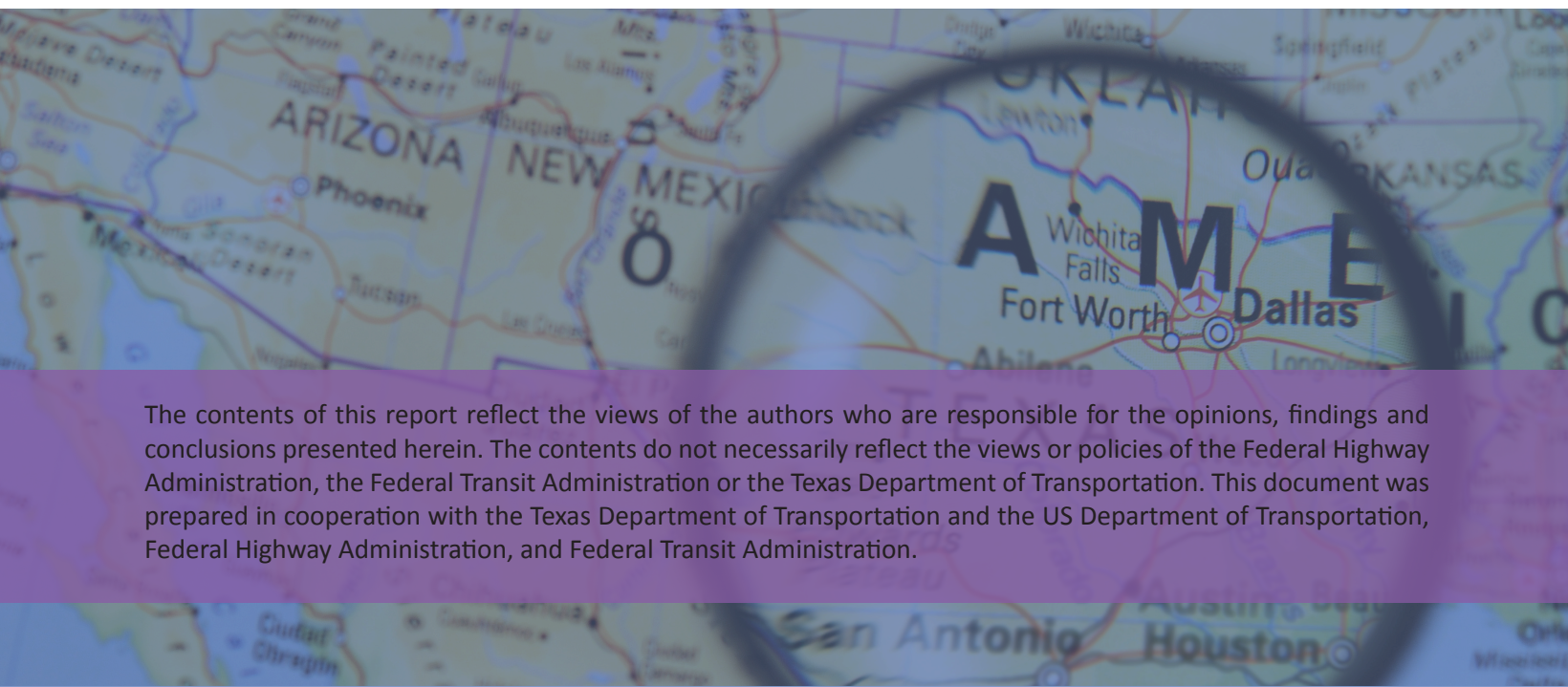
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<b>Mojoy Haddad</b> Board Member, North Texas Tollway Authority	<b>John Monaco</b> Mayor, City of Mesquite	<b>Michael Morris, P.E.</b> Director of Transportation, NCTCOG



The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration.



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#### Image Sources

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Page 8: Denton County Transportation Authority (DCTA)

Pages 11, 13 & 14: NCTCOG staff





Handout:

Transportation & Trinity Council Committee  
City of Dallas – August 24, 2015

APPENDIX B



# The Metropolitan Transportation Plan for North Central Texas Polling Results

Regional Transportation Council - August 13, 2015

# Topics for Discussion

1. Regional Transportation Council (RTC) Tolling Policy
2. Tolloed vs. Tax-Funded Facilities
3. Mega Projects vs. “CapMain”
4. Project Prioritization
5. Regional Passenger Rail Approach
6. Public Transportation Bus Options
7. Metropolitan Transportation Plan (MTP) Financial Assumptions

# Topic 1: RTC Tolling Policy

- The RTC does not support converting freeway lanes to tolled facilities.
- Since 1993, it has been the RTC's policy to evaluate all new limited-access capacity for priced facility potential.

**Question 1: Given the opportunity for voters to approve significant new revenues for transportation, should the RTC's position on new capacity be reconsidered?**

- A. Yes (50%)**
- B. No (50%)**

# Topic 2: Tolled vs. Tax-Funded Facilities

- The current MTP includes roadway improvements utilizing a balance of toll and tax funding.
- If voters approve Prop. 7 and the Texas Transportation Commission allocates the DFW area its fair share, this translates to the potential for a 50% reduction in future toll facilities.

## **Question 2: Given the opportunity for new funding, should the MTP:**

- A. Keep planned tolled facilities as is and add new toll-free projects (61%)**
- B. Reduce the number of future toll facilities by approximately 50% (39%)**

# Topic 3: Mega Projects vs. “CapMain”

- Mega projects require significant investment of over \$1 billion and involve total reconstruction of a corridor.
- “CapMain” represents strategic investment to existing assets by maintaining infrastructure and constructing improvements within existing rights of way at a lower cost, but with scaled-back benefits.

**Question 3: Should the RTC pursue a network of “CapMain” improvements, preserving revenue that can be incorporated into mega projects?**

**A. Yes (83%)**

**B. No (17%)**

# Topic 4: Project Prioritization

- Mobility 2040 will prioritize projects based on the MAP-21 National Goals.

**Question 4: Which of these goals should have the highest priority?\***

- A. Safety (17%)**
- B. Infrastructure Condition (7%)**
- C. Congestion Reduction (54%)**
- D. System Reliability (7%)**
- E. Freight Movement and Economic Vitality (0%)**
- F. Environmental Sustainability (includes air quality) (7%)**
- G. Reduced Project Delivery Delays (7%)**

\*Percentages may not add to 100% due to rounding

# Topic 5: Regional Passenger Rail Approach

- Over the past ten years, RTC has led efforts to identify funding strategies to implement a system of regional passenger rail.

**Question 5: Given the lack of funding support for rail transit, should the region:**

- A. Continue to pursue a regional funding strategy to implement the current planned rail system (46%)**
- B. Seek to identify funding to prioritize and reduce the number of rail corridors (20%)**
- C. Seek to identify funding for additional rail corridors (34%)**

# Topic 6: Public Transportation Bus Options

- The RTC has focused on passenger rail system planning, and bus transit planning has primarily been conducted by partner transit agencies.

**Question 6: Given uncertain funding for new passenger rail, should the MTP:**

- A. Advance bus transit service on planned rail corridors (3%)**
- B. Introduce guaranteed-speed bus transit service on express lanes (15%)**
- C. Increase the network of park-and-ride lots in conjunction with increased bus transit service (15%)**
- D. All of the above (68%)**

\*Percentages may not add to 100% due to rounding



# Topic 7: MTP Financial Assumptions

- The MTP assumes historical revenue trends for transportation funding will occur in the future.

**Question 7: Given your current understanding of local, state, and federal funding, what trends in future revenue should Mobility 2040 assume?**

- A. Lower (10%)**
- B. About the Same (46%)**
- C. Higher (44%)**

# Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Overview of Transportation Improvement Program (TIP)**

On Monday, August 24, 2015, you will be briefed on the Overview of Transportation Improvement Program (TIP) by the North Central Texas Council of Governments. 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 blue ink that reads "Theresa O'Donnell".

Theresa O'Donnell  
Chief Planning Officer

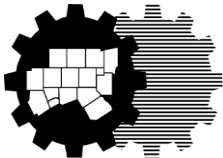
c: Honorable Mayor and Members of the City Council  
A.C. Gonzalez, City Manager  
Warren M.S. Ernst, City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

# OVERVIEW OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

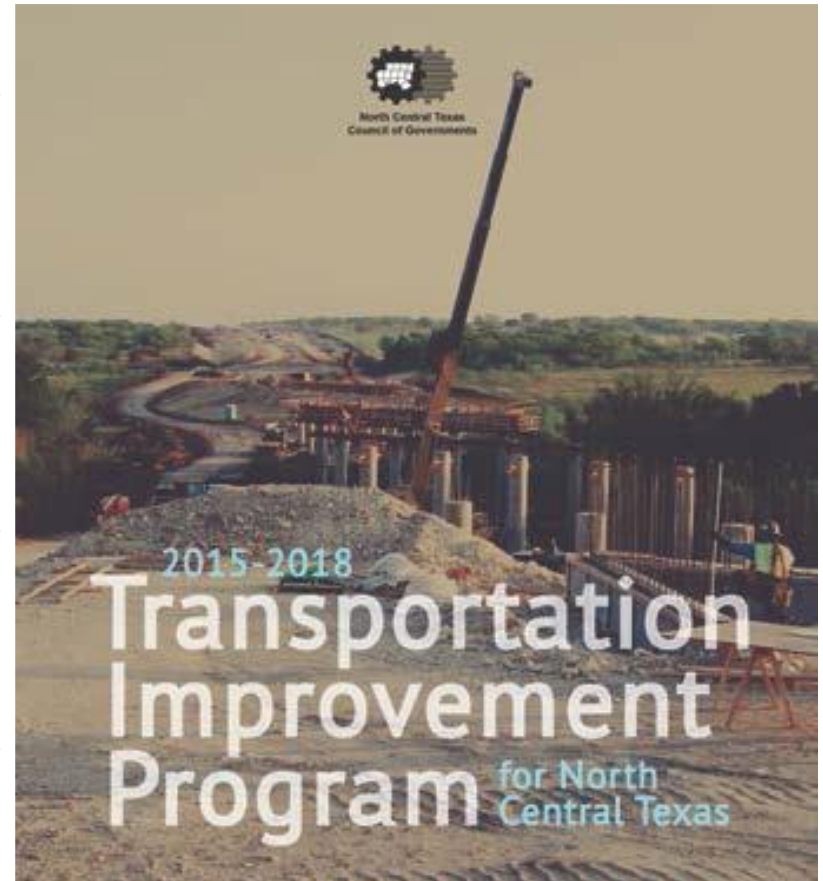
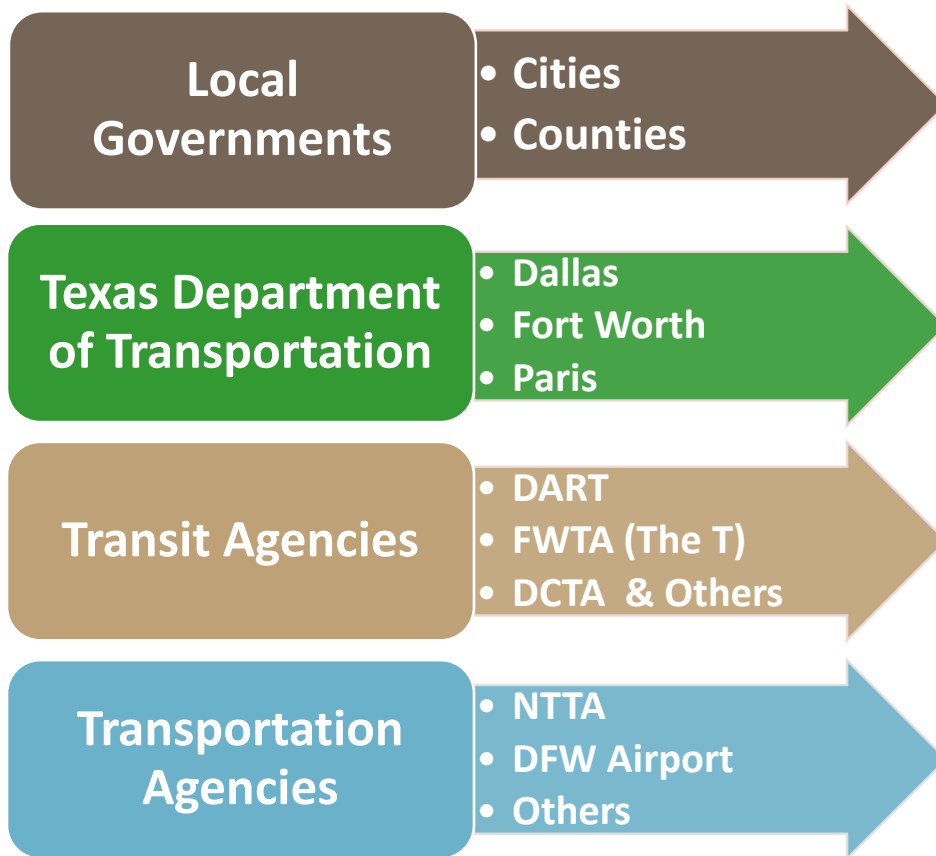
Transportation & Trinity River Project Committee

Monday, August 24, 2015



# TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION

## A COLLABORATIVE EFFORT



# SCOPE OF PROGRAMMING EFFORTS

- \$6.4 billion in 2015-2018 TIP representing 753 projects
  - Roadway projects = \$5.5 billion and 351 active projects
  - Transit projects = \$0.7 billion and 308 active projects
  - Bike/pedestrian = \$0.2 billion and 94 active project
- 1,978 complete projects since 1992 at 6,056 locations
- Over 140 Local Governments/Agencies
- Liaison between Federal and State partners
  - TxDOT Dallas, Fort Worth, and Paris Districts
  - TxDOT Austin
  - Federal Highway Administration
  - Federal Transit Administration

# MAIN PROGRAMMING FUNCTIONS

## REGIONAL TRANSPORTATION COUNCIL (RTC) AND STAFF ROLES

### Regional Transportation Council (RTC) Approves:

- Project selection and funding
- TIP documents, currently 2015-2018
  - Transportation Improvement Program (TIP)
  - Statewide Transportation Improvement Program (STIP)
- Quarterly modifications to the TIP/STIP

### NCTCOG Staff

- Evaluates, selects, and recommends projects for RTC approval
- Develops the TIP document and quarterly modifications
- Provides project implementation assistance

# PROJECT SELECTION

## Occurs Through:

- Calls for projects
- Funding initiatives

## Involves:

- Competitive project selection (technical review),
- Strategic project selection (based on priorities), or
- Partnerships (“roundtable discussions”)

## Timing:

- Federal and State funds = as funds become available
- Regional Toll Revenue, RTC/Local = as funds become available

# DEVELOPMENT OF THE TIP

- Inventory of funded projects
- Identifies
  - Scope of work
  - Approved funding types, amounts, and phases
  - Approved timing for projects
- Approved by the RTC
- Included in the Statewide TIP (STIP)
- Financially constrained using allocations from the Unified Transportation Program (UTP)



# MODIFICATION OF THE TIP

- Process for adding, deleting, or modifying projects in the TIP
- Governed by Regional Transportation Council policies
- Involves RTC Action Items, Previous Action Modifications, Administrative Amendments, and Staff Action Items
- Occurs on a quarterly cycle (February, May, August, & November)
- Established “TIP Points of Contact” must enter TIP modifications
- Requests for adding, deleting, or modifying projects must be submitted online by the quarterly deadline at <http://rtrinternal.nctcog.org>

# PROJECT MILESTONE POLICY

- Projects funded 10 or more years ago, in which construction has not started, need to be reapproved.
- Affects projects funded between 1992 and 2005/2006
- Intended outcomes of 10-year project policy include:
  - Increasing the amount of available funds for priority, “ready-to-go” projects
  - Providing a realistic assessment of project status for funding decision-making
  - Balancing project construction schedule capacity within the current financial constraints

# MILESTONE REAPPROVAL PROCESS

- Through TIP Development, agencies with projects on the 10-year project list will be notified about the listed projects.
- Agencies can justify keeping projects by:
  - Providing a realistic, achievable schedule
    - Schedule must receive North Central Texas Council of Governments (NCTCOG) & Texas Department of Transportation (TxDOT) concurrence
  - Providing documentation of policy board support
    - If projects are advancing imminently or have policy board approval within the last six months, new action is not needed (just submit latest approval documentation).
    - If policy support documentation is greater than six months old, new action is requested.
  - Documenting the availability of local matching funds

# TIP TEAM CONTACT INFORMATION

[www.nctcog.org/trans/tip](http://www.nctcog.org/trans/tip)

<u>Name</u>	<u>Title</u>	<u>Phone</u>	<u>E-mail</u> <u>@nctcog.org</u>
Christie Gotti	Sr. Program Manager	817 608 2338	cgotti
Laura Person	Administrative Assistant	817 608 2349	lperson
<b>Contacts by Subject:</b>			
<b>Funding Initiatives, RTR Projects &amp; Funding, Special Projects</b>			
Adam Beckom, AICP	Pr. Transportation Planner	817 608 2344	abeckom
Michael Overton, PhD	Transportation Planner II	817 704 5663	moverton
<b>TIP/STIP and Federal/State Projects</b>			
Ken Bunkley	Sr. Transportation Planner	817 695 9288	kbunkley
Matt Thompson	Transportation Planner II	817 704 5641	mthompson3
Rylea Roderick	Transportation Planner I	817 704 5642	rroderick
<b>Information Systems</b>			
Omar Barrios	Sr. Transportation Planner	817 608 2337	obarrios

# QUESTIONS/COMMENTS

# **REFERENCE MATERIALS:**

## **FUNDING PROGRAMS AND PROJECT ELIGIBILITY**

# FUNDING SOURCES

- STP-MM
- CMAQ
- Metropolitan Corridor
- RTC/Local
- Texas Mobility
- Toll Bonds
- DFW Regional Toll Revenue
- Proposition 14
- Proposition 12
- Proposition 1
- Proposition 7
- Transportation Alternatives Program
- Transportation Development Credits

# FUNDING SOURCES

## **STP-MM** Surface Transportation Program-Metropolitan Mobility

- Known as “Mobility Funds” or Category 7 funds
- Federal funds
- Selected by the RTC
- Used on capacity increasing projects (Freeway/HOV improvements, arterial street widenings/extensions, traffic flow improvements, air quality projects)
- Receive \$80-90M/year on average

## **CMAQ** Congestion Mitigation and Air Quality Improvement Program

- Known as “Air Quality Funds” or Category 5 funds
- Federal funds
- Selected by the RTC
- Used on projects with emissions benefits (traffic flow improvements, bus/rail transit expansion, other air quality projects)
- Receive \$60M/year on average



# FUNDING SOURCES

## CONTINUED

### Metropolitan Corridor Funds

- Also known as “Category 2” funds
- Combination of Federal and State funds
- Selected jointly by the RTC and TxDOT (generally through the Unified Transportation Program [UTP] approval process)
- Used on capacity increasing projects along major urban highway corridors
- Only available to projects on the state highway system
- \$30M/year on average, no funds after FY 2020

### RTC/Local Funds

- Local funds created by and available to the RTC
- Selected by the RTC
- Primarily used for Air Quality and Sustainable Development projects
- \$83M in authorized funds exist and are mostly programmed

# FUNDING SOURCES

## CONTINUED

### Texas Mobility Funds

- Funded by registration/user fees
- Used on major transit and highway projects
- Selected by the RTC, final approval by the Texas Transportation Commission
- May no longer be used by state for new projects
- Variable amount of funding

### Toll Bonds

- Funded by North Texas Tollway Authority (NTTA) or through Comprehensive Development Agreements (CDAs)  
[CDAs are Also Known as Public-Private Partnerships]
- Toll bonds typically used to finance projects that produce revenue such as toll roads and HOV/managed lane projects
- Variable amount of funding

# FUNDING SOURCES

## CONTINUED

### DFW Regional Toll Revenue (RTR) Funds

- Funded with toll proceeds from toll projects--NTTA or CDA
- Source of funds:
  - Up-front payment by tolling entity,
  - Excess revenue payment by tolling entity, or
  - Interest accrued on these funds
- May be spent on state highway system, public transit, or air quality projects
- Selected by the RTC with strong participation levels from local agencies (cities, counties, etc.)
- Final approval by the Texas Transportation Commission
- Variable amount of funding—to date, the region has received \$3.6 billion in RTR funds from SH 121 and SH 161

Continued 

# FUNDING SOURCES

## CONTINUED

### Proposition 14

- Revenue bonds backed by future dollars in Fund 6
- Fund monies may be spent to acquire right-of-way, build, maintain and police public roadways, and to enforce traffic and safety laws
- Helps to advance projects to reduce project backlog
- Does not bring new money to the table (debt financing)
- Variable amount of funding

### Proposition 12

- Backed by funds from the State's general fund
- Fund monies may be spent to acquire right-of-way, build, maintain and police public roadways, and to enforce traffic and safety laws
- Helps to advance projects to reduce project backlog
- Does not bring new money to the table (debt financing)
- Variable amount of funding

# FUNDING SOURCES

## CONTINUED

### Proposition 1

- Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible)
- Projects must be on the Interstate Highway System or on the State Highway System
- Allocations in future years will be dependent upon oil/gas prices and legislative support

### Proposition 7

- Vote pending by Texas voters in November 2015
- Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll road projects are ineligible)
- Projects must be on the Interstate Highway System or on the State Highway System
- Allocations in future years will be dependent upon sales/excise tax receipts and legislative support

# FUNDING SOURCES

## CONTINUED

### Transportation Development Credits (TDCs)

- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- Eligible “match” to federal funding award
- 465 million credits available presently in DFW region
- 140+ million TDCs programmed to date

### Transportation Alternatives Program

- Funds alternative transportation projects, including pedestrian and bicycle facilities, access to public transportation, enhanced mobility, and safe routes to school
- A portion of TAP funds selected by the RTC and a portion is selected by TxDOT
- On average, \$7M is available for RTC selection per year

# FINDING PROJECT-SPECIFIC INFORMATION

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**Transportation Funding and the Transportation Improvement Program**

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program (TIP) is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.



Select Language | ▼

#### General Information

- [Frequently Asked Questions about the TIP](#)
- [How are transportation projects funded?](#)

#### Recent Activities

- [August 22, 2014--TIP Project Implementation Workshop](#)

#### Transportation Improvement Program

- [2015-2018 TIP approved by FHWA/FTA on Dec. 2, 2014](#)
- [Modification of the TIP](#)

#### Previous TIPs

- 2013-2016 TIP
- 2011-2014 TIP - 2011 Amendment
- 2008-2011 TIP - 2009 Amendment
- 2006-2008 TIP
- 2004-2006 TIP

- [TIPINS Project Search Engine - updated August 2015](#)

#### • RAPTS



- [Annual Project Listings](#)

#### Funding Initiatives/Calls for Projects

- [Proposition 1 Funding Program](#)
- [Transportation Development Credits \(TDCs\)](#)
- [TIGER--Transportation Investment Generating Economic Recovery](#)
- [American Recovery and Reinvestment Act of 2009](#)
- [2011 Pass-Through Toll Financing of Highway Projects](#)
- [Proposition 12 recommendations -- RTC approved 6/2/2011](#)
- [2007 Regional Toll Revenue Funding Initiative](#)


**TIPINS -- Transportation Improvement Program Information System**

▪ **Project Search Engine**

[www.nctcog.org/trans/tip](http://www.nctcog.org/trans/tip)

# TIPINS HOMEPAGE

<http://nctcog.org/trans/tip/tipins>

**NCTCOG**  
North Central Texas Council of Governments

**GO**

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**transportation**

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## TIPINS: Transportation Improvement Program Information System

Welcome to TIPINS, NCTCOG's Transportation Improvement Program Information System! These pages are designed to provide information about the Transportation Improvement Program (TIP) projects in the Dallas-Fort Worth metropolitan planning area. The system was last updated in August 2015 and includes projects selected or programmed by the Regional Transportation Council, TxDOT, and local agencies. [What is the TIP?](#)

Please select one of the following methods to begin your TIP search:

- [Query](#) using parameters that you input (such as city and project type)
- Use [interactive map](#) to identify projects in your area of interest (this takes you to our [dfwmaps.com](#) site; look under Transportation -> Improvement Project section for layer controls and legends)



  ▼

8/4/2015 05/29/2009 LMP



# FINDING PROJECT-SPECIFIC INFORMATION

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transportation

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**Transportation Funding and the Transportation Improvement Program**

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program (TIP) is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.



Select Language ▼

#### General Information

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- Proposition 12 recommendations -- RTC approved 6/2/2011
- 2007 Regional Toll Revenue Funding Initiative

Online RTR and TIP Database

[www.nctcog.org/trans/tip](http://www.nctcog.org/trans/tip)

- Regional Toll Revenue (RTR) Program
- Events and Timeline
- Fund and Project Tracking System
- Transportation Home
- Agency Administration Home

## Regional Toll Revenue Program RSS

 Receive updates with

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The Regional Toll Revenue program expedites transportation projects by providing desperately needed funding.

The Texas Legislature enabled the Texas Department of Transportation to consider public- and private-sector partnerships to finance roadways. The result is a completed project with a toll component and revenue for transportation projects.

Reliance on traditional funding sources will not be sufficient to meet mobility needs of the growing region.

Increasing costs, an aging infrastructure system and decreasing revenue contribute to a funding shortfall. A general summary of how transportation projects move from idea to funding to implementation is available.

+ [SH 121 and Other Transportation Projects](#)

+ [RTR Calls for Projects](#)

+ [RTR Fund and Project Tracking System](#)

+ [Implementing Local Entity Projects with RTR Funds](#)

+ [RTR Workshops](#)

+ [Understanding RTR Accounts and Policies](#)




# RTR PROJECT IMPLEMENTATION ASSISTANCE

## AND

# FINDING PROJECT- SPECIFIC INFORMATION

# REGIONAL TOLL REVENUE HOMEPAGE

<http://nctcog.org/trans/rtr/>


Revenue and Project Tracking System

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[My Projects](#) ↑

[SH 121 RTR Funding Balances as of September 30, 2014](#) ↓

Description	Account 1	Account 2	Total
<b>RTR Initial Allocation</b>	\$2,459,931,000	\$737,173,248	\$3,197,104,248
<b>Interest Received</b>	\$188,501,731	\$45,929,067	\$234,430,798
<b>Equity Reclassifications</b>	\$14,724,988	-\$7,662,553	\$7,062,435
<b>Loan Payoffs Received</b>	\$8,000,000	\$282,550,120	\$290,550,120
<b>Project Disbursements</b>	-\$1,491,751,239	-\$619,620,803	-\$2,111,372,042
<b>RTR Investment Balance</b>	\$1,179,406,480	\$438,369,079	\$1,617,775,559
<b>Advances to Local Entities</b>	\$1,478,769,107	\$100,078,533	\$1,578,847,640
<b>Local Entity Interest</b>	\$15,249,477	\$92,229	\$15,341,706
<b>Local Entity Expenditures</b>	-\$290,399,936	-\$22,006,618	-\$312,406,554
<b>RTR Funds Balance as of 9/30/2014*</b>	<b>\$2,383,025,128</b>	<b>\$516,533,223</b>	<b>\$2,899,558,351</b>

\* = Spent to Date amounts are less than TxDOT reported expenditures to reflect the unused advance balances being held by Local RTR Entities by \$1,266,441,086

[SH 121 RTR Project Commitments](#) ↓

Description	Account 1	Account 2	Total
<b>RTR Initial Balances</b>	\$2,459,931,000	\$737,173,248	\$3,197,104,248
<b>Interest Earned</b>	\$188,501,731	\$45,929,067	\$234,430,798
<b>Equity Reclassifications</b>	\$14,724,988	-\$7,662,553	\$7,062,435
<b>Current Committed Projects*</b>	-\$2,718,676,262	-\$615,953,819	-\$3,334,630,081
<b>Loan Committed Projects*</b>	-\$7,058,400	-\$500,459,103	-\$507,517,503
<b>Loan Payoffs Received</b>	\$8,000,000	\$282,550,120	\$290,550,120
<b>Funds for Future projects</b>	<b>-\$54,576,943</b>	<b>-\$58,423,040</b>	<b>-\$112,999,983</b>

\* = Committed Funds are as of November 1, 2014  
\*\*Negative Available Funds are Committed Loans to be paid back in near term.

[SH 161 RTR Funding Balances as of September 30, 2014](#) ↑

[SH 161 RTR Project Commitments](#) ↑

[Available Reports](#) ↑

# REGIONAL TOLL REVENUE TRACKING SYSTEM

<http://rtr.nctcog.org/>



**Revenue and Project Tracking System**

REGIONAL TOLL REVENUE    dashboard   funding   projects   archived reports   definitions   contact us

## SH 121 RTR Funding Balances By County as of September 30, 2014

County	RTR Initial Allocation	Interest Received	Spent To Date	Reclassifications	Ending Balances
<a href="#">COLLIN</a>	\$873,675,036	\$73,057,533	\$865,507,051	\$25,746,766	\$106,972,284
<a href="#">DALLAS</a>	\$509,618,479	\$26,928,027	\$1,009,119,007	\$79,919,686	\$-392,652,815
<a href="#">DENTON</a>	\$1,608,602,851	\$120,785,174	\$937,424,306	\$19,907	\$791,983,626
<a href="#">ELLIS</a>	\$3,568,674	\$918,605	\$54,945,481	\$24,100,000	\$-26,358,202
<a href="#">HOOD</a>	\$0	\$0	\$0	\$0	\$0
<a href="#">HUNT</a>	\$0	\$0	\$0	\$0	\$0
<a href="#">JOHNSON</a>	\$4,198,212	\$211,437	\$0	\$-4,409,649	\$0
<a href="#">KAUFMAN</a>	\$2,727,555	\$432,903	\$21,330,350	\$9,094,826	\$-9,075,066
<a href="#">PARKER</a>	\$3,411,047	\$171,877	\$0	\$-3,582,839	\$85
<a href="#">ROCKWALL</a>	\$8,490,069	\$1,171,116	\$69,701,821	\$23,142,344	\$-36,898,292
<a href="#">TARRANT</a>	\$117,812,324	\$5,933,437	\$2,266,472	\$-120,234,516	\$1,244,773
<a href="#">WISE</a>	\$0	\$0	\$0	\$0	\$0
<a href="#">EAST SET ASIDES</a>	\$37,600,000	\$3,438,113	\$8,687,923	\$2,048,488	\$34,398,678
<a href="#">WEST SET ASIDES</a>	\$27,400,000	\$1,382,579	\$0	\$-28,782,579	\$0
<a href="#">VARIOUS</a>	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,197,104,247</b>	<b>\$234,430,801</b>	<b>\$2,968,982,411</b>	<b>\$7,062,434</b>	<b>\$469,615,071</b>

## SH 121 RTR Project Commitments By County

County	RTR Initial Allocation	Interest Received	Reclassifications	Project Commitments	Loan Commitments	Funds for Future Projects
<a href="#">COLLIN</a>	\$873,675,036	\$73,057,533	\$25,746,766	\$982,008,526	\$0	\$-9,529,191
<a href="#">DALLAS</a>	\$509,618,479	\$26,928,027	\$79,919,686	\$494,264,611	\$507,517,503	\$-385,315,922
<a href="#">DENTON</a>	\$1,608,602,851	\$120,785,174	\$19,907	\$1,694,050,678	\$0	\$35,357,254
<a href="#">ELLIS</a>	\$3,568,674	\$918,605	\$24,100,000	\$28,400,000	\$0	\$187,279
<a href="#">HOOD</a>	\$0	\$0	\$0	\$0	\$0	\$0
<a href="#">HUNT</a>	\$0	\$0	\$0	\$0	\$0	\$0
<a href="#">JOHNSON</a>	\$4,198,212	\$211,437	\$-4,409,649	\$0	\$0	\$0
<a href="#">KAUFMAN</a>	\$2,727,555	\$432,903	\$9,094,826	\$27,146,210	\$0	\$-14,890,926
<a href="#">PARKER</a>	\$3,411,047	\$171,877	\$-3,582,839	\$0	\$0	\$85
<a href="#">ROCKWALL</a>	\$8,490,069	\$1,171,116	\$23,142,344	\$33,372,344	\$0	\$-568,815
<a href="#">TARRANT</a>	\$117,812,324	\$5,933,437	\$-120,234,516	\$45,805,245	\$0	\$-42,294,000
<a href="#">WISE</a>	\$0	\$0	\$0	\$0	\$0	\$0
<a href="#">EAST SET ASIDES</a>	\$37,600,000	\$3,438,113	\$2,048,488	\$29,582,467	\$0	\$13,504,134
<a href="#">WEST SET ASIDES</a>	\$27,400,000	\$1,382,579	\$-28,782,579	\$0	\$0	\$0

# REGIONAL TOLL REVENUE REPORT SAMPLE



## Revenue and Project Tracking System

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### Search for Projects By...

Search By:

- Agency
- City
- Completed Project
- Congressional District
- CSJ Code
- Facility/Project Name
- Fiscal Year
- Funding Type
- Let Project
- Loaned Project
- Off System
- On System
- Project County
- Project Type
- Selection Process
- STIP Cycle
- TIP Code
- Zip Code

Search


#### Searching for Projects

1. Select the search type in the pulldown.
2. Select one or more items in the lower list.

Note: When searching by county, the search is performed based upon project location rather than funding county.

Note: To select multiple items, hold the control key while clicking on items in the list.

#### Search By Map



[Go to map search](#)

### Search Results

Select Report:

Project List

# Memorandum



DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Proposed Time Change for Committee Meetings – Quality of Life and Transportation & Trinity River Project

On Monday, August 24, 2015, the Transportation & Trinity River Project Committee will be asked to consider changing the start time of the committee from 1:00 p.m. to 9:00 a.m. (changing meeting times with the Quality of Life Committee). Attached is the memo signed by the chair of both committees for your review.

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



Mark McDaniel  
Assistant City Manager

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c: The Honorable Mayor and Members of the City 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, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor and Council

## Memorandum



DATE August 10, 2015

TO A.C. Gonzalez  
City Manager

SUBJECT Proposed time change for committee meetings – Quality of Life and  
Transportation & Trinity River Project

We would like to propose changing the times for the Quality of Life Committee Meeting from 9:00 a.m. – 10:30 a.m. to start at 1:30 p.m. – 3:00 p.m. and Transportation & Trinity River Project Committee meetings from 1:00 p.m. – 3:00 p.m. to start at 9:00 a.m. – 10:30 a.m. Please consider these changes for these committees.

Thank you,



Lee M. Kleinman  
Councilmember  
District 11  
Chair of Transportation & Trinity Project



Sandy Greyson  
Councilmember  
District 12  
Chair of Quality of Life

---

C: Honorable Mayor and Members of the City Council  
A. C. Gonzalez, City Manager  
Warrant Ernst, City Attorney  
Craig Kinton, City Auditor  
Judge Daniel Solis, Judiciary  
Ryan S. Evans, Interim First Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Joey Zapata, Assistant City Manager  
Forest Turner, Assistant City Manager  
Theresa O'Donnell, Interim Assistant City Manager  
Charles M. Cato, Interim Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Frank Libro, Public Information Office  
Elsa Cantu, Assistant to the City Manager

# Interagency Transportation Report

Updated 8/18/2015

## Regional Transportation Council (RTC)

The North Central Texas Council of Governments (NCTCOG) was designated by the Governor as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area in July 1974. The Regional Transportation Council is the independent transportation policy body of the MPO, and the NCTCOG's Transportation Department serves as staff to support the policy decisions made by the RTC.

The RTC meets the second Thursday of each month at the offices of the NCTCOG in Arlington. Its forty-four members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. The RTC oversees the metropolitan transportation planning process for a twelve county area, and controls the programming of most federal and state transportation funding that comes to the region.

### Primary activities:

- Guiding the development of multimodal transportation plans and programs.
- Determining the allocation of federal, state and regional transportation funds.
- Selecting transportation projects in some programs and recommending projects to the Texas Transportation Commission for other programs.
- Ensuring transportation providers coordinate services.
- Ensuring the metropolitan area complies with state and federal laws and regulations regarding transportation and air quality.
- Coordinating a public involvement process.

### Major Plan Approvals:

- Metropolitan Transportation Plan (MTP) – often called the “Regional Mobility Plan”
- Transportation Improvement Plan (TIP)
- Unified Planning Work Program (UPWP)
- Air Quality Conformity

The City of Dallas is grouped with Highland Park and University Park for the purpose of allocating representation on the RTC. Since Dallas is far bigger than the Park Cities, Dallas' Mayor controls the appointment of the six representatives assigned to the group – elected officials and up to two citizen representatives. Additional elected officials can also be designated as alternates, and University Park and Highland Park are asked to appoint alternates. Fort Worth (3) and Arlington (2) are the only other cities in the region with more than one representative on the RTC.

City of Dallas RTC Representatives: Monica Alonzo, Sandy Greyson, Lee Kleinman, Erik Wilson,



William Velasco (Citizen), Amir Rupani (Citizen)  
City of University Park: Taylor Armstrong (Alternate)

Director of Transportation: Michael Morris, P.E.  
Website: [nctcog.org](http://nctcog.org)

### **Texas Department of Transportation (TxDOT)**

The Texas Department of Transportation is a multi-modal transportation agency, but more than 97 percent of its resources are dedicated to highway-related planning, design, construction, operation and maintenance. TxDOT's mission is to maintain a safe and reliable transportation system, partner with local officials to develop and implement congestion mitigation plans that consider all modes of transportation, connect Texas communities regarding the movement of people and commerce, and become a best-in-class state agency.

TxDOT is headquartered in Austin and is governed by the five-member Texas Transportation Commission and an executive director selected by the commission. Commission members serve overlapping six-year terms and are appointed by the governor with the advice and consent of the Texas Senate. The current members are:

Tryon D. Lewis, Chair (Midland-Odessa)  
Jeff Austin III (Tyler)  
J. Bruce Bugg, Jr. (San Antonio)  
Jeff Moseley (Houston)  
Victor Vandergriff (Dallas-Fort Worth)

Most of the projects and programs are delivered through the agency's twenty-five geographical districts. Two districts serve the Dallas-Fort Worth Region – a Dallas District and a Fort Worth District. The Dallas District manages projects in the following seven counties: Dallas, Collin, Denton, Ellis, Kaufman, Navarro and Rockwall. The district engineers are designated representatives on the Regional Transportation Council and work closely with the local agencies.

Executive Director: LtGen Joe Weber, USMC (Retired)  
Dallas District Engineer: Kelly Selman, P.E.  
Website: [txdot.gov](http://txdot.gov)

### **North Texas Tollway Authority (NTTA)**

The North Texas Tollway Authority is a regional tollway authority created under Chapter 366 of the Texas Transportation Code and authorized to acquire, construct, maintain, repair and operate turnpike projects in the North Texas region. Its mission is to provide a safe and reliable toll road system, increase value and mobility options for customers, operate in a businesslike manner, protect bondholders, partner to meet the region's growing need for transportation infrastructure.

The NTTA serves its member counties of Collin, Dallas, Denton and Tarrant and is responsible for the NTTA System which consists of the Dallas North Tollway, President George Bush Turnpike, Sam Rayburn Tollway, Addison Airport Toll Tunnel, Lewisville Lake Toll Bridge, and Mountain Creek Lake Bridge. The NTTA Special Projects System is an enterprise fund of the agency, consisting of the President George Bush Turnpike – Western Extension and the Chisholm Trail Parkway.

The NTTA is governed by a nine-member board of directors. Each of the four counties within the service area of the NTTA appoints two members. The governor of Texas appoints one member from a county adjacent to the NTTA's four-county service area. The members of the board of directors serve staggered two-year terms, and no member may be an elected official. From their membership, the directors elect a chair and vice chair.

Dallas County: Matrice Ellis-Kirk, George “Tex” Quesada

Tarrant County: Kenneth Barr (Chair), Mohy Haddad

Collin County: Bill Moore (Vice Chair), Jane Willard

Denton County: Gary Kloepper, Michael Nowels

Governor’s Appointee: William D. Elliott

CEO/Executive Director: Gerry Carrigan

Website: [ntta.org](http://ntta.org)

### **Dallas Area Rapid Transit (DART)**

Dallas Area Rapid Transit is a regional transit agency authorized under Chapter 452 of the Texas Transportation Code and was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. The mission of Dallas Area Rapid Transit is to build, establish and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan originally adopted by the voters on August 13, 1983.

DART provides a variety of public transportation services including 90 miles with 62 stations of light rail transit, local, on-call and express bus service, paratransit services, vanpools, and carpool matching. The Trinity Railway Express is a commuter rail service connecting downtown Dallas and Fort Worth that is operated cooperatively by DART and The T (Fort Worth’s regional transit agency). DART also partners to provide bus shuttle service to specific areas such as SMU and the Medical District, and provide funding assistance for the McKinney Avenue Trolley (M-Line). They also operate the Dallas Streetcar between Union Station and Methodist Hospital on behalf of the City.

DART is governed by a fifteen member Board appointed by member cities and serve staggered two-year terms. The City of Dallas controls the appointment of seven board

members and shares one appointment with the City of Cockrell Hill. The Board generally meets the second and fourth Tuesday of each month. They have a series of committee meetings in the afternoon, and then their Board meeting at 6:30 p.m.

City of Dallas: Jim Adams, Richard Carrizales, Jerry Christian (Secretary), Amanda Moreno

Cross, Pamela Dunlop Gates, Michele Wong Krause, Robert W. Strauss (Chair)

City of Dallas and Cockrell Hill: William Velasco

City of Garland: Michael T. Cheney

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

Cities of Carrollton and Irving: Timothy A. Hayden

Cities of Plano and Farmers Branch: Faye Moses-Wilkins (Vice Chair)

Cities of Garland, Rowlett and Glenn Heights: Mark C. Enoch

The relationship between the City of Dallas and DART is managed through a master interlocal agreement and a series of supplemental agreements that address specific projects or programs.

President/Executive Director: Gary Thomas

Website: [dart.org](http://dart.org)

### **Dallas Regional Mobility Coalition (DRMC)**

The Dallas Regional Mobility Coalition is a voluntary organization of cities, counties and public transportation agencies in a five-county region (Dallas, Denton, Collin, Rockwall and Ellis) that advocates for transportation policy, funding and solutions on a local, state and federal level.

The DRMC supports policies and initiatives that:

Invest in infrastructure to keep our region competitive with other state and foreign markets.

Achieve more efficient movement of people and goods.

Improve our air quality by reducing congestion.

Recognize that our quality of life depends on adequate and efficient transportation.

The DRMC generally meets on the first Friday of each month in the Board Room at NTTA Headquarters. The Executive Board meets from 10:30 to 11:00 a.m. for networking among members; the regular meeting starts at 11:00 a.m. and is typically highlighted by a guest speaker, often a state legislator, and transportation agency reports.

The Tarrant Regional Transportation Coalition (TRTC) is a sister organization that advocates for transportation in the western part of the region. The DRMC and TRTC hold one joint meeting each year, usually in February.

The City appoints four of the twenty-six members on the Executive Committee. Representatives from TxDOT, NCTCOG/RTC, NTTA, DART and the DCTA serve as ex-officio members. Private sector firms, such as transportation consulting companies, are allowed to join as associate members.

City of Dallas Representatives: Sandy Greyson, Lee Kleinman, Adam McGough, Erik Wilson

Executive Director: Drew Campbell  
Website: [dallasmobility.org](http://dallasmobility.org)

### **Dallas/Fort Worth International Airport (DFW Airport)**

Located halfway between the cities of Dallas and Fort Worth, Texas, Dallas/Fort Worth International Airport (DFW) is the world's third busiest, hosting 1,850 flights a day and serving more than 62 million customers a year. DFW Airport provides nonstop service to 149 domestic and 55 international destinations. A major economic driver for the Dallas/Fort Worth region, DFW Airport generates more than \$31 billion in economic impact each year.

The 12 member Dallas/Fort Worth International Airport Board is composed of 7 appointees from the City of Dallas (including the Mayor of Dallas) and 4 appointees from the City of Fort Worth (Including the Mayor of Fort Worth). The Board members serve on various committees, such as Retirement, Executive Compensation, Operations, Finance, and Concessions. The DFW Airport Board meets the first Thursday of each month and Committees meet the Tuesday prior to the Board meeting.

City of Dallas Board Members: Mayor Mike Rawlings, Sam Coats, Bernice J. Washington, Regina T. Montoya, William Tsao, Curtis E. Ransom, Bridget Moreno Lopez

CEO: Sean Donahue  
Website: [dfwairport.com](http://dfwairport.com)

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** 2, 7

**DEPARTMENT:** Public Works Department  
Water Utilities

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 47 J N

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**SUBJECT**

Authorize **(1)** a professional services contract with Bridgefarmer & Associates, Inc. for design of the Dolphin Road (Hatcher Street) from Spring Avenue to north of Haskell Avenue project in the amount of \$398,377; **(2)** the receipt and deposit of funds from the Texas Department of Transportation in the amount of \$291,489; and **(3)** an increase in appropriations in the amount of \$291,489 in the Capital Projects Reimbursement Fund – Total not to exceed \$398,377 - Financing: General Obligation Commercial Paper Funds (\$72,873), Capital Projects Reimbursement Funds (\$291,489) and Water Utilities Capital Improvement Funds (\$34,016)

**BACKGROUND**

Dolphin Road from Spring Avenue to north of Haskell Avenue is a partnership project with the Texas Department of Transportation (TxDOT) and TxDOT was the implementing agency. The City took over responsibility as the implementing agency from TxDOT in May 2015, to administer design, right-of-way acquisition, and construction of the project. This action will authorize a professional services contract with Bridgefarmer & Associates, Inc. for design of the Dolphin Road project.

Dolphin Road from Spring Avenue to Haskell Avenue is a four-lane, undivided concrete roadway and was selected as a candidate project for federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds. Originally the scope of this project was to widen Hatcher Street from Spring Avenue to Haskell Avenue to five lanes to include a continuous left turn lane. As a result of coordination with the local community in June 2013, the project scope is being revised to four-lane divided with intersection improvements, strategic median openings, and crosswalks to address the pedestrian crossing safety and to accommodate the future neighborhood master plan. Additional design modifications and updates to the environmental documentation will be required due to the change of project scope. The improvements will also include replacement of the existing water and wastewater mains.

**BACKGROUND** (Continued)

The total estimated project cost including design, right-of-way acquisition, and construction is estimated at \$4,385,450.00 of which \$3,039,444.80 is to be funded by Federal funds, \$269,461.00 is to be funded by TxDOT, \$34,016.00 is to be funded by Dallas Water Utilities (DWU) and \$1,042,528.20 is to be funded by Public Works. The City’s funding for design, construction, and right-of-way was approved in the 1995 and 1998 Bond Programs. Future council actions will be required to authorize construction contracts, right-of-way acquisitions, and payment to TxDOT for construction oversight.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Design	October 2015
Complete Design	October 2016
Begin Construction	April 2017
Complete Construction	February 2018

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

Authorized an Interlocal Agreement with the Texas Department of Transportation on January 8, 1997, by Resolution No. 97-0098.

Authorized payment to the Texas Department of Transportation for the City’s share of design of paving and drainage improvements on August 22, 2007, by Resolution No. 07-2398.

Authorized payment to the Texas Department of Transportation for the City’s share of the preliminary engineering costs for improvements on June 19, 2013, by Resolution No. 13-1038.

Authorized the termination of the existing Interlocal Agreement and a new Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation for design and construction of paving improvements on May 27, 2015, by Resolution No. 15-0965.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

- General Obligation Commercial Paper Funds - \$72,872.20
- Capital Reimbursement Funds - \$291,488.80
- Water Utilities Capital Improvement Funds - \$34,016.00

**FISCAL INFORMATION** (Continued)

Environmental	\$ 139,945.00
Design/Engineering (this action)	\$ 398,377.00
ROW	\$ 995,000.00
Construction (estimated)	\$ 2,300,000.00
TxDOT Engineering Review (previous action)	\$ 144,667.00
Construction E&C	\$ 138,000.00
TxDOT Indirect Costs	<u>\$ 269,461.00</u>
Total Project Costs (estimated)	\$ 4,385,450.00

**Project Share Cost**

City's Share of Cost	\$ 1,076,544.20
Federal Share of Cost	\$ 3,039,444.80
TxDOT Share of Cost	\$ 269,461.00

<b><u>Council District</u></b>	<b><u>Amount</u></b>
2	\$ 15,935.08
7	<u>\$ 382,441.92</u>
Total	\$ 398,377.00

**M/WBE Information**

See attached.

**ETHNIC COMPOSITION**

**Bridgefarmer & Associates, Inc.**

Hispanic Female	2	Hispanic Male	6
African-American Female	1	African-American Male	2
Other Female	2	Other Male	12
White Female	3	White Male	29

**OWNER**

**Bridgefarmer & Associates, Inc.**

M. Mansoor Ahsan, P.E., Chief Executive Officer

**MAP**

Attached.



August 26, 2015

**WHEREAS**, Hatcher Street from Spring Avenue to Haskell Avenue was nominated as a candidate project in the Surface Transportation Program – Metropolitan Mobility (STP-MM), provided for by the Intermodal Surface Transportation Efficiency Act (ISTEA); and,

**WHEREAS**, the City of Dallas entered into an Interlocal Agreement with the Texas Department of Transportation (TxDOT) in order for TxDOT to administer the design and construction on January 8, 1997, by Resolution No. 97-0098; and,

**WHEREAS**, the City of Dallas previously made payment of \$22,829.00 to TxDOT; and,

**WHEREAS**, on August 22, 2007, Resolution No. 07-2398 authorized an additional payment to the TxDOT for the City's share of design costs for paving and drainage improvements associated with this project in the amount of \$120,000.00; and,

**WHEREAS**, on June 19, 2013, Resolution No. 13-1038 authorized an additional payment to the TxDOT for the City's share of the preliminary engineering costs associated with this project in the amount of \$75,000.00; and,

**WHEREAS**, in order to expedite this project and better coordinate with the neighborhood, the City of Dallas desired to take over the responsibility to administer the design, right-of-way acquisition, and construction; and,

**WHEREAS**, TxDOT informed the City that a new agreement was necessary because the existing agreement that was executed on January 8, 1997 was dated; therefore, the existing agreement was voided in its entirety and replaced with a new agreement to include current federal and state provisions; and,

**WHEREAS**, on May 27, 2015, Resolution No. 15-0965 authorized the termination of the Agreement with TxDOT previously approved by Resolution No. 97-0098 and a new Local Transportation Project Advance Funding Agreement with a payment to TxDOT for engineering review in the amount of \$144,667.00; and,

**WHEREAS**, it is now necessary to authorize a professional services contract with Bridgefarmer & Associates, Inc. for the design of Dolphin Road (Hatcher Street) from Spring Avenue to north of Haskell Avenue in an amount not to exceed \$398,377.00.

August 26, 2015**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 professional services contract with Bridgefarmer & Associates, Inc. for the design of Dolphin Road (Hatcher Street) from Spring Avenue to north of Haskell Avenue in an amount not to exceed \$398,377.00 after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to receive and deposit funds for design from TxDOT in the amount of \$291,488.80 in Fund 0556, Department PBW, Unit L194, Revenue Source 6526.

**Section 3.** That the City Manager is hereby authorized to increase appropriations in the Capital Project Reimbursement Fund, Fund 0556, Department PBW, Unit L194, Obj. 4111 in the amount of \$291,488.80.

**Section 4.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund Fund 3T22, Department PBW, Unit N073, Act. THRG Obj 4111, Program #PB98N073, CT PBW95L194L1 Vendor #148766, in an amount not to exceed	\$ 72,872.20
Capital Projects Reimbursement Fund Fund 0556, Department PBW, Unit L194, Act. THRG Obj 4111, Program #PBW95L194, CT PBW95L194L1 Vendor #148766, in an amount not to exceed	\$291,488.80
Water Capital Improvement Fund Fund 0102, Department DWU, Unit CW42 Obj 3221, Program #715389X, CT PBW715389EN Vendor #148766, in an amount not to exceed	\$ 26,417.04
Wastewater Capital Improvement Fund Fund 0103, Department DWU, Unit CS42 Obj 3222, Program #715390X, CT PBW715390EN Vendor #148766, in an amount not to exceed	<u>\$ 7,598.96</u>
Total amount not to exceed	\$398,377.00

August 26, 2015

**Section 5.** 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.

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize **(1)** a professional services contract with Bridgefarmer & Associates, Inc. for design of the Dolphin Road (Hatcher Street) from Spring Avenue to north of Haskell Avenue project in the amount of \$398,377; **(2)** the receipt and deposit of funds from the Texas Department of Transportation in the amount of \$291,489; and **(3)** an increase in appropriations in the amount of \$291,489 in the Capital Projects Reimbursement Fund – Total not to exceed \$398,377 - Financing: General Obligation Commercial Paper Funds (\$72,873), Capital Projects Reimbursement Funds (\$291,489) and Water Utilities Capital Improvement Funds (\$34,016)

Bridgefarmer & Assissociates, Inc. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Architecture & Engineering

### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$383,204.00	96.19%
Total non-local contracts	\$15,173.00	3.81%
<b>TOTAL CONTRACT</b>	<b>\$398,377.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Pacheco Koch	HMDB63257Y1015	\$71,645.00	18.70%
2m Associates, LLC	IMDB36537Y0716	\$57,910.00	15.11%
<b>Total Minority - Local</b>		<b>\$129,555.00</b>	<b>33.81%</b>

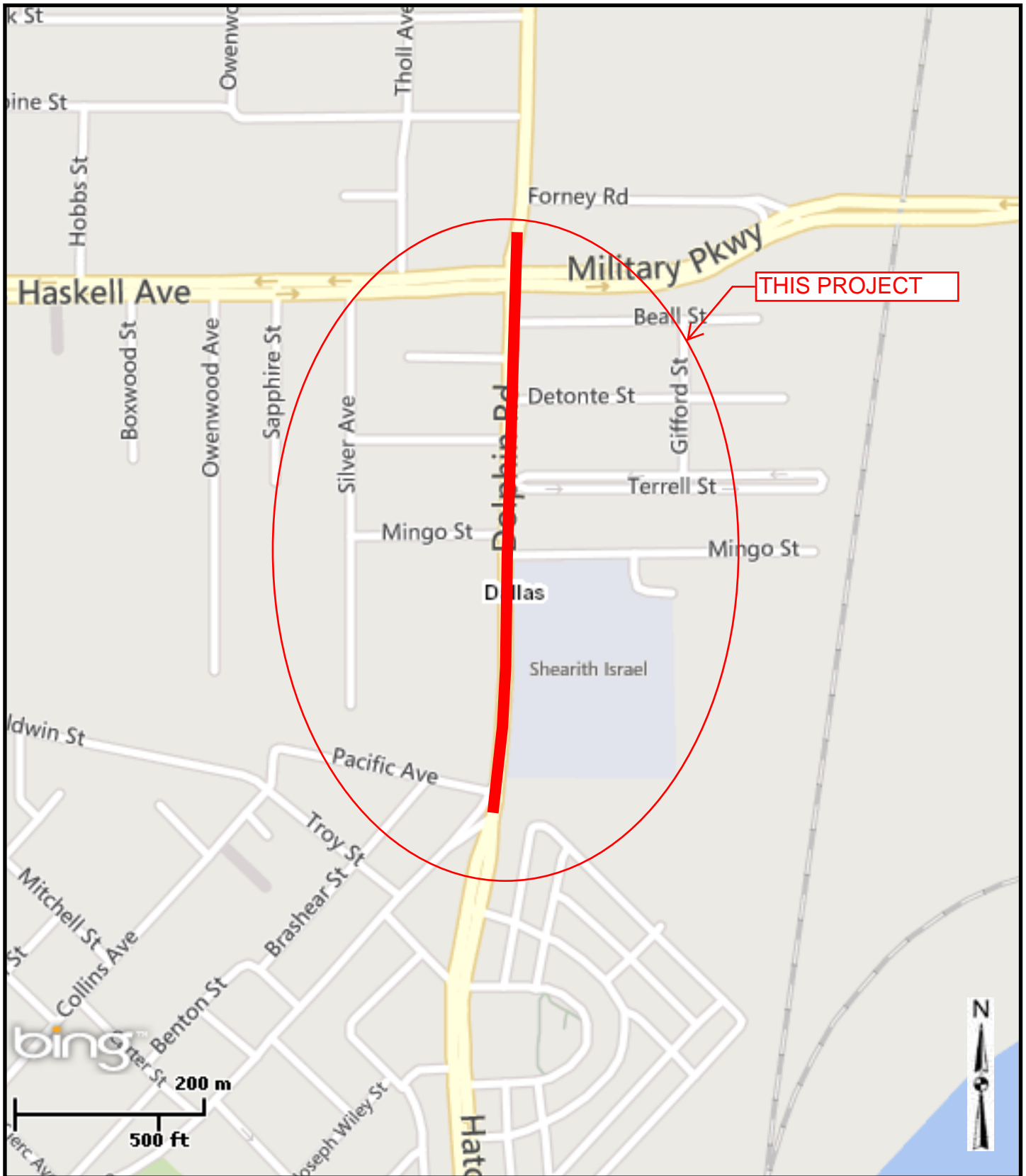
#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
WG Engineering & Construction LLC	BMDB64023Y0116	\$2,890.00	19.05%
Berg-Oliver Associates Inc.	WFWB6435N0317	\$12,283.00	80.95%
<b>Total Minority - Non-local</b>		<b>\$15,173.00</b>	<b>100.00%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$0.00	0.00%	\$2,890.00	0.73%
Hispanic American	\$71,645.00	18.70%	\$71,645.00	17.98%
Asian American	\$57,910.00	15.11%	\$57,910.00	14.54%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$12,283.00	3.08%
Total	<u>\$129,555.00</u>	<u>33.81%</u>	<u>\$144,728.00</u>	<u>36.33%</u>

# DOLPHIN RD. FROM SPRING AVE. TO N. HASKELL AVE.



MAPSCO 47J & 47N

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** 10

**DEPARTMENT:** Public Works Department  
Water Utilities

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 27M Q R T U V Y 28N

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**SUBJECT**

Authorize a contract with Jeske Construction Company, lowest responsible bidder of four, for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030 (list attached) - Not to exceed \$3,131,090 - Financing: General Obligation Commercial Paper Funds (\$2,243,283), 2012 Bond Funds (\$7,813), 2006 Bond Funds (\$582,997), Water Utilities Capital Improvement Funds (\$279,986) and Water Utilities Capital Construction Funds (\$17,011)

**BACKGROUND**

Alley Reconstruction Group 12-3030 was approved in the 2012 Bond Program. On September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with RJN Group, Inc. for engineering design services. This action will authorize a contract for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030, which consists of alley between Aldwick Drive (8805-9031) and Fenchurch Road (8904-9020) from McCree Road to Lanshire Drive; the alley between Buxhill Drive (9405-9735) and Lanshire Drive (9408-9636) from Shoreview Road to Audelia Road; the alley between Buxhill Drive (9406-9734) and Shady Dale Lane (9607-9735) from Shoreview Road to Audelia Road; the alley between Chesterton Drive (10206-10432) and Walnut Hill Lane (10201-10201) from Ferndale Road to Lynbrook Drive; the alley between Chiswell Road (9707-9747) and Lanshire Drive (9718-9738) from Lanshire Drive to Audelia Road; the alley between Estate Lane (10111-10171) and Caribou Trail (9909-9949) from Estate Lane to Ferndale Drive; the alley between Lakemere Drive (9807-9951) and Crestwick Drive (9806-9940) from Crestlake Drive to Crestwick Drive; the alley between Overwood Road (9406-9536) and Parkford Drive (9407-9529) from Shoreview Road to Chiswell Road; the alley between Parkford Road (9819-9963) and Ridgehaven Drive (9806-9950) from Crestlake Drive to Aldwick Drive; the alley between Shoreview Road (9506-9748) and Audelia Road (8725-8725) from Shoreview Road to Lanshire Drive; and the alley between Shoreview Road (9222-9246) and Deer Trail Drive (8044-8044)

from Nimrod Trail to Deer Trail Drive.



**BACKGROUND** (Continued)

The projects consist of reconstructing the existing alley pavement with 6-inch thick reinforced concrete pavement, drive approaches and storm drainage. The projects also include wastewater main adjustments.

The following chart shows completed contractual activities for Jeske Construction Company for the past three years:

	<b><u>PBW</u></b>	<b><u>WTR</u></b>	<b><u>PKR</u></b>
Projects Completed	8	0	0
Change Orders	0	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	December 2013
Completed Design	May 2015
Begin Construction	October 2015
Complete Construction	October 2016

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

Authorized a professional services contract for engineering design services on September 25, 2013, by Resolution No. 13-1731.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

2006 Bond Funds - \$582,997  
2012 Bond Funds - \$7,813  
2012 Bond Program (General Obligation Commercial Paper Funds) - \$2,243,283  
Water Utilities Capital Improvement Funds - \$279,986  
Water Utilities Capital Construction Funds - \$17,011

Design - PBW	\$ 284,500.00
Design - DWU	\$ 16,520.00
Supplemental Agreement No. 1 Construction (this action)	\$ 12,640.00
Paving & Drainage - PBW	\$2,834,093.00
Wastewater - DWU	<u>\$ 296,997.00</u>
Total Project Cost	\$3,444,750.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Jeske Construction Company

Hispanic Female	0	Hispanic Male	0
African-American Female	0	African-American Male	0
Other Female	0	Other Male	0
White Female	0	White Male	0

**BID INFORMATION**

The following bids with quotes were received and opened on June 18, 2015:

\*Denotes successful bidder(s)

<b><u>BIDDERS</u></b>	<b><u>BID AMOUNT</u></b>
*Jeske Construction Company P. O. Box 59025 Dallas, Texas 75229	\$3,131,090.00
RBR Infrastructure Road	\$3,196,094.00
Texas Standard Construction, Ltd.	\$3,268,328.75
Camino Construction, LP	\$3,295,379.00

**BID INFORMATION** (Continued)

Original estimate: PBW - \$2,185,840.90  
WTR - \$ 265,227.12

Total                                \$2,451,068.02

**OWNER**

**Jeske Construction Company**

Steve Jeske, President

**MAP**

Attached.

August 26, 2015

**WHEREAS**, on September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with RJN Group, Inc. for the engineering design services for Alley Reconstruction Group 12-3030; and,

**WHEREAS**, on December 3, 2014, Administrative Action No. 15-5207 authorized Supplemental Agreement No. 1 with RJN Group, Inc. for the stormwater main in the alley between Buxhill Drive and Lanshire Drive and alley between Buxhill Drive and Shady Dale Road in the amount of \$12,640.00; and,

**WHEREAS**, bids were received on June 18, 2015, for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030, as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Jeske Construction Company	\$3,131,090.00
RBR Infrastructure Road	\$3,196,094.00
Texas Standard Construction, Ltd.	\$3,268,328.75
Camino Construction, LP	\$3,295,379.00

**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 contract with Jeske Construction Company for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030 in an amount not to exceed \$3,131,090.00, this being the lowest responsible bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S211, Act. AREC Obj. 4510, Program #PB12S211, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 16,028.00
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Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S211, Act. AREC Obj. 4510, Program #PB12S211, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 184,900.00
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## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a contract with Jeske Construction Company, lowest responsible bidder of four, for the reconstruction of alley paving, storm drainage, drive approaches and wastewater main adjustments for Alley Reconstruction Group 12-3030 (list attached) - Not to exceed \$3,131,090 - Financing: General Obligation Commercial Paper Funds (\$2,243,283), 2012 Bond Funds (\$7,813), 2006 Bond Funds (\$582,997), Water Utilities Capital Improvement Funds (\$279,986) and Water Utilities Capital Construction Funds (\$17,011)

Jeske Construction Company is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$3,102,120.00	99.07%
Total non-local contracts	\$28,970.00	0.93%
<b>TOTAL CONTRACT</b>	<b>\$3,131,090.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Logan Trucking	BMMB63584N1116	\$70,000.00	2.26%
Flow Line Utilities	HMMB64155N0217	\$673,124.00	21.70%
Woe Construction	WFWB22300N0516	\$13,500.00	0.44%
<b>Total Minority - Local</b>		<b>\$756,624.00</b>	<b>24.39%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Champion Solution	WFDB79263Y0416	\$24,000.00	82.84%
Buyers Barricades	WFDB24016Y0516	\$2,750.00	9.49%
MGM Building & Construction	WFWB62284N0616	\$2,220.00	7.66%
<b>Total Minority - Non-local</b>		<b>\$28,970.00</b>	<b>100.00%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$70,000.00	2.26%	\$70,000.00	2.24%
Hispanic American	\$673,124.00	21.70%	\$673,124.00	21.50%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$13,500.00	0.44%	\$42,470.00	1.36%
Total	<u>\$756,624.00</u>	<u>24.39%</u>	<u>\$785,594.00</u>	<u>25.09%</u>

## Alley Reconstruction Group 12-3030

<u>Location</u>	<u>Council District</u>
Alley between Aldwick Drive (8805-9031) and Fenchurch Road (8904-9020) from McCree Road to Lanshire Drive	10
Alley between Buxhill Drive (9405-9735) and Lanshire Drive (9408-9636) from Shoreview Road to Audelia Road	10
Alley between Buxhill Drive (9406-9734) and Shady Dale Lane (9607-9735) from Shoreview Road to Audelia Road	10
Alley between Chesterton Drive (10206-10432) and Walnut Hill Lane (10201-10201) from Ferndale Road to Lynbrook Drive	10
Alley between Chiswell Road (9707-9747) and Lanshire Drive (9718-9738) from Lanshire Drive to Audelia Road	10
Alley between Estate Lane (10111-10171) and Caribou Trail (9909-9949) from Estate Lane to Ferndale Drive	10
Alley between Lakemere Drive (9807-9951) and Crestwick Drive (9806-9940) from Crestlake Drive to Crestwick Drive	10
Alley between Overwood Road (9406-9536) and Parkford Drive (9407-9529) from Shoreview Road to Chiswell Road	10
Alley between Parkford Road (9819-9963) and Ridgehaven Drive (9806-9950) from Crestlake Drive to Aldwick Drive	10

## Alley Reconstruction Group 12-3030

<b><u>Location</u></b>	<b><u>Council District</u></b>
Alley between Shoreview Road (9506-9748) and Audelia Road (8725-8725) from Shoreview Road to Lanshire Drive	10
Alley between Shoreview Road (9222-9246) and Deer Trail Drive (8044-8044) from Nimrod Trail to Deer Trail Drive	10



August 26, 2015

Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S224, Act. AREC Obj. 4510, Program #PB12S224, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 216,039.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S224, Act. AREC Obj. 4510, Program #PB12S224, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 263,840.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S225, Act. AREC Obj. 4510, Program #PB12S225, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 164,620.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S225, Act. AREC Obj. 4510, Program #PB12S225, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 207,825.00
Street and Transportation Improvements Fund Fund 1U22, Department PBW, Unit S234, Act. AREC Obj. 4510, Program #PB12S234, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 7,813.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S234, Act. AREC Obj. 4510, Program #PB12S234, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 256,785.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S235, Act. AREC Obj. 4510, Program #PB12S235, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 17,348.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S235, Act. AREC Obj. 4510, Program #PB12S235, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 72,845.00

August 26, 2015

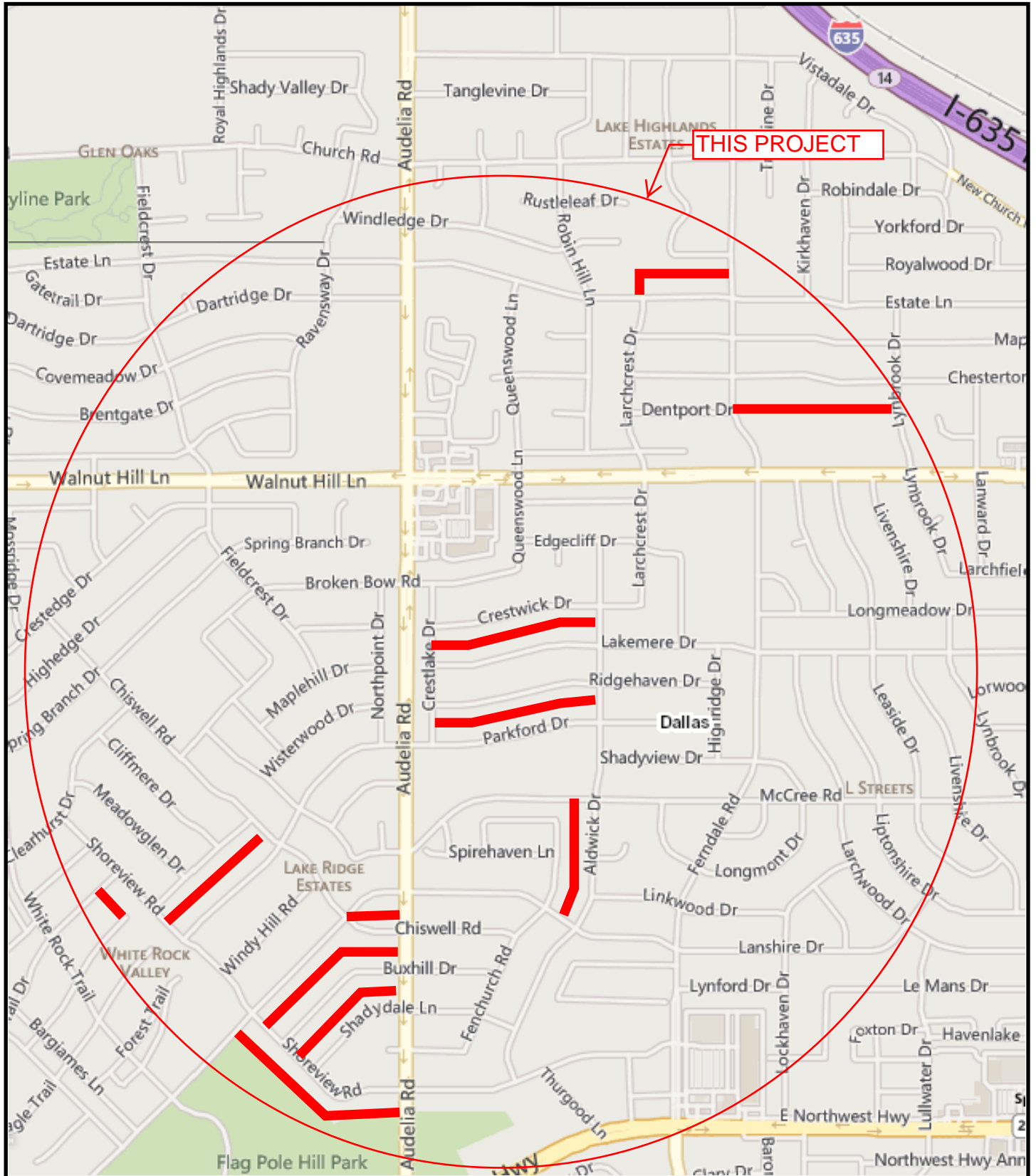
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S251, Act. AREC Obj. 4510, Program #PB12S251, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 156,848.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S276, Act. AREC Obj. 4510, Program #PB12S276, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 19,763.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S276, Act. AREC Obj. 4510, Program #PB12S276, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 258,825.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S293, Act. AREC Obj. 4510, Program #PB12S293, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 48,789.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S293, Act. AREC Obj. 4510, Program #PB12S293, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 205,190.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S295, Act. AREC Obj. 4510, Program #PB12S295, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 34,668.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S295, Act. AREC Obj. 4510, Program #PB12S295, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 262,140.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S300, Act. AREC Obj. 4510, Program #PB12S300, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 23,694.00

August 26, 2015

Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S300, Act. AREC Obj. 4510, Program #PB12S300, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 60,520.00
Street and Transportation Improvements Fund Fund 1T22, Department PBW, Unit S301, Act. AREC Obj. 4510, Program #PB12S301, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 42,048.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S301, Act. AREC Obj. 4510, Program #PB12S301, CT PBW12S211K1 Vendor #083791, in amount not to exceed	\$ 313,565.00
Wastewater Capital Improvement Fund Fund 3116, Department DWU, Unit PS42 Obj. 4560, Program #715024, CT PBW715024CP Vendor #083791, in amount not to exceed	\$ 279,986.00
Wastewater Construction Fund Fund 0103, Department DWU, Unit CS42 Obj. 3222, Program #715024X, CT PBW715024EN Vendor #083791, in amount not to exceed	<u>\$ 17,011.00</u>
Total amount not to exceed	\$3,131,090.00

**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.

# ALLEY RECONSTRUCTION GROUP 12-3030



MAPSCO 27M,Q,R,T,U,V,Y,28N

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** 4, 5

**DEPARTMENT:** Public Works Department  
Water Utilities

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 57R 66A

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**SUBJECT**

Authorize a contract with Tiseo Paving Company, lowest responsible bidder of four, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625 (list attached) - Not to exceed \$1,627,841 - Financing: General Obligation Commercial Paper Funds (\$847,960), 2012 Bond Funds (\$256,173), Water Utilities Capital Improvement Funds (\$473,058) and Water Utilities Capital Construction Funds (\$50,650)

**BACKGROUND**

Street Reconstruction Group 12-625 was approved in the 2012 Bond Program. On September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with Parsons Brinkerhoff, Inc. for engineering design services. This action will authorize a construction contract for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625 which consists of Fern Avenue from Jeane Street to C. F. Hawn Freeway (U.S. 175) service road and Tacoma Street from Ann Arbor Avenue (E) to Marjorie Avenue.

The following chart shows Tiseo Paving Company's completed contractual activities for the past three years:

	<b><u>PBW</u></b>	<b><u>WTR</u></b>	<b><u>PKR</u></b>
Projects Completed	4	0	0
Change Orders	0	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	December 2013
Completed Design	May 2015
Begin Construction	October 2015
Complete Construction	August 2016

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

Authorized a professional services contract for engineering design services on September 25, 2013, by Resolution No. 13-1731.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

2012 Bond Program (General Obligation Commercial Paper Funds) - \$847,960.00

2012 Bond Funds - \$256,172.75

Water Utilities Capital Improvement Funds - \$473,058.00

Water Utilities Capital Construction Funds - \$50,650.00

Design - PBW	\$ 102,628.43
Design - DWU	\$ 32,683.54
Construction (this action)	
Paving & Drainage - PBW	\$1,104,132.75
Water and Wastewater - DWU	<u>\$ 523,708.00</u>
Total Project Cost	\$1,763,152.72

<b><u>Council District</u></b>	<b><u>Amount</u></b>
4	\$ 952,885.50
5	<u>\$ 674,955.25</u>
Total	\$1,627,840.75

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Tiseo Paving Company

Hispanic Female	1	Hispanic Male	78
African-American Female	0	African-American Male	2
Other Female	0	Other Male	0
White Female	2	White Male	25

**BID INFORMATION**

The following bids with quotes were received and opened on June 4, 2015:

\*Denotes successful bidder(s)

**BIDDERS**

**BID AMOUNT**

*Tiseo Paving Company P. O. Box 270040 Dallas, Texas 75227	\$1,627,840.75
Jeske Construction Company	\$1,638,166.00
Texas Standard Construction, Ltd.	\$1,938,121.00
Camino Construction, L.P.	\$1,972,404.25

Original estimate: PBW - \$1,317,341.10  
WTR - \$ 670,471.12

Total \$1,987,812.22

**OWNER**

**Tiseo Paving Company**

Arthur Tiseo, President

**MAPS**

Attached.

## Street Reconstruction Group 12-625

<b><u>Project</u></b>	<b><u>Limits</u></b>	<b><u>Council District</u></b>
Tacoma Street	Ann Arbor Avenue (E) to Marjorie Avenue	4
Fern Avenue	Jeane Street to C. F. Hawn Highway (U.S. 175) service road	5



August 26, 2015

**WHEREAS**, on September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with Parsons Brinkerhoff, Inc. for the engineering design services for Street Reconstruction Group 12-625; and,

**WHEREAS**, bids were received on June 4, 2015, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625, as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Tiseo Paving Company	\$1,627,840.75
Jeske Construction Company	\$1,638,166.00
Texas Standard Construction, Ltd.	\$1,938,121.00
Camino Construction, L. P.	\$1,972,404.25

**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 contract with Tiseo Paving Company for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625 in an amount not to exceed \$1,627,840.75, this being the lowest responsible bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund Fund 1U22, Department PBW, Unit S450, Act. SREC Obj. 4510, Program #PB12S450, CT PBW12S450K1 Vendor #011466, in amount not to exceed	\$ 82,366.25
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S450, Act. SREC Obj. 4510, Program #PB12S450, CT PBW12S450K1 Vendor #011466, in amount not to exceed	\$ 330,735.00

August 26, 2015

Street and Transportation Improvements Fund Fund 1U22, Department PBW, Unit S460, Act. SREC Obj. 4510, Program #PB12S460, CT PBW12S450K1 Vendor #011466, in amount not to exceed	\$ 173,806.50
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S460, Act. SREC Obj. 4510, Program #PB12S460, CT PBW12S450K1 Vendor #011466, in amount not to exceed	\$ 517,225.00
Water Capital Improvement Fund Fund 2115, Department DWU, Unit PW42 Obj. 4550, Program #715349, CT PBW715349CP Vendor #011466, in amount not to exceed	\$ 230,782.50
Water Construction Fund Fund 0102, Department DWU, Unit CW42 Obj. 3221, Program #715349X, CT PBW715349EN Vendor #011466, in amount not to exceed	\$ 28,040.00
Wastewater Capital Improvement Fund Fund 2116, Department DWU, Unit PS42 Obj. 4560, Program #715350, CT PBW715350CP Vendor #011466, in amount not to exceed	\$ 242,275.50
Wastewater Construction Fund Fund 0103, Department DWU, Unit CS42 Obj. 3222, Program #715350X, CT PBW715350EN Vendor #011466, in amount not to exceed	<u>\$ 22,610.00</u>
Total amount not to exceed	\$1,627,840.75

**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.

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a contract with Tiseo Paving Company, lowest responsible bidder of four, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-625 (list attached) - Not to exceed \$1,627,841 - Financing: General Obligation Commercial Paper Funds (\$847,960), 2012 Bond Funds (\$256,173), Water Utilities Capital Improvement Funds (\$473,058) and Water Utilities Capital Construction Funds (\$50,650)

Tiseo Paving Company is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$927,232.75	56.96%
Total non-local contracts	\$700,608.00	43.04%
<b>TOTAL CONTRACT</b>	<b>\$1,627,840.75</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
T & R Excavation	HMDB63869Y1215	\$88,401.50	9.53%
<b>Total Minority - Local</b>		<b>\$88,401.50</b>	<b>9.53%</b>

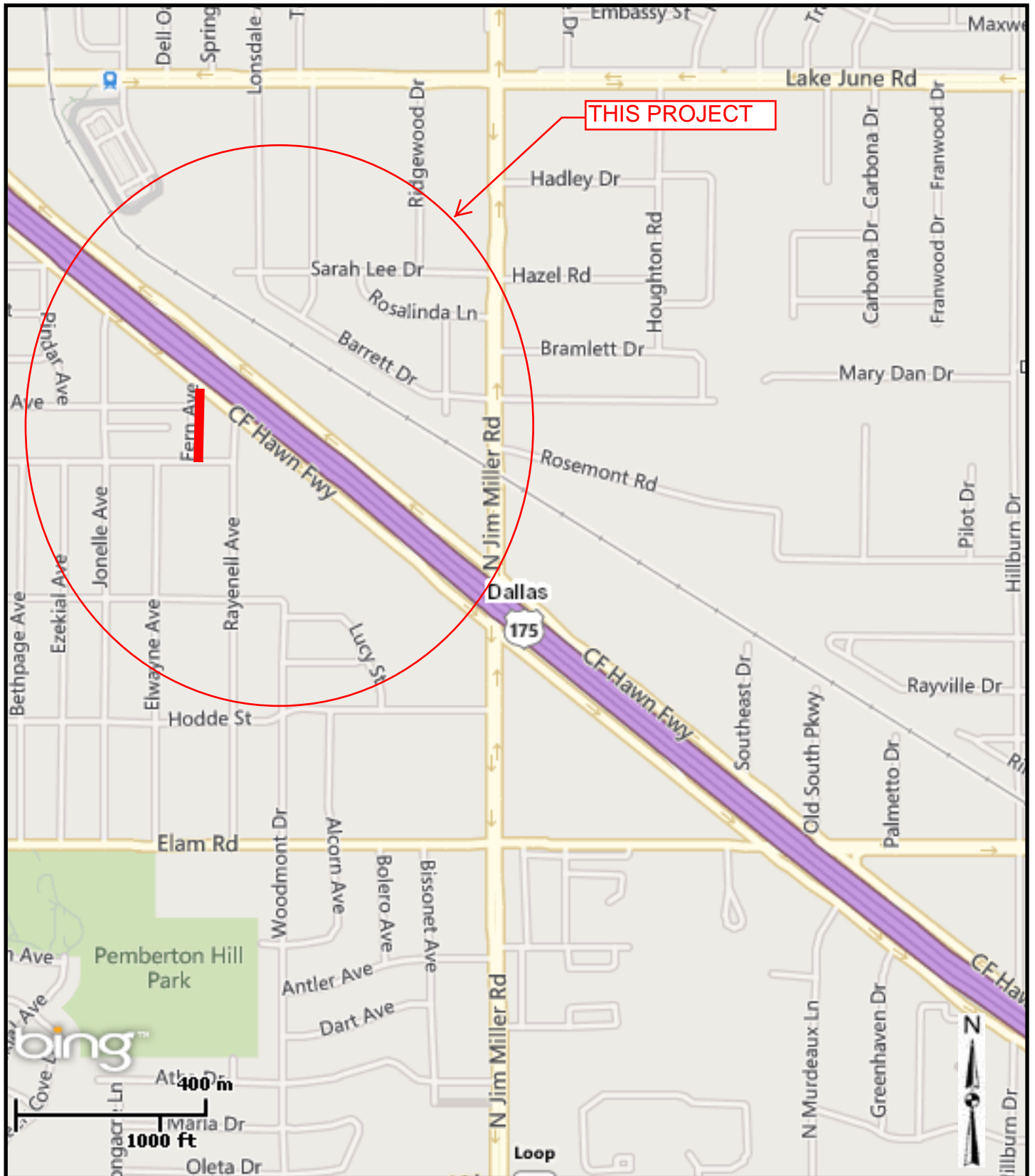
#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
A & M Construction & Utilities, Inc.	HFMB64813N0417	\$537,684.50	76.75%
Axis Contracting	WFDB03204Y0516	\$138,791.25	19.81%
Brock Environmental	WFWB61711Y0516	\$4,294.75	0.61%
<b>Total Minority - Non-local</b>		<b>\$680,770.50</b>	<b>97.17%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

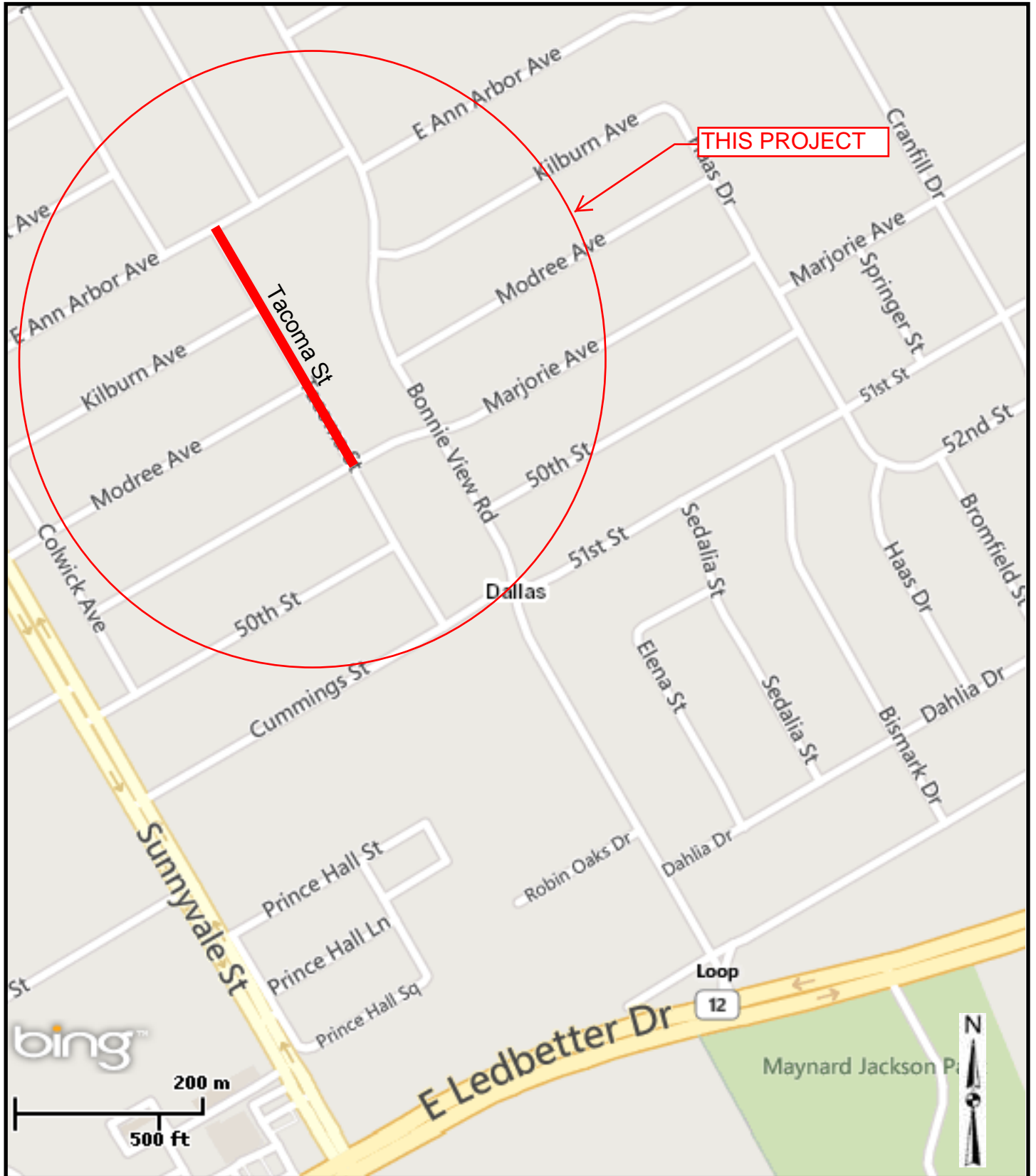
	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$88,401.50	9.53%	\$626,086.00	38.46%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$143,086.00	8.79%
Total	<u>\$88,401.50</u>	<u>9.53%</u>	<u>\$769,172.00</u>	<u>47.25%</u>

# STREET RECONSTRUCTION GROUP 12-625



MAPSCO 57R

# STREET RECONSTRUCTION GROUP 12-625



MAPSCO 66A

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** 3, 4

**DEPARTMENT:** Public Works Department  
Water Utilities

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 64M 65J L Q

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**SUBJECT**

Authorize a contract with Tiseo Paving Company, lowest responsible bidder of five, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626 (list attached) - Not to exceed \$2,055,177 - Financing: General Obligation Commercial Paper Funds (\$1,227,740), 2012 Bond Funds (\$132,330), Water Utilities Capital Improvement Funds (\$631,657) and Water Utilities Capital Construction Funds (\$63,450)

**BACKGROUND**

Street Reconstruction Group 12-626 was approved in the 2012 Bond Program. On September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with Parsons Brinkerhoff, Inc. for engineering design services. This action will authorize a construction contract for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626 which consists of Five Mile Drive from Frio Drive to Burnside Avenue; Lazy River Drive from Wagon Wheels Trail to Red Bird Lane (E); Rocky Ridge Road from Ledbetter Drive (E) to Woodacre Drive; and Stratton Drive from Calcutta Drive to Penguin Drive.

The following chart shows Tiseo Paving Company's completed contractual activities for the past three years:

	<b><u>PBW</u></b>	<b><u>WTR</u></b>	<b><u>PKR</u></b>
Projects Completed	4	0	0
Change Orders	0	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	December 2013
Completed Design	May 2015
Begin Construction	October 2015
Complete Construction	September 2016

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

Authorized a professional services contract for engineering design services on September 25, 2013, by Resolution No. 13-1731.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

2012 Bond Program (General Obligation Commercial Paper Funds) - \$1,227,740  
2012 Bond Funds - \$132,330  
Water Utilities Capital Improvement Funds - \$631,657  
Water Utilities Capital Construction Funds - \$63,450

Design - PBW	\$ 143,606.14
Design - DWU	\$ 42,332.05
Construction (this action)	
Paving & Drainage - PBW	\$1,360,070.00
Water and Wastewater - DWU	<u>\$ 695,107.00</u>
Total Project Cost	\$2,241,115.19

<b><u>Council District</u></b>	<b><u>Amount</u></b>
3	\$1,404,027.17
4	<u>\$ 651,149.83</u>
Total	\$2,055,177.00

**M/WBE INFORMATION**

See attached.



**ETHNIC COMPOSITION**

Tiseo Paving Company

Hispanic Female	1	Hispanic Male	78
African-American Female	0	African-American Male	2
Other Female	0	Other Male	0
White Female	2	White Male	25

**BID INFORMATION**

The following bids with quotes were received and opened on June 11, 2015:

\*Denotes successful bidder(s)

**BIDDERS**

**BID AMOUNT**

*Tiseo Paving Company P. O. Box 270040 Dallas, Texas 75227	\$2,055,177.00
Texas Standard Construction, Ltd.	\$2,283,728.75
Jeske Construction Company	\$2,358,569.00
Camino Construction, L.P.	\$2,582,810.00
RBR Infrastructure Road, LLC	\$2,851,072.00

Original estimate: PBW - \$1,305,920.60  
WTR - \$1,002,780.41

Total \$2,308,701.01

**OWNER**

**Tiseo Paving Company**

Arthur Tiseo, President

**MAP**

Attached.

## Street Reconstruction Group 12-626

<b><u>Project</u></b>	<b><u>Limits</u></b>	<b><u>Council District</u></b>
Five Mile Drive	Frio Drive to Burnside Avenue	3
Lazy River Drive	Wagon Wheels Trail to Red Bird Lane (E)	3
Stratton Drive	Calcutta Drive to Penguin Drive	3
Rocky Ridge Road	Ledbetter Drive (E) to Woodacre Drive	4

August 26, 2015

**WHEREAS**, on September 25, 2013, Resolution No. 13-1731 authorized a professional services contract with Parsons Brinkerhoff, Inc. for the engineering design services for Street Reconstruction Group 12-626; and,

**WHEREAS**, on January 23, 2014, Administrative Action No. 14-5403 authorized Supplemental Agreement No. 1 with Parsons Brinkerhoff, Inc. for additional survey services for Rocky Ridge Road from Ledbetter Drive (E) to Woodacre Drive; and,

**WHEREAS**, bids were received on June 11, 2015, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626, as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Tiseo Paving Company	\$2,055,177.00
Texas Standard Construction, Ltd.	\$2,283,728.75
Jeske Construction Company	\$2,358,569.00
Camino Construction, L.P.	\$2,582,810.00
RBR Infrastructure Road, LLC	\$2,851,072.00

**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 contract with Tiseo Paving Company for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626 in an amount not to exceed \$2,055,177.00, this being the lowest responsible bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund  
Fund 3U22, Department PBW, Unit S451, Act. SREC  
Obj. 4510, Program #PB12S451, CT PBW12S451K1  
Vendor #011466, in amount not to exceed \$ 133,182.50

August 26, 2015

Street and Transportation Improvements Fund Fund 2U22, Department PBW, Unit S453, Act. SREC Obj. 4510, Program #PB12S453, CT PBW12S451K1 Vendor #011466, in amount not to exceed	\$ 107,635.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S453, Act. SREC Obj. 4510, Program #PB12S453, CT PBW12S451K1 Vendor #011466, in amount not to exceed	\$ 539,162.25
Street and Transportation Improvements Fund Fund 2U22, Department PBW, Unit S458, Act. SREC Obj. 4510, Program #PB12S458, CT PBW12S451K1 Vendor #011466, in amount not to exceed	\$ 24,695.00
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S458, Act. SREC Obj. 4510, Program #PB12S458, CT PBW12S451K1 Vendor #011466, in amount not to exceed	\$ 394,752.50
Street and Transportation Improvements Fund Fund 3U22, Department PBW, Unit S459, Act. SREC Obj. 4510, Program #PB12S459, CT PBW12S451K1 Vendor #011466, in amount not to exceed	\$ 160,642.75
Water Capital Improvement Fund Fund 3115, Department DWU, Unit PW42 Obj. 4550, Program #715351, CT PBW715351CP Vendor #011466, in amount not to exceed	\$ 344,552.00
Water Construction Fund Fund 0102, Department DWU, Unit CW42 Obj. 3221, Program #715351X, CT PBW715351EN Vendor #011466, in amount not to exceed	\$ 40,610.00
Wastewater Capital Improvement Fund Fund 3116, Department DWU, Unit PS42 Obj. 4560, Program #715352, CT PBW715352CP Vendor #011466, in amount not to exceed	\$ 287,105.00

August 26, 2015

Wastewater Construction Fund	
Fund 0103, Department DWU, Unit CS42	
Obj. 3222, Program #715352X, CT PBW715352EN	
Vendor #011466, in amount not to exceed	<u>\$ 22,840.00</u>
Total amount not to exceed	\$2,055,177.00

**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.

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a contract with Tiseo Paving Company, lowest responsible bidder of five, for the reconstruction of street paving, drainage, drive approaches, sidewalks, water and wastewater main improvements for Street Reconstruction Group 12-626 (list attached) - Not to exceed \$2,055,177 - Financing: General Obligation Commercial Paper Funds (\$1,227,740), 2012 Bond Funds (\$132,330), Water Utilities Capital Improvement Funds (\$631,657) and Water Utilities Capital Construction Funds (\$63,450)

Tiseo Paving Company is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$1,128,271.00	54.90%
Total non-local contracts	\$926,906.00	45.10%
<b>TOTAL CONTRACT</b>	<b>\$2,055,177.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
T & R Excavation	HMDB63869Y1215	\$114,819.00	10.18%
<b>Total Minority - Local</b>		<b>\$114,819.00</b>	<b>10.18%</b>

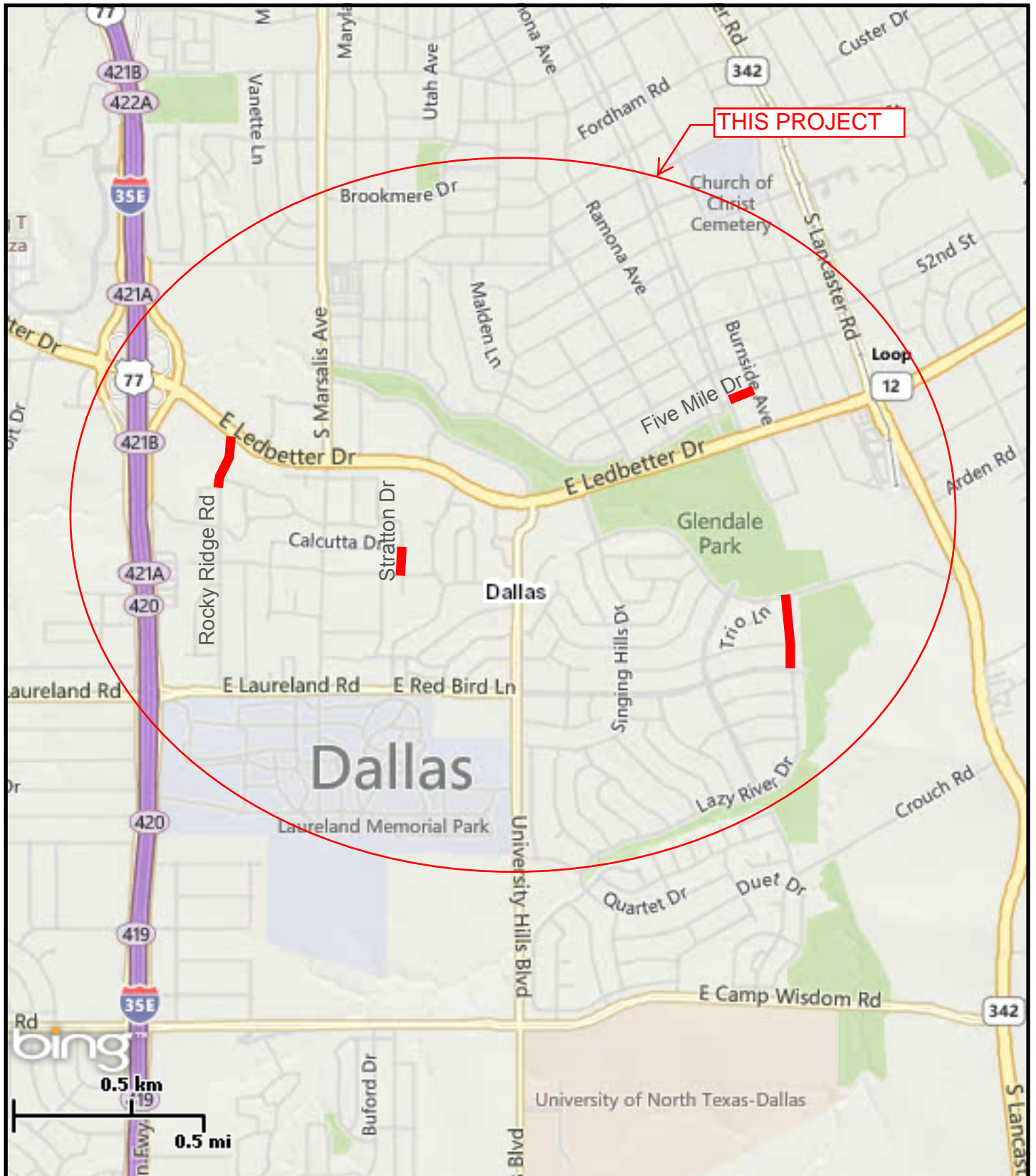
#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
A&M Construction & Utilities, Inc.	HFMB64813N0417	\$710,243.00	76.63%
Axis Contracting	WFDB03204Y0516	\$184,968.75	19.96%
Brock Environmental	WFWB61711Y0516	\$10,333.75	1.11%
<b>Total Minority - Non-local</b>		<b>\$905,545.50</b>	<b>97.70%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$114,819.00	10.18%	\$825,062.00	40.15%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$195,302.50	9.50%
Total	<u>\$114,819.00</u>	<u>10.18%</u>	<u>\$1,020,364.50</u>	<u>49.65%</u>

# STREET RECONSTRUCTION GROUP 12-626



MAPSCO 64M, 65J, L, Q



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 2, 6, 13  
**DEPARTMENT:** Street Services  
**CMO:** Jill A. Jordan, P.E., 670-5299  
**MAPSCO:** 23X Z 24W 33C

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**SUBJECT**

Authorize **(1)** an Interlocal Agreement with the Texas Department of Transportation (TxDOT) to provide cost reimbursement for material and labor costs for traffic signal improvements at seven locations on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive; and **(2)** the establishment of appropriations in the amount of \$130,549 in the Texas Department of Transportation Grant Fund – Not to exceed \$130,549 – Financing: Texas Department of Transportation Grant Funds

**BACKGROUND**

The Texas Department of Transportation (TxDOT) is constructing intersection improvements at seven on system intersections on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive. The traffic signal improvements at the seven intersections will include upgrades to pedestrian features, signage, pavement markings, and re-construction of traffic signals.

To remain consistent with other equipment in the city-wide system, the City of Dallas will provide labor and material for traffic signal controllers, cabinets, traffic signs, and other traffic control equipment for the project. TxDOT has agreed to reimburse the City for 100% of the above cost which includes labor and material.

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

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Construction                      October 2015  
Complete Construction                 June 2017

**FISCAL INFORMATION**

Texas Department of Transportation Grant Funds - \$130,549.29

<b><u>Council District</u></b>	<b><u>Amount</u></b>
2	\$69,937.12
6	\$55,949.70
13	<u>\$ 4,662.47</u>
Total	\$130,549.29

**MAP**

Attached

August 26, 2015

**WHEREAS**, the Texas Department of Transportation (TxDOT) will provide reimbursement to the City of Dallas for material and labor costs incurred for traffic signal improvements at seven locations on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive; and,

**WHEREAS**, TxDOT will fund 100% of the project in an amount not to exceed \$130,549.29; and,

**WHEREAS**, the City of Dallas desires to enter into an agreement with TxDOT for cost reimbursement for material and labor costs incurred for traffic signal improvements (CFDA 20.205, CSJ 0353-05-082) at seven locations on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive.

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized to execute an Interlocal Agreement with the Texas Department of Transportation (TxDOT) through a grant from the Department of Transportation Federal Highway Administration (CFDA 20.205, CSJ 0353-05-082) for material and labor costs incurred for traffic signal improvements at seven locations on Loop 12 (Northwest Highway), specifically Loop 12 and Community Drive, Loop 12 and Webb Chapel Extension, Loop 12 and Lakefield Boulevard, Loop 12 and Webb Chapel Road, Loop 12 and Marsh Lane, Loop 12 and Harry Hines Boulevard, and Loop 12 and Bachman Drive, in an amount not to exceed \$130,549.29, after it has been approved as to form by the City Attorney. The agreement remains effective as long as the project is incomplete or unless otherwise terminated or modified.

**Section 2.** That the Chief Financial Officer is hereby authorized to receive and deposit all reimbursements from TxDOT pertaining to this project in an amount not to exceed \$130,549.29 in Fund F8FM, Dept. STS, Unit 88FM, Revenue Source 6506.

**Section 3.** That the City Manager is hereby authorized to establish an appropriation in the amount of \$130,549.29 in Fund F8FM, Dept. STS, Unit 88FM, Act. THRG Obj. 4820, Major Program STSMJR, Program TPF8FM15.

**Section 4.** That the Chief Financial Officer is hereby authorized to disburse funds from Fund F8FM, Dept. STS, Unit 88FM, Act. THRG Obj. 4820, Major Program STSMJR, Program TPF8FM15, in an amount not to exceed \$130,549.29.

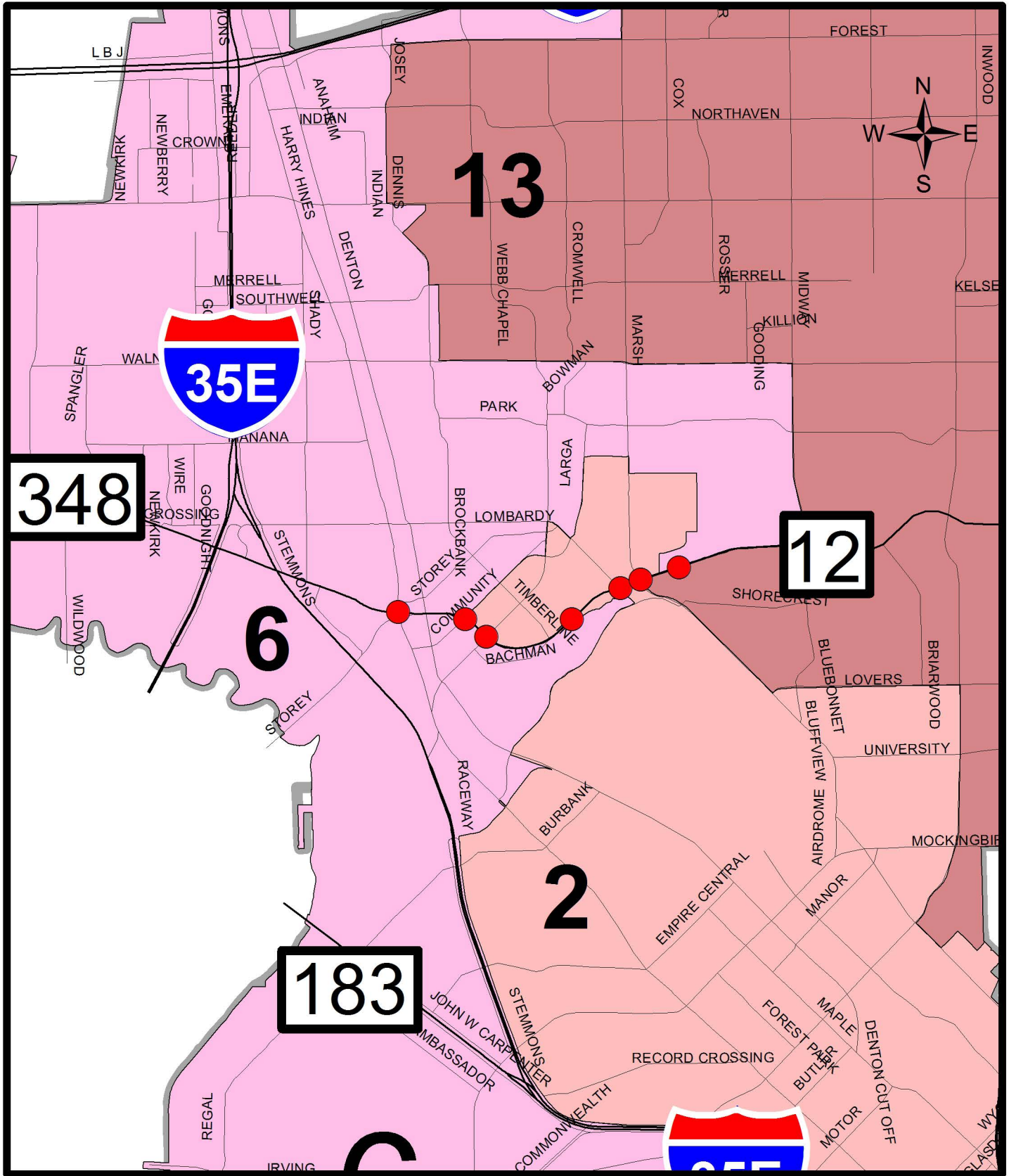
August 26, 2015

**Section 5.** That the City Manager is hereby authorized to reimburse the granting agency any expenditures identified as ineligible and notify the appropriate City Council Committee of expenditures identified as ineligible not later than 30 days after the reimbursement.

**Section 6.** That the City Manager shall keep the appropriate City Council Committee informed of all final granting agency monitoring reports not later than 30 days after the receipt of the report.

**Section 7.** 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.

# TxDOT LOOP 12 (NORTHWEST HWY.) AT SEVEN INTERSECTIONS



MAPSCO PAGES 23X, 23Z, 24W, 33C

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 9  
**DEPARTMENT:** Street Services  
**CMO:** Jill A. Jordan, P.E., 670-5299  
**MAPSCO:** 38C F G J K

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**SUBJECT**

Authorize **(1)** an Interlocal Agreement with the Texas Department of Transportation (TxDOT) to provide cost reimbursement for material and labor costs incurred in an amount not to exceed \$106,088 for traffic signal improvements at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (North Buckner Boulevard) and Garland Road at Barnes Bridge Road; and **(2)** the establishment of appropriations in the amount of \$106,088 in the Texas Department of Transportation Grant Fund - Not to exceed \$106,088 - Financing: Texas Department of Transportation Grant Funds

**BACKGROUND**

The Texas Department of Transportation (TxDOT) is constructing intersection improvements at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (N. Buckner Boulevard) and Garland Road at Barnes Bridge Road. The traffic signal improvements at the seven intersections will include upgrades to pedestrian features, signage, pavement markings, and re-construction of traffic signals.

To remain consistent with other equipment in the city-wide system, the City of Dallas will provide labor and material for installation of traffic signal controllers, cabinets, traffic signs, and other traffic control equipment for the project. TxDOT has agreed to reimburse the City for 100% of the above cost which includes labor and material.

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

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Construction	August 2015
Complete Construction	August 2017

**FISCAL INFORMATION**

Texas Department of Transportation Grant Funds - \$106,088.10

**MAP**

Attached

August 26, 2015

**WHEREAS** the Texas Department of Transportation (TxDOT) will provide reimbursement to the City of Dallas for material and labor costs incurred for traffic signal improvements at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (N. Buckner Boulevard) and Garland Road at Barnes Bridge Road; and,

**WHEREAS**, TxDOT will reimburse 100% of labor and material costs in an amount not to exceed \$106,088.10; and,

**WHEREAS**, the City of Dallas desires to enter into an agreement with TxDOT to receive cost reimbursement for material and labor costs incurred for traffic signal improvements (CFDA 20.205, CSJ 0009-02-045) at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (N. Buckner Boulevard) and Garland Road at Barnes Bridge Road.

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized to execute an Interlocal Agreement with the Texas Department of Transportation (TxDOT) through a grant from the Department of Transportation Federal Highway Administration (CFDA 20.205, CSJ 0009-02-045) for material and labor costs incurred in an amount not to exceed \$106,088.10 for traffic signal improvements at seven locations on Garland Road (SH 78), specifically Garland Road at Centerville Road, Garland Road at Easton Road/Gus Thomasson Road, Garland Road at Jupiter Road, Garland Road at Lochwood Boulevard, Garland Road at Peavy Road, Garland Road at Loop 12 (N. Buckner Boulevard) and Garland Road at Barnes Bridge Road, after it has been approved as to form by the City Attorney. The agreement remains effective as long as the project is incomplete or unless otherwise terminated or modified.

**Section 2.** That the Chief Financial Officer is hereby authorized to receive and deposit all reimbursements from TxDOT pertaining to this project in an amount not to exceed \$106,088.10 in Fund F8FN, Dept. STS, Unit 88FN, Revenue Source 6506.

**Section 3.** That the City Manager is hereby authorized to establish an appropriation in the amount of \$106,088.10 in Fund F8FN, Dept. STS, Unit 88FN, Act. THRG Obj. 4820, Major Program STSMJR, Program TPF8FN15.



August 26, 2015

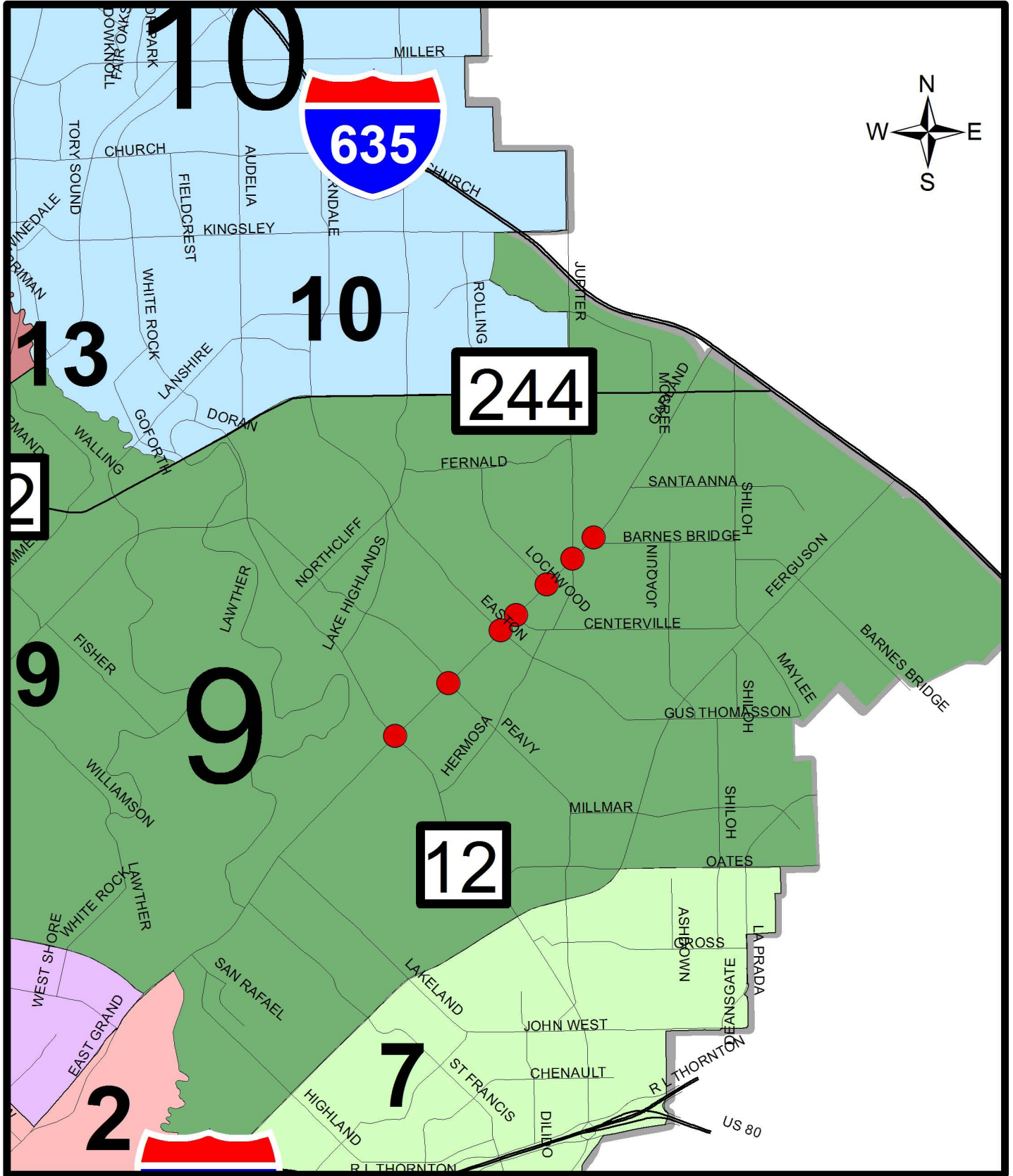
**Section 4.** That the Chief Financial Officer is hereby authorized to disburse funds from Fund F8FN, Dept. STS, Unit 88FN, Act. THRG Obj. 4820, Major Program STSMJR, Program TPF8FN15, in an amount not to exceed \$106,088.10.

**Section 5.** That the City Manager is hereby authorized to reimburse the granting agency any expenditures identified as ineligible and notify the appropriate City Council Committee of expenditures identified as ineligible not later than 30 days after the reimbursement.

**Section 6.** That the City Manager shall keep the appropriate City Council Committee informed of all final granting agency monitoring reports not later than 30 days after the receipt of the report.

**Section 7.** 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.

# TxDOT GARLAND ROAD (S.H. 78) AT SEVEN INTERSECTIONS



MAPSCO PAGES 38C, 38F, 38G, 38J, 38K

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 14  
**DEPARTMENT:** Trinity Watershed Management  
City Attorney's Office  
**CMO:** Mark McDaniel, 670-3256  
Warren M.S. Ernst, 670-3491  
**MAPSCO:** 45G

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**SUBJECT**

Authorize settlement in lieu of proceeding with condemnation of a subsurface easement under approximately 2,246 square feet of land from Amrik Singh, located on Zenia Drive at its intersection with Rock Rose Drive for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project - Not to exceed \$14,373 (\$12,373 plus closing costs and title expenses not to exceed \$2,000); an increase of \$1,652 from the amount Council originally authorized for this acquisition – Financing: General Obligation Commercial Paper Funds

**BACKGROUND**

This item authorizes a settlement for the acquisition of a subsurface easement located under approximately 2,246 square feet of land from Amrik Singh for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project. This settlement will allow for the acquisition of the property without proceeding with condemnation.

The original authorizing resolution authorized an offer amount of \$10,721. That amount is being increased to \$12,373 plus closing costs and title expenses not to exceed \$2,000.

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

Authorized acquisition on June 17, 2015, by Resolution No. 15-1196.

Information about this item was provided to the Transportation and Trinity River Project Committee on August 10, 2015

**FISCAL INFORMATION**

2006 Bond Program (General Obligation Commercial Paper Funds) - \$14,373 (\$12,373 plus closing costs and title expenses not to exceed \$2,000)

August 26, 2015

**A RESOLUTION AUTHORIZING THE ACQUISITION OF REAL PROPERTY FOR AN AMOUNT HIGHER THAN THE FIRST RESOLUTION OFFER AMOUNT.**

**WHEREAS**, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase and/or eminent domain, of the PROPERTY INTEREST in the PROPERTY held by OWNER for the PROJECT (all said capitalized terms being defined below); and

**WHEREAS**, OWNER refused the FIRST RESOLUTION OFFER AMOUNT, but has agreed to the SETTLEMENT AMOUNT stated herein; and

**WHEREAS**, the City Council desires to authorize the City Manager to acquire the PROPERTY INTEREST in the PROPERTY for the SETTLEMENT AMOUNT stated herein;

**Now, Therefore,**

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

**SECTION 1.** That the following definitions shall apply to this resolution:

“CITY”: The City of Dallas.

“CLOSING COSTS AND TITLE EXPENSES”: Not to exceed \$2,000.00.

“FIRST RESOLUTION”: Resolution No. 15-1196 approved by the Dallas City Council on June 17, 2015.

“FIRST RESOLUTION OFFER AMOUNT”: \$10,721.00.

“OWNER”: Amrik Singh, provided, however, that the term “OWNER” as used in this resolution means all persons having an ownership interest in the PROPERTY, regardless of whether those persons are actually named herein.

“PROJECT”: Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project.

“PROPERTY”: Located under approximately 2,246 square feet in area, lying between the subsurface elevations of 243 feet and 417 feet (U.S. Survey Feet), inclusive, North American Vertical Datum of 1988, located in Dallas County, Texas, the boundary of which property being more particularly described in “Exhibit A”, attached hereto and made a part hereof for all purposes.

August 26, 2015

“PROPERTY INTEREST”: Flood Control Tunnel Easement.

“REVISED AUTHORIZED AMOUNT”: \$14,373.00.

“SETTLEMENT AMOUNT”: \$12,373.00.

“USE”: The below ground construction, installation, use and maintenance of a deep tunnel for the storage and transmission of stormwater drainage.

**SECTION 2.** That the City Manager, and/or the City Manager’s designees, is hereby authorized and directed to consummate and accept the purchase, grant, and conveyance to the CITY of the PROPERTY INTEREST in and to the PROPERTY pursuant to the conveyance instrument approved as to form by the City Attorney and to execute, deliver and receive such other usual and customary documents necessary, appropriate and convenient to consummating the transaction.

**SECTION 3.** That the Chief Financial Officer is authorized to draw checks for the SETTLEMENT AMOUNT, payable out of 2006 Bond Funds: Fund No. 3T23, Department TWM, Unit T525, Activity SDRS, Program No. PB06T525, Object 4210, Encumbrance No. CT- PBW06T525G78, CLOSING COSTS AND TITLE EXPENSES payable out of 2006 Bond Funds: Fund No. 3T23, Department TWM, Unit T525, Activity SDRS, Program No. PB06T525, Object 4230, Encumbrance No. CT- PBW06T525G79.

**SECTION 4.** That the payment referenced in Section 3 shall be delivered to a title insurance company after evidence of satisfactory title has been provided to and approved by the City Attorney.

**SECTION 5.** The SETTLEMENT AMOUNT - \$12,373.00 and the CLOSING COSTS AND TITLE EXPENSES - \$2,000.00 together shall not exceed the REVISED AUTHORIZED AMOUNT - \$14,373.00.

**SECTION 6.** That the CITY is to have possession and/or use, as applicable, of the PROPERTY at closing.

**SECTION 7.** That the CITY will pay any title expenses and closing costs. All costs and expenses described in this section shall be paid from the previously described funds.

August 26, 2015

**SECTION 8.** 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.

**APPROVED AS TO FORM:  
WARREN M. S. ERNST, CITY ATTORNEY**

**BY:** \_\_\_\_\_  
**Assistant City Attorney**

August 26, 2015

**SECTION 8.** 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.

**APPROVED AS TO FORM:  
WARREN M. S. ERNST, CITY ATTORNEY**

BY:   
Assistant City Attorney

FIELD NOTES DESCRIBING A 2,246 SQUARE FOOT (0.0516 ACRE)  
SUB-SURFACE DRAINAGE TUNNEL EASEMENT  
CITY OF DALLAS DRAWING NO. 423R-54 (PARCEL 523) **EXHIBIT A**  
TO BE ACQUIRED IN CITY OF DALLAS BLOCK 2/594  
PART OF LOT 20 OF LOTS 2-34, FLORA STREET TOWNHOMES NO. 1  
JOHN GRIGSBY SURVEY, ABSTRACT NUMBER 495  
CITY OF DALLAS, DALLAS COUNTY, TEXAS  
FROM ANNAGAE LI

BEING a 2,246 square foot (0.0516 acre) tract of land situated in the John Grigsby Survey, Abstract No. 495, in City Block 2/594 of the City of Dallas, Dallas County, Texas, and being part of that tract of land described in General Warranty Deed to Annagae Li recorded in Instrument Number 201200190957 of the Official Public Records of Dallas County, Texas, and being part of Lot 20 of Lots 2-34, Block 2/594, Flora Street Townhomes No. 1, an addition to the City of Dallas recorded in Instrument Number 200900306242 of said Official Public Records, and being more particularly described as follows:

(Note: Subsurface easement corners not monumented are so noted hereon.)

BEGINNING at an X cut (controlling monument) having coordinates of N=6976465.0120, E=2493298.0854 found for the most easterly corner of said Lot 20 and south corner of Lot 19 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition;

THENCE South 44 degrees 12 minutes 57 seconds West, with the southeasterly line of said Lot 20 and the northwesterly line of Lot 27 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition, at 11.42 feet passing the west corner of said Lot 27 and north corner of Lot 26 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition and departing said northwesterly line of Lot 27 and with the northwesterly line of Lot 26 and continuing with said southeasterly line of Lot 20, at a cumulative distance of 41.75 feet passing an X cut (controlling monument) found for the west corner of said Lot 26 and north corner of Lot 25 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition, and departing said northwesterly line of Lot 26 and with the northwesterly line of Lot 25 and continuing with said southeasterly line of Lot 20, at a cumulative distance of 61.75 feet passing an X cut (controlling monument) found for the west corner of said Lot 25 and north corner of Lot 24 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition, and departing said northwesterly line of Lot 25 and with the northwesterly line of Lot 24 and continuing with said southeasterly line of Lot 20, at a cumulative distance of 81.75 feet passing an X cut (controlling monument) found for the west corner of said Lot 24 and north corner of Lot 23 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition, and departing said northwesterly line of Lot 24 and with the northwesterly line of Lot 23 and continuing with said southeasterly line of Lot 20 for a total of 87.95 feet to the south corner having coordinates of N=6976401.9885, E=2493236.7637 of said Lot 20 and southeast corner of Lot 21 of said Lots 2-34, Block 2/594, Flora Street Townhomes No. 1 addition;



FIELD NOTES APPROVED:

DRR 11/20/13



FIELD NOTES DESCRIBING A 2,246 SQUARE FOOT (0.0516 ACRE)  
SUB-SURFACE DRAINAGE TUNNEL EASEMENT  
CITY OF DALLAS DRAWING NO. 423R-54 (PARCEL 523) **EXHIBIT A**  
TO BE ACQUIRED IN CITY OF DALLAS BLOCK 2/594  
PART OF LOT 20 OF LOTS 2-34, FLORA STREET TOWNHOMES NO. 1  
JOHN GRIGSBY SURVEY, ABSTRACT NUMBER 495  
CITY OF DALLAS, DALLAS COUNTY, TEXAS  
FROM ANNAGAE LI

THENCE North 01 degree 17 minutes 20 seconds West, departing said northwesterly line of Lot 23 and said southeasterly line of Lot 20 with the west line of said Lot 20 and east line of said Lot 21, 71.26 feet to the point of curvature having coordinates of N=6976473.2179, E=2493235.1612 (not monumented) of a non-tangent circular curve to the left having a central angle of 02 degrees 38 minutes 18 seconds, a radius of 1,355.00 feet, a tangent of 31.20 feet and a chord which bears South 83 degrees 18 minutes 40 seconds East 62.39 feet;

THENCE Easterly, departing said west line of Lot 20 and said east line of Lot 21 and across said Lot 20 with said curve to the left, an arc distance of 62.40 feet to the end of said curve having coordinates of N=6976465.9518, E=2493297.1195 (not monumented), said end of curve being on the northeasterly line of said Lot 20 and southwesterly line of the aforementioned Lot 19;

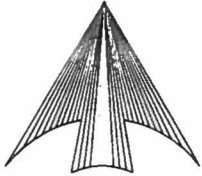
THENCE South 45 degrees 47 minutes 03 seconds East, with said northeasterly line of Lot 20 and said southwesterly line of Lot 19, 1.35 feet to the POINT OF BEGINNING and containing 2,246 square feet (0.0516 acre) of land, more or less.

Basis of Bearing is the State Plane Coordinate System, Texas North Central Zone (4202), North American Datum of 1983. All coordinates are state plane on grid. All distances are surface distances. Surface Adjustment Scale Factor: 1.000136506

For Nathan D. Maier Consulting Engineers, Inc.

  
Gary W. Matthews  
Registered Professional Land Surveyor  
Texas No. 5534 9.12.2013





**NORTH**

SCALE: 1"=50'

FLORA STREET TOWNHOMES NO. 2  
INST. NO. 200900306236  
O.P.R.D.C.T. **EXHIBIT A**

LOT 20  
ANNAGAE LI  
INST. NO. 201200190957  
O.P.R.D.C.T.  
N=6976473.2179  
E=2493235.1612

LOT 21  
ANDREW BIRMINHAM  
INST. NO. 201200203418  
O.P.R.D.C.T.  
N=6976401.9885  
E=2493236.7637

FLORA STREET TOWNHOMES NO. 1  
INST. NO. 200900306242  
O.P.R.D.C.T.

**2,246 SQ. FT. (0.0516 ACRE) SUB-SURFACE DRAINAGE TUNNEL EASEMENT**

**ZENIA DRIVE**

BLOCK 2/594

RIGHT-OF-WAY DEDICATION  
INST. NO. 201000121750  
O.P.R.D.C.T.

RHDFJ PARTNERS ADDITION  
INST. NO. 201100309310  
O.P.R.D.C.T.

RHDFJ PARTNERS L.P.  
INST. NO. 20070432763  
O.P.R.D.C.T.

BLOCK A/595

(UNPLATTED)  
STUART CROW  
INST. NO. 200600247127  
O.P.R.D.C.T.

(UNPLATTED) TRACT 3  
PATRONMARCHÉ, L.L.C.  
INST. NO. 200600195976  
O.P.R.D.C.T.

(UNPLATTED) TRACT 1  
PATRONMARCHÉ, L.L.C.  
INST. NO. 200600195976  
O.P.R.D.C.T.

(UNPLATTED) TRACT 2  
PATRONMARCHÉ, L.L.C.  
INST. NO. 200600195976  
O.P.R.D.C.T.

BLOCK 595

(UNPLATTED)  
DUCKINS LIMITED  
VOL. 2005128, PG. 14959  
O.P.R.D.C.T.

JOHN GRIGSBY SURVEY  
ABSTRACT NUMBER 495

"LAST FIELD INSPECTION 07-11-2013"



*Gary W. Matthews*  
9.12.2013

**I.H. SPUR 345  
CENTRAL EXPRESSWAY  
(U.S. HWY 75)**  
(VARIABLE WIDTH RIGHT-OF-WAY)

**CURVE 1**  
A=02°38'18"  
R=1,355.00'  
T=31.20'  
L=62.40'  
CB=S 83°18'40" E  
CL=62.39'

Basis of Bearing is the State Plane Coordinate System, Texas North Central Zone (4202), North American Datum of 1983. All coordinates are state plane on grid. All distances are surface distances. Surface Adjustment Scale Factor: 1.0001365060.

PAGE 3 OF 3

2,246 SQ. FT. (0.0516 ACRE) SUB-SURFACE DRAINAGE TUNNEL EASEMENT CITY OF DALLAS DRAWING NO. 423R-54 (PARCEL 523) TO BE ACQUIRED IN CITY OF DALLAS BLOCK 2/594, PART OF LOT 20, FLORA STREET TOWNHOMES NO. 1, JOHN GRIGSBY SURVEY, ABSTRACT NUMBER 495 CITY OF DALLAS, DALLAS COUNTY, TEXAS FROM ANNAGAE LI



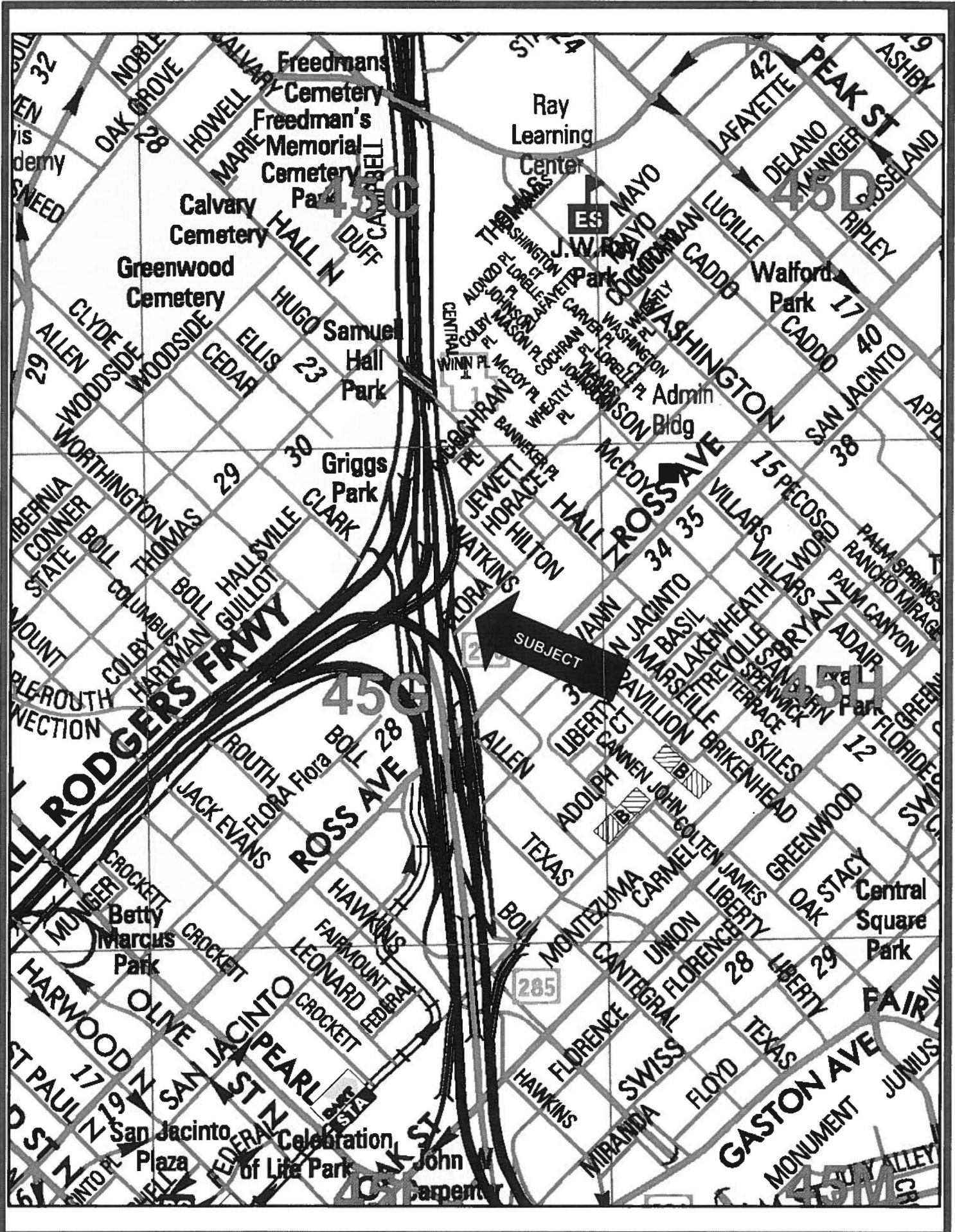
NATHAN D. MAIER  
CONSULTING ENGINEERS, INC.  
TBPE FIRM REG. NO. F-356  
TBPLS FIRM REG. NO. 100189-00

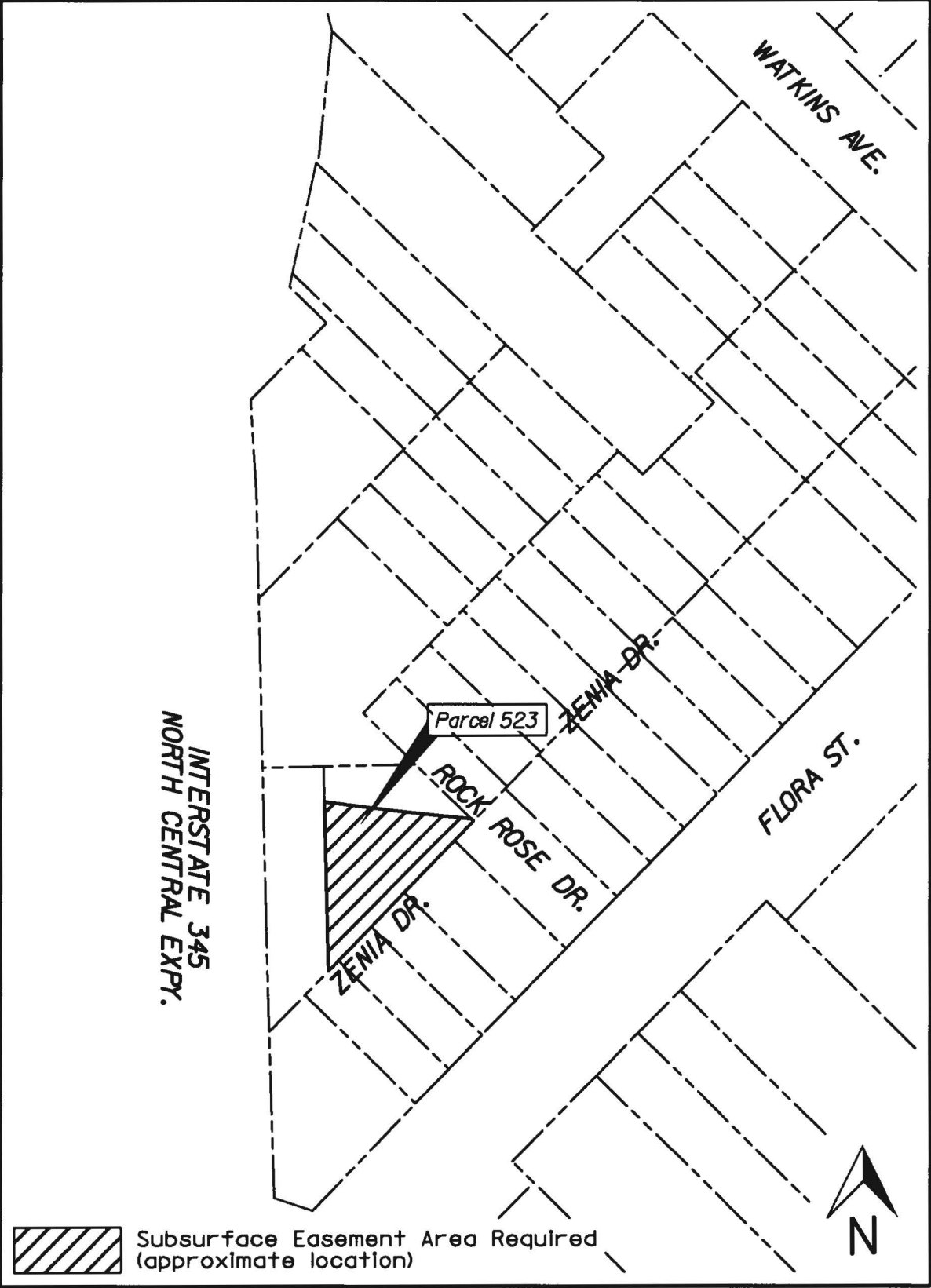
Two Northpark / 8080 Park Lane / Suite 600  
Dallas, Texas 75231 / (214) 759-4741

LEGEND	
D.R.D.C.T.	DEED RECORDS OF DALLAS COUNTY, TEXAS
M.R.D.C.T.	MAP RECORDS OF DALLAS COUNTY, TEXAS
O.P.R.D.C.T.	OFFICIAL PUBLIC RECORDS OF DALLAS COUNTY, TEXAS
INST. NO.	INSTRUMENT NUMBER
VOL., PG.	VOLUME, PAGE
ESMT.	EASEMENT
SQ. FT.	SQUARE FEET
---	RIGHT-OF-WAY LINE
---	EASEMENT LINE
---	SUBDIVISION LINE
---	PROPERTY LINE
IRF	IRON ROD FOUND
IPF	IRON PIPE FOUND
CM	CONTROLLING MONUMENT
FPK	FOUND PK NAIL
FX	FOUND "X"

09/12/2013

PARCEL-523.DWG





**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 14  
**DEPARTMENT:** Trinity Watershed Management  
City Attorney's Office  
**CMO:** Mark McDaniel, 670-3256  
Warren M.S. Ernst, 670-3491  
**MAPSCO:** 45G

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**SUBJECT**

Authorize settlement in lieu of proceeding with condemnation of a subsurface easement under approximately 1,972 square feet of land from Lauren Ashlee Bennick, located on Zenia Drive at its intersection with Rock Rose Drive for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project - Not to exceed \$11,860 (\$9,860 plus closing costs and title expenses not to exceed \$2,000); an increase of \$3,260 from the amount Council originally authorized for this acquisition – Financing: General Obligation Commercial Paper Funds

**BACKGROUND**

This item authorizes a settlement for the acquisition of a subsurface easement located under approximately 1,972 square feet of land from Lauren Ashlee Bennick for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project. This settlement will allow for the acquisition of the property without proceeding with condemnation.

The original authorizing resolution authorized an offer amount of \$6,600. That amount is being increased to \$9,860 plus closing costs and title expenses not to exceed \$2,000.

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

On June 17, 2015, Council approved Resolution No. 15-1197

Information about this item was provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

2006 Bond Program (General Obligation Commercial Paper Funds) - \$11,860 (\$9,860 plus closing costs and title expenses not to exceed \$2,000)

**OWNER**

Lauren Ashlee Bennick

**MAPS**

Attached

August 26, 2015

**A RESOLUTION AUTHORIZING THE ACQUISITION OF REAL PROPERTY FOR AN AMOUNT HIGHER THAN THE FIRST RESOLUTION OFFER AMOUNT.**

**WHEREAS**, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase and/or eminent domain, of the PROPERTY INTEREST in the PROPERTY held by OWNER for the PROJECT (all said capitalized terms being defined below); and

**WHEREAS**, OWNER refused the FIRST RESOLUTION OFFER AMOUNT, but has agreed to the SETTLEMENT AMOUNT stated herein; and

**WHEREAS**, the City Council desires to authorize the City Manager to acquire the PROPERTY INTEREST in the PROPERTY for the SETTLEMENT AMOUNT stated herein; Now, Therefore,

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

**SECTION 1.** That the following definitions shall apply to this resolution:

“CITY”: The City of Dallas.

“CLOSING COSTS AND TITLE EXPENSES”: Not to exceed \$2,000.00.

“FIRST RESOLUTION”: Resolution No. 15-1197 approved by the Dallas City Council on June 17, 2015.

“FIRST RESOLUTION OFFER AMOUNT”: \$6,600.00.

“OWNER”: Lauren Ashlee Bennick, provided, however, that the term “OWNER” as used in this resolution means all persons having an ownership interest in the PROPERTY, regardless of whether those persons are actually named herein.

“PROJECT”: Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project.

“PROPERTY”: Located under approximately 1,972 square feet in area, lying between the subsurface elevations of 243 feet and 416 feet (U.S. Survey Feet), inclusive, North American Vertical Datum of 1988, located in Dallas County, Texas, the boundary of which property being more particularly described in “Exhibit A”, attached hereto and made a part hereof for all purposes.

August 26, 2015

“PROPERTY INTEREST”: Flood Control Tunnel Easement.

“REVISED AUTHORIZED AMOUNT”: \$11,860.00.

“SETTLEMENT AMOUNT”: \$9,860.00.

“USE”: The below ground construction, installation, use and maintenance of a deep tunnel for the storage and transmission of stormwater drainage.

**SECTION 2.** That the City Manager, and/or the City Manager’s designees, is hereby authorized and directed to consummate and accept the purchase, grant, and conveyance to the CITY of the PROPERTY INTEREST in and to the PROPERTY pursuant to the conveyance instrument approved as to form by the City Attorney and to execute, deliver and receive such other usual and customary documents necessary, appropriate and convenient to consummating the transaction.

**SECTION 3.** That the Chief Financial Officer is authorized to draw checks for the SETTLEMENT AMOUNT, payable out of 2006 Bond Funds: Fund No. 3T23, Department TWM, Unit T525, Activity SDRS, Program No. PB06T525, Object 4210, Encumbrance No. CT-PBW06T525G70, CLOSING COSTS AND TITLE EXPENSES payable out of 2006 Bond Funds: Fund No. 3T23, Department TWM, Unit T525, Activity SDRS, Program No. PB06T525, Object 4230, Encumbrance No. CT-PBW06T525G71.

**SECTION 4.** That the payment referenced in Section 3 shall be delivered to a title insurance company after evidence of satisfactory title has been provided to and approved by the City Attorney.

**SECTION 5.** The SETTLEMENT AMOUNT - \$9,860.00 and the CLOSING COSTS AND TITLE EXPENSES - \$2,000.00 together shall not exceed the REVISED AUTHORIZED AMOUNT - \$11,860.00.

**SECTION 6.** That the CITY is to have possession and/or use, as applicable, of the PROPERTY at closing.

**SECTION 7.** That the CITY will pay any title expenses and closing costs. All costs and expenses described in this section shall be paid from the previously described funds.



August 26, 2015

**SECTION 8.** 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.

**APPROVED AS TO FORM:  
WARREN M. S. ERNST, CITY ATTORNEY**

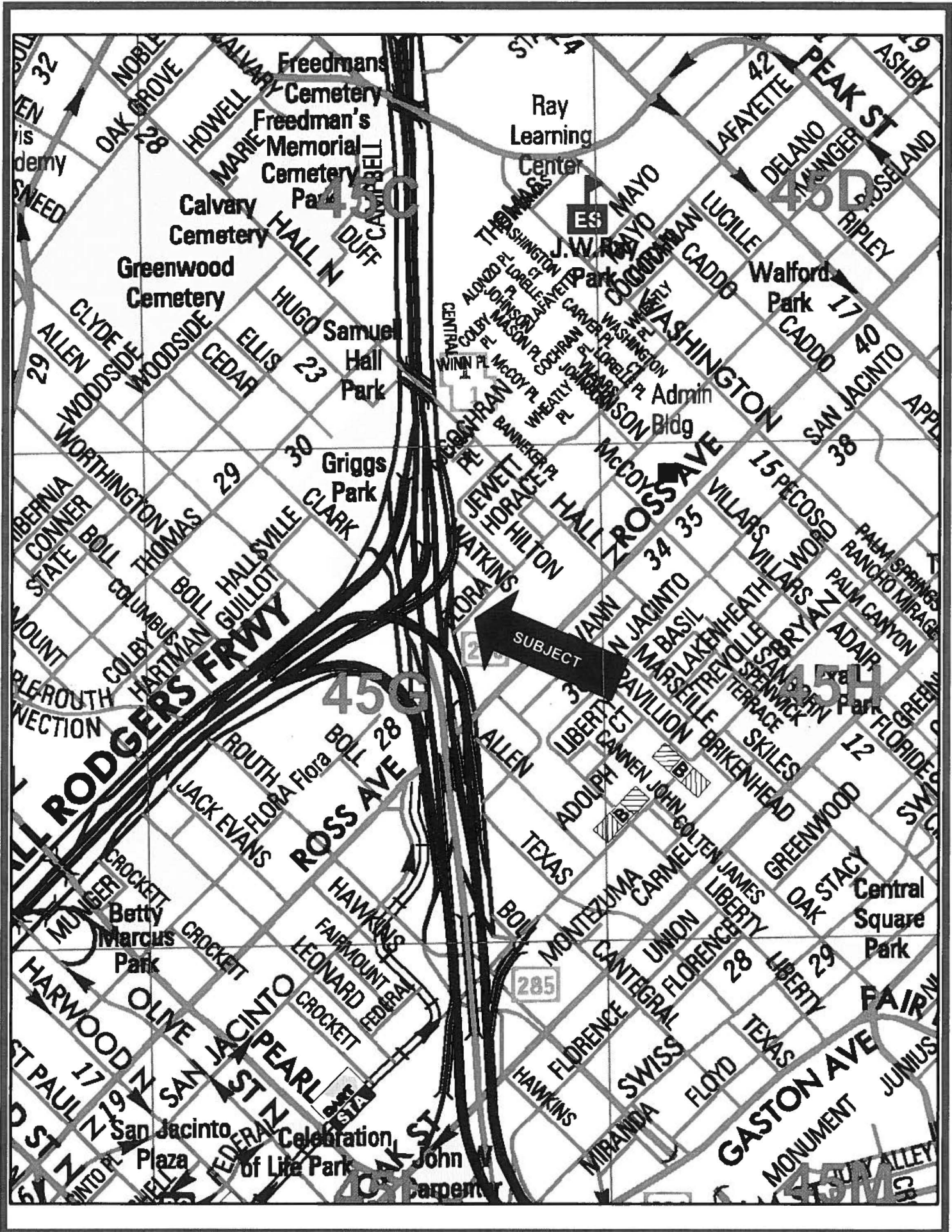
**BY:** \_\_\_\_\_  
**Assistant City Attorney**

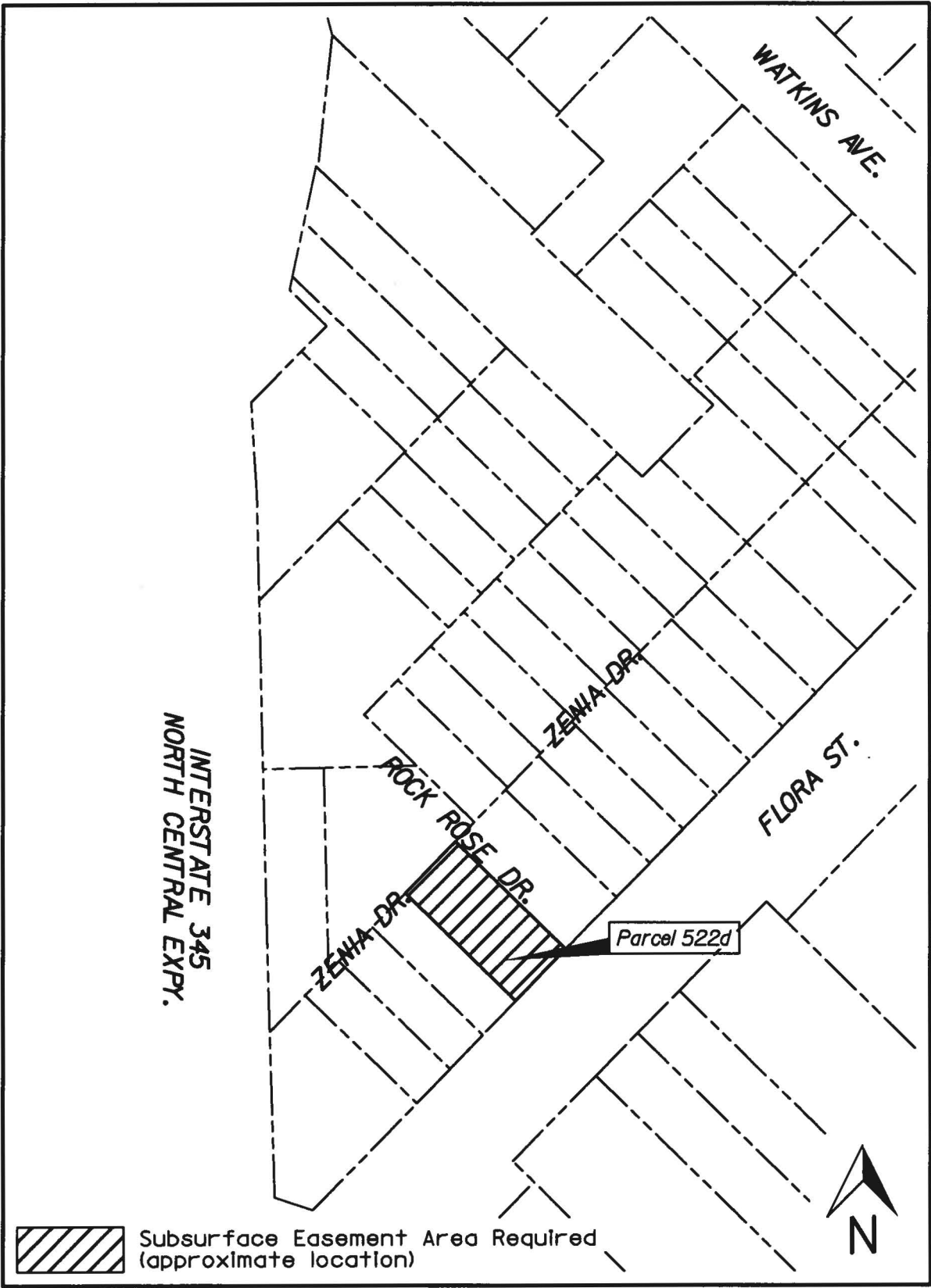
August 26, 2015

**SECTION 8.** 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.

**APPROVED AS TO FORM:  
WARREN M. S. ERNST, CITY ATTORNEY**

BY:   
Assistant City Attorney





**KEY FOCUS AREA:** Public Safety  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Trinity Watershed Management  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** N/A

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**SUBJECT**

Authorize ratification of emergency rental of equipment of various types and sizes for pumping operation to relieve the flooding at Loop 12 and Eagle Ford Sump - United Rentals Northwest, Inc. in the amount of \$140,247 and Moir Watershed Services LLC in the amount of \$131,329 - Total not to exceed \$271,576 - Financing: Stormwater Drainage Management Current Funds

**BACKGROUND**

This action will ratify the emergency rental of various pumps and hoses. Stationary pumps and hoses were needed to protect the Citizens of Dallas and their property from flooding due to high water after historic rainfall during the month of May. If immediate action had not been taken, properties, both residential and commercial, would have been flooded.

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

This item has no prior action.

**FISCAL INFORMATION**

Stormwater Drainage Management Current Funds - \$271,575.11

**OWNER(S)**

**United Rentals Northwest, Inc.**

Michael Kneeland, President

**Moir Watershed Services LLC**

James Moir, Owner

August 26, 2015

**WHEREAS**, in May, 2015, the Dallas/Fort Worth area experienced historic amounts of rainfall; and,

**WHEREAS**, rainfall continued into June, 2015; and,

**WHEREAS**, property was in eminent danger from flood waters; and,

**WHEREAS**, the City now desires ratification by the City Council of this expenditure under the Charter of the City of Dallas.

**NOW, THEREFORE,**

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

**Section 1.** That the City Manager is authorized to execute the ratification of payment to United Rentals Northwest, Inc. (505304) in the amount of \$140,246.12, and Moir Watershed Services LLC (VS0000071835) in the amount of \$131,328.99 upon approval as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is authorized to disburse funds from the following appropriation in an amount not to exceed \$271,575.11:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJECT</u>	<u>AMOUNT</u>	<u>ENCUMBRANCE</u>
0061	SDM	4792	3060	\$140,246.12	SDM4792BM47
0061	SDM	4792	3060	\$131,328.99	SDM4792BM48

**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.

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 4  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 56 J

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**SUBJECT**

Authorize a contract for the construction of rehabilitation improvements to the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three - Not to exceed \$17,668,400 - Financing: Water Utilities Capital Improvement Funds

**BACKGROUND**

The Activated Sludge Influent Pump Station (ASIPS) receives partially treated wastewater from the Dallas and White Rock sections of Central Wastewater Treatment Plant. ASIPS then pumps the wastewater to activated sludge complexes A and B for further biological treatment, before being released to the Trinity River. This pump station was originally built in 1986 and has a capacity of 400 million gallons per day. Due to its age, rehabilitation improvements are needed in order to extend its service life and take advantage of newer, more efficient treatment technologies.

This action consists of mechanical, electrical and structural improvements to the pump station. The work includes replacement of ten pumps and motors that have reached the end of their service life, installation of four variable frequency drives and associated electrical switchgear to make the process more efficient, and structural rehabilitation necessary due to the harsh environment. This project was identified and recommended for implementation by the 2010 Wastewater Treatment Facilities Strategic Plan.

Archer Western Construction, LLC, completed contractual activities in the past three years:

	<b><u>PBW</u></b>	<b><u>DWU</u></b>	<b><u>PKR</u></b>
Projects Authorized	1	6	0
Change Orders	1	11	1
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design                    October 2014  
Completed Design              May 2015  
Begin Construction              October 2015  
Complete Construction        May 2017

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

Authorized a professional services contract with Carollo Engineers, Inc. to provide engineering services for the rehabilitation of the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant on September 24, 2014, by Resolution No. 14-1619.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

\$17,668,400.00 - Water Utilities Capital Improvement Funds

Design	\$ 1,700,000.00
Construction (this action)	<u>\$17,668,400.00</u>
Total Project Cost	\$19,368,400.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Archer Western Construction, LLC

Hispanic Female	17	Hispanic Male	758
Black Female	7	Black Male	92
Other Female	4	Other Male	33
White Female	32	White Male	374



**BID INFORMATION**

The following bids with quotes were opened on June 25, 2015:

\*Denotes successful bidder

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
*Archer Western Construction, LLC 1411 Greenway Drive Irving, Texas 75038	\$17,668,400.00
Webber-Cadagua Partners	\$17,972,900.00
Eagle Contracting, LP	\$18,600,000.00

**OWNER**

**Archer Western Construction, LLC**

Daniel P. Walsh, President

**MAP**

Attached

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a contract for the construction of rehabilitation improvements to the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three - Not to exceed \$17,668,400 - Financing: Water Utilities Capital Improvement Funds

Archer Western Construction, LLC is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

### **LOCAL/NON-LOCAL CONTRACT SUMMARY**

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$8,499,337.00	48.10%
Total non-local contracts	\$9,169,063.00	51.90%
<b>TOTAL CONTRACT</b>	<b>\$17,668,400.00</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Juves Steel	HMMB23959N0517	\$5,000.00	0.06%
James C. Paris	NMDB31291Y0516	\$1,818,000.00	21.39%
<b>Total Minority - Local</b>		<b>\$1,823,000.00</b>	<b>21.45%</b>

#### **Non-Local Contractors / Sub-Contractors**

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
JML Distribution, LLC	WFDB64413Y0316	\$2,325,000.00	25.36%
JD Bodine	WFWB62141N0616	\$325,736.00	3.55%
<b>Total Minority - Non-local</b>		<b>\$2,650,736.00</b>	<b>28.91%</b>

### **TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$5,000.00	0.06%	\$5,000.00	0.03%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$1,818,000.00	21.39%	\$1,818,000.00	10.29%
WBE	\$0.00	0.00%	\$2,650,736.00	15.00%
<b>Total</b>	<b>\$1,823,000.00</b>	<b>21.45%</b>	<b>\$4,473,736.00</b>	<b>25.32%</b>

August 26, 2015

**WHEREAS**, bids were received on June 25, 2015 for the construction of rehabilitation improvements to the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant, Contract No. 15-060, listed as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Archer Western Construction, LLC	\$17,668,400.00
Webber-Cadagua Partners	\$17,972,900.00
Eagle Contracting, LP	\$18,600,000.00

**WHEREAS**, the bid submitted by Archer Western Construction, LLC, 1411 Greenway Drive, Irving, Texas 75038, in the amount of \$17,668,400.00, is the lowest and best of all bids received.

**Now, Therefore,**

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

**Section 1.** That the bid submitted by Archer Western Construction, LLC, in the amount of \$17,668,400.00, for doing the work covered by the plans, specifications, and contract documents, Contract No. 15-060, be accepted.

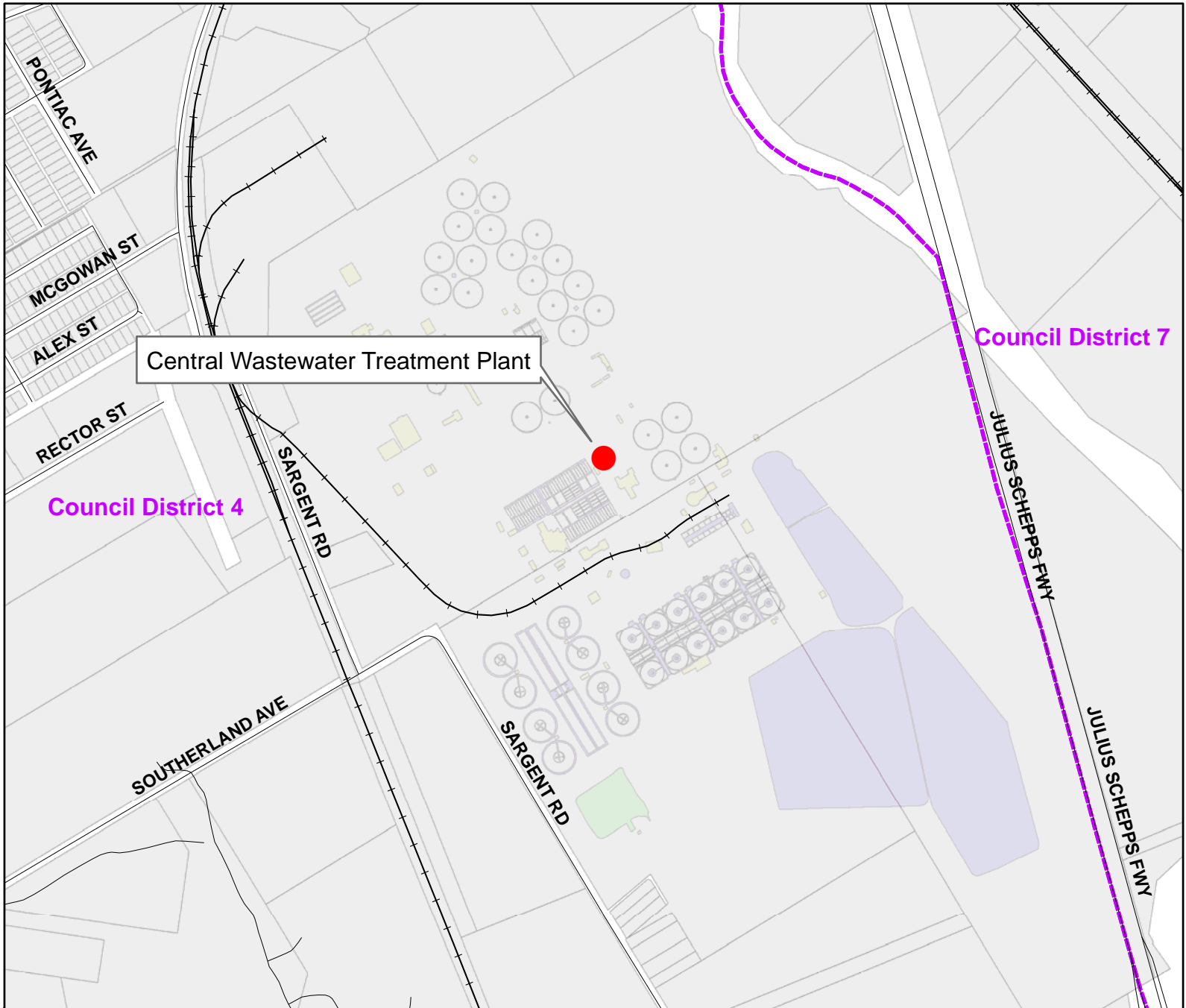
**Section 2.** That the City Manager is hereby authorized to execute a contract with Archer Western Construction, LLC, for the construction of rehabilitation improvements to the Activated Sludge Influent Pump Station at the Central Wastewater Treatment Plant, after approval as to form by the City Attorney.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$17,668,400.00 from the Wastewater Capital Improvement Fund as follows:

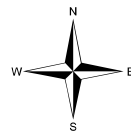
<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3116	DWU	PS30	4330	715060	CT-DWU715060CP	VS0000064407

Archer Western Construction, LLC - (Contract No. 15-060) - \$17,668,400.00

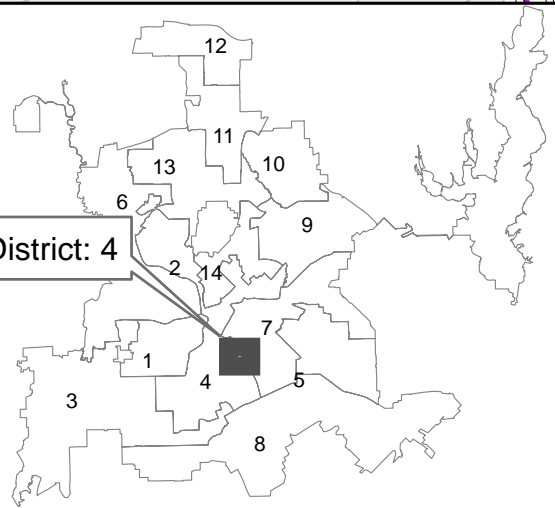
**Section 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



Mapsc0: 56 J



Council District: 4



**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Water Utilities  
Aviation  
Street Services  
Trinity Watershed Management

**CMO:** Mark McDaniel, 670-3256  
Ryan S. Evans, 671-9837  
Jill A. Jordan, P.E., 670-5299

**MAPSCO:** All

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**SUBJECT**

Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two - Not to exceed \$50,716,527 - Financing: Current Funds (\$27,167,000) (subject to annual appropriations), Water Utilities Capital Construction Funds (\$15,042,127), Stormwater Drainage Management Current Funds (\$5,604,550) (subject to annual appropriations) and Aviation Current Funds (\$2,902,850) (subject to annual appropriations)

**BACKGROUND**

This action will authorize pavement and infrastructure repairs at various locations throughout the city supporting Street Services, Dallas Water Utilities, Trinity Watershed Management and Aviation. The contract will include pavement repairs and reconstruction of asphalt and concrete streets, and alleys in support of Street Services and to supplement work performed by City forces. Dallas Water Utilities will utilize the contract for pavement and surface repairs to streets, alleys, sidewalks, medians, parkways, parking lots, and other areas resulting from water and wastewater main repairs throughout the city. Trinity Watershed Management Department will utilize this service contract for the repair and construction of maintenance roads, trails, concrete bank and channel armoring, storm water structural repairs, and other maintenance needs. Also included are preventative maintenance and pavement repair services for the landside portion of Dallas Love Field and the Dallas Executive Airport.

The existing service contract for pavement and infrastructure repairs is anticipated to be exhausted of funds in Fall 2015. This action will ensure the continuity of paving services throughout the City.

**BACKGROUND** (Continued)

NPL Construction Co. completed contractual activities in the past three years:

	<b><u>PBW</u></b>	<b><u>DWU</u></b>	<b><u>PKR</u></b>
Projects Authorized	1	1	0
Change Orders	4	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Begin Services        September 2015  
Complete Services    September 2017

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

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

\$27,167,000.00 - Current Funds (subject to annual appropriations)  
\$15,042,126.57 - Water Utilities Capital Construction Funds  
\$ 5,604,550.00 - Stormwater Drainage Management Current Funds (subject to annual appropriations)  
\$ 2,902,850.00 - Aviation Current Funds (subject to annual appropriations)

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

NPL Construction Co.

Hispanic Female	1	Hispanic Male	69
Black Female	0	Black Male	4
Other Female	0	Other Male	1
White Female	2	White Male	15

## **BID INFORMATION**

The following bids with quotes were opened on June 11, 2015:

\*Denotes successful bidder

<b><u>Bidders</u></b>	<b><u>Bid Amounts</u></b>
<b><u>Schedule "A" - Dallas Water Utilities</u></b>	
*NPL Construction Co. 2820 Market Street Garland, Texas 75041	\$15,042,126.57
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$18,706,761.11
<b><u>Schedule "B-1" - Street Services</u></b>	
*NPL Construction Co.	\$21,616,950.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$28,617,197.85
<b><u>Schedule "B-2" - Street Services</u></b>	
*NPL Construction Co.	\$ 5,550,050.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$ 7,105,372.36
<b><u>Schedule "C" - Aviation Department</u></b>	
*NPL Construction Co.	\$ 2,902,850.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$ 3,317,995.02
<b><u>*Schedule "D" - Trinity Watershed Management Department</u></b>	
NPL Construction Co.	\$ 5,604,550.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$ 7,263,294.80

## **OWNER**

### **NPL Construction Co.**

James P. Kane, President

## **MAP**

Attached

August 26, 2015

**WHEREAS**, bids were received on June 11, 2015 for pavement and infrastructure repairs at various locations throughout the city:

<u><b>BIDDERS</b></u>	<u><b>BID AMOUNTS</b></u>
<u>Schedule "A" - Dallas Water Utilities</u>	
NPL Construction Co.	\$15,042,126.57
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$18,706,761.11
<u>Schedule "B-1" - Street Services</u>	
NPL Construction Co.	\$21,616,950.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$28,617,197.85
<u>Schedule "B-2" - Street Services</u>	
NPL Construction Co.	\$ 5,550,050.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$ 7,105,372.36
<u>Schedule "C" - Aviation Department</u>	
NPL Construction Co.	\$ 2,902,850.00
Oldcastle Pavement Solutions, A Division of APAC - Texas, Inc.	\$ 3,317,995.02
<u>Schedule "D" - Trinity Watershed Management Department</u>	
NPL Construction Co.	\$ 5,604,550.00
Oldcastle Pavement Solutions - Texas, Inc.	\$ 7,263,294.80

**WHEREAS**, the bids submitted by NPL Construction Co., 2820 Market Street, Garland, Texas 75041, for Schedules "A", "B-1", "B-2", "C", and "D", in the total amount of \$50,716,526.57, are the lowest and best of all bids received.

**Now, Therefore,**

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

**Section 1.** That the bids submitted by NPL Construction Co. for Schedules "A", "B-1", "B-2", "C", and "D", in the total amount of \$50,716,526.57, for doing the work covered by the plans, specifications, and contract documents, Contract No. 8 be accepted.

**Section 2.** That the City Manager is hereby authorized to execute four twenty-four month service contracts with NPL Construction Co. for pavement and infrastructure repairs at various locations throughout the city for Schedules "A", "B-1", "B-2", "C", and "D", after they have been approved as to form by the City Attorney. If the service was bid or proposed on an as needed, unit price basis for performance of specified tasks, payment to NPL Construction Co. shall be based only on the amount of the services directed to be performed by the City and properly performed by NPL Construction Co. under the contract.



August 26, 2015

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in a total amount not to exceed \$50,716,526.57 from the Water Construction Fund, Wastewater Construction Fund, Street Services General Fund, Aviation Current Fund, and Stormwater Drainage Management Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>VENDOR</u>
0102	DWU	CW50	3221	7WPAVING	335435

NPL Construction Co. - \$11,517,467.84

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>VENDOR</u>
0103	DWU	CS50	3222	7TPAVING	335435

NPL Construction Co. - \$3,524,658.73

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
0001	STS	3432	3072	STS-3432PAVING8	335435

NPL Construction Co. - \$21,616,950.00 (subject to annual appropriations)

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
0001	STS	3431	3072	STS-3431PAVING8	335435

NPL Construction Co. - \$5,550,050.00 (subject to annual appropriations)

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>ACT</u>	<u>VENDOR</u>
0130	AVI	7722	3099	AV06	335435

NPL Construction Co. - \$2,902,850.00 (subject to annual appropriations)

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>ACT</u>	<u>VENDOR</u>
0061	SDM	4792	3099	SD01	335435

NPL Construction Co. - \$5,604,550.00 (subject to annual appropriations)

**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.

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two - Not to exceed \$50,716,527 - Financing: Current Funds (\$27,167,000) (subject to annual appropriations), Water Utilities Capital Construction Funds (\$15,042,127), Stormwater Drainage Management Current Funds (\$5,604,550) (subject to annual appropriations) and Aviation Current Funds (\$2,902,850) (subject to annual appropriations)

NPL Construction Co. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$14,542,126.57	96.68%
Total non-local contracts	\$500,000.00	3.32%
<b>TOTAL CONTRACT</b>	<b>\$15,042,126.57</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
RBTS LLC	HDFW232720915	\$1,500,000.00	10.31%
<b>Total Minority - Local</b>		<b>\$1,500,000.00</b>	<b>10.31%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Ram Tool & Supply Co., Inc.	WFWB61372N0416	\$500,000.00	100.00%
<b>Total Minority - Non-local</b>		<b>\$500,000.00</b>	<b>100.00%</b>

# BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

Page 2

## TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$1,500,000.00	10.31%	\$1,500,000.00	9.97%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$500,000.00	3.32%
Total	<u>\$1,500,000.00</u>	<u>10.31%</u>	<u>\$2,000,000.00</u>	<u>13.30%</u>

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two - Not to exceed \$50,716,527 - Financing: Current Funds (\$27,167,000) (subject to annual appropriations), Water Utilities Capital Construction Funds (\$15,042,127), Stormwater Drainage Management Current Funds (\$5,604,550) (subject to annual appropriations) and Aviation Current Funds (\$2,902,850) (subject to annual appropriations)

NPL Construction Co. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$26,447,000.00	97.35%
Total non-local contracts	\$720,000.00	2.65%
<b>TOTAL CONTRACT</b>	<b>\$27,167,000.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Onyx Paving & Utility LLC	BMDB64691Y0316	\$3,500,000.00	13.23%
Rodriguez Concrete Construction	HMMB63103N0816	\$4,000,000.00	15.12%
<b>Total Minority - Local</b>		<b>\$7,500,000.00</b>	<b>28.36%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Road Master Striping, LLC	HMDB64683Y0316	\$220,000.00	30.56%
Ram Tool & Supply Co., Inc.	WFWB61372N0416	\$500,000.00	69.44%
<b>Total Minority - Non-local</b>		<b>\$720,000.00</b>	<b>100.00%</b>

**BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**  
**Page 2**

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$3,500,000.00	13.23%	\$3,500,000.00	12.88%
Hispanic American	\$4,000,000.00	15.12%	\$4,220,000.00	15.53%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$500,000.00	1.84%
Total	<u>\$7,500,000.00</u>	<u>28.36%</u>	<u>\$8,220,000.00</u>	<u>30.26%</u>

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two - Not to exceed \$50,716,527 - Financing: Current Funds (\$27,167,000) (subject to annual appropriations), Water Utilities Capital Construction Funds (\$15,042,127), Stormwater Drainage Management Current Funds (\$5,604,550) (subject to annual appropriations) and Aviation Current Funds (\$2,902,850) (subject to annual appropriations)

NPL Construction Co. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractor.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$2,902,850.00	100.00%
Total non-local contracts	\$0.00	0.00%
<b>TOTAL CONTRACT</b>	<b>\$2,902,850.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Rodriguez Concrete Construction	HMMB63103N0816	\$1,000,000.00	34.45%
<b>Total Minority - Local</b>		<b>\$1,000,000.00</b>	<b>34.45%</b>

#### Non-Local Contractors / Sub-Contractors

None

**BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**  
**Page 2**

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$1,000,000.00	34.45%	\$1,000,000.00	34.45%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	<u>\$1,000,000.00</u>	<u>34.45%</u>	<u>\$1,000,000.00</u>	<u>34.45%</u>

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a twenty-four month service contract for pavement and infrastructure repairs at various locations throughout the city - NPL Construction Co., lowest responsible bidder of two - Not to exceed \$50,716,527 - Financing: Current Funds (\$27,167,000) (subject to annual appropriations), Water Utilities Capital Construction Funds (\$15,042,127), Stormwater Drainage Management Current Funds (\$5,604,550) (subject to annual appropriations) and Aviation Current Funds (\$2,902,850) (subject to annual appropriations)

NPL Construction Co. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractor.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$5,604,550.00	100.00%
Total non-local contracts	\$0.00	0.00%
<b>TOTAL CONTRACT</b>	<b>\$5,604,550.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Rodriguez Concrete Construction	HMMB63103N0816	\$1,500,000.00	26.76%
<b>Total Minority - Local</b>		<b>\$1,500,000.00</b>	<b>26.76%</b>

#### Non-Local Contractors / Sub-Contractors

None

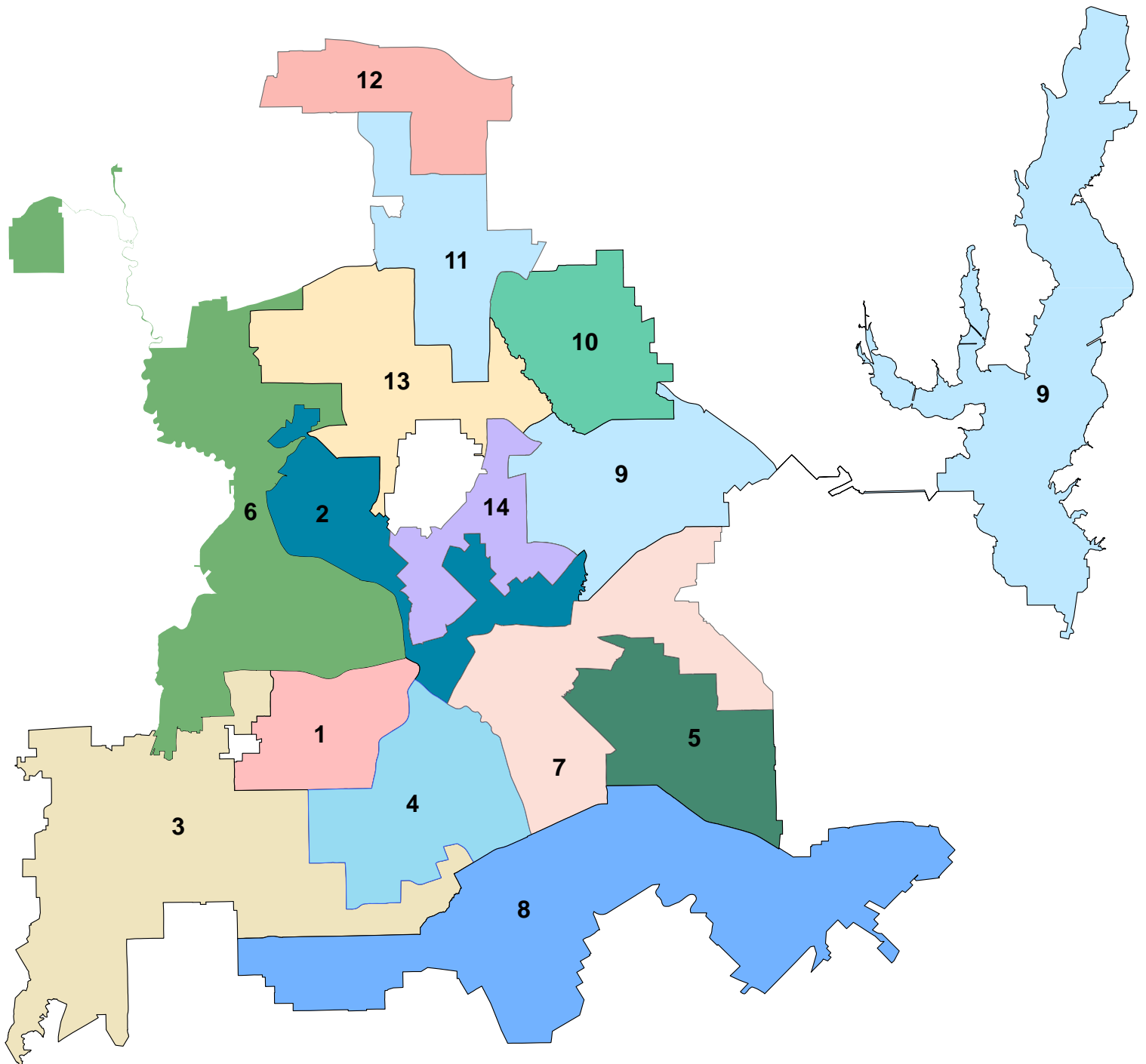


# BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

Page 2

## TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$1,500,000.00	26.76%	\$1,500,000.00	26.76%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	<u>\$1,500,000.00</u>	<u>26.76%</u>	<u>\$1,500,000.00</u>	<u>26.76%</u>



**Pavement Repairs on City of Dallas  
Infrastructures at Various Locations  
Contract No. 8**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** Outside City Limits

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**SUBJECT**

Authorize a thirty-year contract with the City of Balch Springs to continue providing wastewater services, from September 11, 2015 through September 10, 2045 - Estimated Annual Revenue: \$1,000,994

**BACKGROUND**

This item is for authorization to enter into a new wholesale wastewater contract with the City of Balch Springs, Texas. This entity is currently receiving City of Dallas wastewater services under an existing Wholesale Wastewater Contract with the Dallas County Water Control and Improvement District Number 6 (“District 6”), which will expire on June 23, 2028. The Wholesale Wastewater Contract with District 6 was reassigned to the City of Balch Springs, Texas in accordance with Senate Bill Number 1635, as passed by the 2013 Texas Legislature relating to the transfer of the assets of and the dissolution of the Dallas County Water Control and Improvement District 6 and the Balch Springs City Council Resolution Number 732-13, as passed on December 9, 2013, dissolving District 6 effective that date. Therefore, Dallas’ wholesale water and wastewater contracts with District 6 are now the property of the City of Balch Springs. The wholesale wastewater contract is being redone now so that it runs concurrently with the wholesale treated water contract which is expiring. In addition, Dallas entering into a new wholesale wastewater contract with the City of Balch Springs makes the contract be directly with the City of Balch Springs rather than reassigned by the Texas Legislature. All other terms, provisions, conditions, and obligations of the contracts between Dallas and Balch Springs, as reassigned from District 6, remain in full force and effect.

The City of Balch Springs is located within Dallas Water Utilities’ service area and desires to continue to purchase wastewater services from the City of Dallas under the terms of a standard wholesale wastewater customer contract.

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

Authorized Wholesale Wastewater Contract with the Dallas County Water Control and Improvement District Number 6 on January 18, 1984, by Resolution No. 84-0731.

Authorized Supplemental Agreement No. 1 to Wholesale Wastewater Contract with the Dallas County Water Control and Improvement District Number 6 on August 14, 1991, by Resolution No. 91-2383.

Authorized Supplemental Agreement No. 2 to Wholesale Wastewater Contract with the Dallas County Water Control and Improvement District Number 6 on June 24, 1998, by Resolution No. 98-1916.

Authorized Supplemental Agreement No. 3 to Wholesale Wastewater Contract with the Dallas County Water Control and Improvement District Number 6 on January 12, 2011, by Resolution No. 11-0185.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

## **FISCAL INFORMATION**

Estimated Annual Revenue: \$1,000,994 (at current wholesale wastewater rate)

## **MAP**

Attached

August 26, 2015

**WHEREAS**, the City of Balch Springs, Texas currently purchases wholesale wastewater services from the City of Dallas, and Dallas currently provides wholesale wastewater services to Balch Springs as set forth under the terms, covenants, and conditions stated in a Wholesale Wastewater Contract between the City of Dallas and the Dallas County Water Control Improvement District Number 6, dated January 18, 1984; and,

**WHEREAS**, the Wholesale Wastewater Contract with District Number 6 was reassigned to the City of Balch Springs, Texas, in accordance with Senate Bill Number 1635, as passed by the 2013 Texas Legislature, relating to the transfer of the assets of and the dissolution of the District Number 6 and the Balch Springs City Council Resolution Number 732-13, as passed on December 9, 2013, dissolving District Number 6 effective that date; and,

**WHEREAS**, Balch Springs' current Wholesale Wastewater Contract with Dallas will expire on June 23, 2028; and,

**WHEREAS**, Dallas and Balch Springs desire to enter into a new Wholesale Wastewater Contract; and,

**WHEREAS**, the term of the new thirty-year Wholesale Wastewater Contract will be September 11, 2015 through September 10, 2045; and,

**WHEREAS**, approval of the new contract would be in the best interest of the City of Dallas, as well as the City of Balch Springs.

**Now, Therefore,**

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

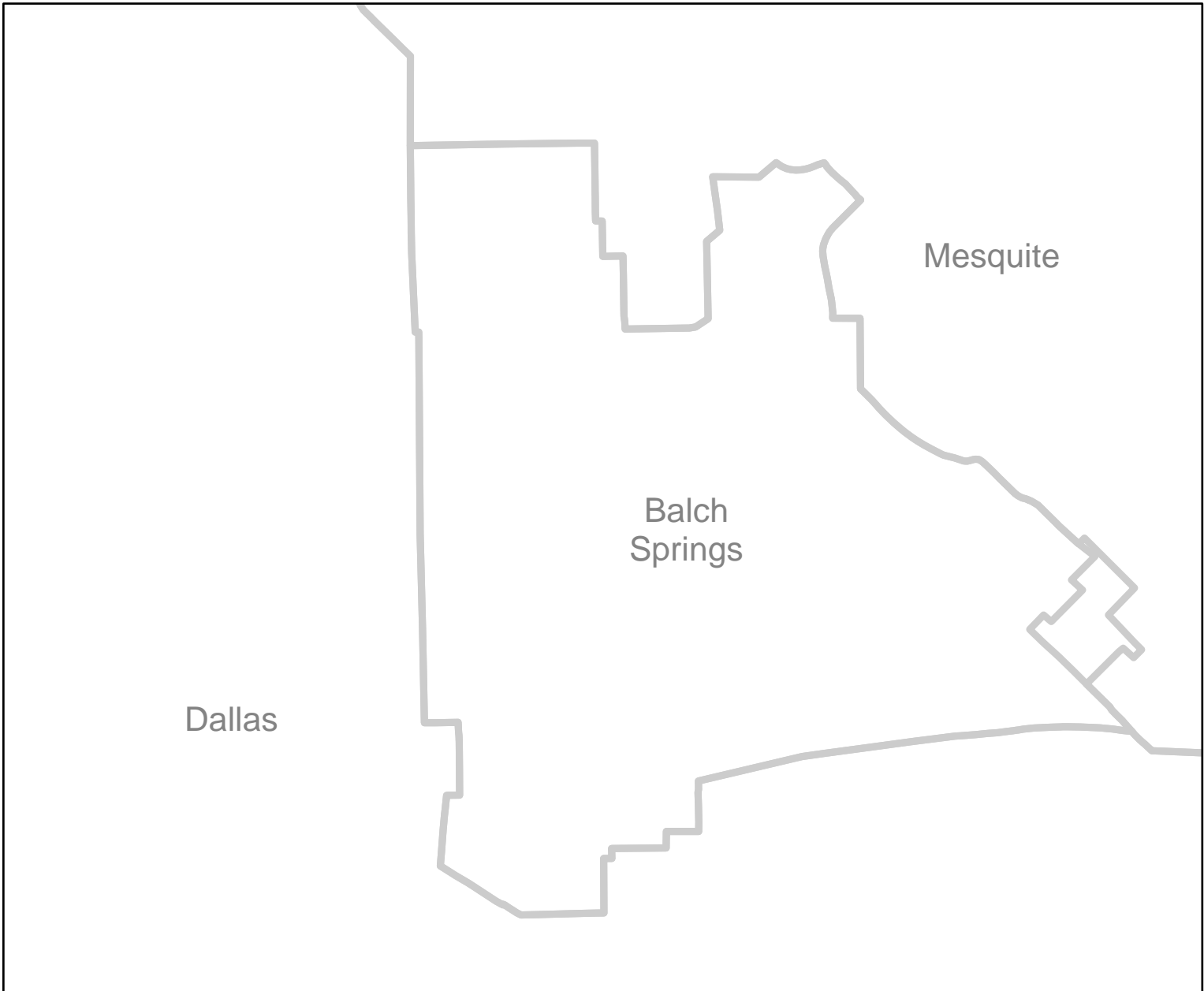
**Section 1.** That the City Manager is hereby authorized to enter into a Wholesale Wastewater Contract with the City of Balch Springs for the purchase of wholesale wastewater services from the City of Dallas for the period September 11, 2015 through September 10, 2045, in the estimated annual amount of \$1,000,994.00, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized and directed to deposit receipts for services provided under this contract to the Water Utilities Current Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>FUNC</u>	<u>REVENUE SOURCE CODE</u>
0100	DWU	7005	7REV	7864

August 26, 2015

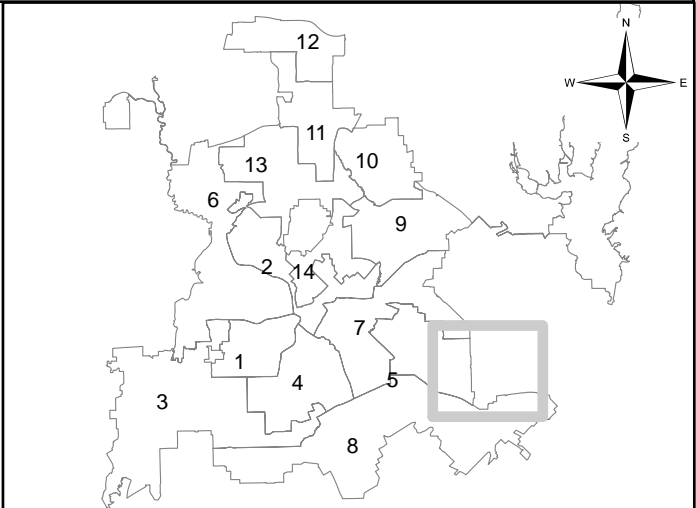
**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



Location: City of Balch Springs

Council Districts: Adjacent to Districts 5 and 8

Department: DWU



**City of Balch Springs Wholesale Wastewater Contract**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** Outside City Limits

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**SUBJECT**

Authorize **(1)** a thirty-year contract with the City of Balch Springs to continue providing treated water services, from September 11, 2015 through September 10, 2045; with estimated annual revenue in the amount of \$1,006,784; and **(2)** a Reciprocal Agreement for Water and/or Wastewater Services, with an estimated annual expenditure of \$2,000 - Financing: Water Utilities Current Funds (subject to annual appropriations) (estimated annual revenue in the amount \$1,006,784)

**BACKGROUND**

This item is for authorization to enter into a new wholesale treated water contract, including Reciprocal Water and/or Wastewater Agreement, with the City of Balch Springs, Texas. This entity is currently receiving City of Dallas treated water under an existing wholesale treated water contract with the Dallas County Water Control and Improvement District Number 6 (“District 6”), which will expire on September 11, 2015. The Wholesale Treated Water Contract with District 6 was reassigned to the City of Balch Springs, Texas, per Senate Bill Number 1635 as passed by the 2013 Texas Legislature relating to the transfer of the assets of and the dissolution of the Dallas County Water Control and Improvement District 6 and the Balch Springs’ City Council Resolution Number 732-13 as passed on December 9, 2013 dissolving District 6 effective that date. Therefore, Dallas’ wholesale water and wastewater contracts with District 6 are now the property of the City of Balch Springs. All other terms, provisions, conditions, and obligations of the Contracts between Dallas and Balch Springs (as reassigned from District 6) remain in full force and effect.

The existing wholesale treated water contract also includes a Reciprocal Water and/or Wastewater Service Agreement that provides for service to retail customers across corporate boundary lines on a temporary basis until facilities are extended by the city requiring the service, providing the service is requested by the city requiring it and approved by the city providing it. Dallas and Balch Springs share common corporate boundary lines in Southern Dallas County.



**BACKGROUND** (Continued)

The City of Balch Springs is located within Dallas Water Utilities' service area and desires to continue to purchase treated water from the City of Dallas under the terms of a standard wholesale treated water customer contract.

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

Authorized Wholesale Treated Water Contract with the Dallas County Water Control and Improvement District Number 6, including Reciprocal Water and/or Wastewater Service Agreement, on September 11, 1985, by Resolution No. 85-2932.

Authorized First Amendment to the Wholesale Treated Water Contract with Dallas County Water Control and Improvement District Number 6 on May 13, 1987, by Resolution No. 87-1558.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

Estimated Annual Revenue: \$1,006,784 (at current wholesale treated water two-part rate)

Estimated Annual Expenditure: Not to Exceed \$2,000 (for reciprocal wastewater and/or water services)

**MAP**

Attached

August 26, 2015

**WHEREAS**, the City of Balch Springs, Texas currently purchases wholesale treated water from the City of Dallas, and Dallas currently delivers and sells wholesale treated water service to Balch Springs as set forth under the terms, covenants, and conditions stated in a Wholesale Treated Water Contract between the City of Dallas and the Dallas County Water Control Improvement District Number 6, dated September 11, 1985; and,

**WHEREAS**, the Wholesale Treated Water Contract with the District 6 was reassigned to the City of Balch Springs, Texas per Senate Bill Number 1635 as passed by the 2013 Texas Legislature relating to the transfer of the assets of and the dissolution of the District 6 and the Balch Springs' City Council Resolution Number 732-13 as passed on December 9, 2013 dissolving District 6 effective that date; and,

**WHEREAS**, from time to time, both Dallas and Balch Springs have need to request the other to furnish water and/or wastewater service to each other's customers along common boundary lines wherein only one city has facilities available; and,

**WHEREAS**, Balch Springs's current wholesale treated water contract, including Reciprocal Water and/or Wastewater Service Agreement, with Dallas will expire on September 10, 2015; and,

**WHEREAS**, Dallas and Balch Springs desire to enter into a new Wholesale Treated Water Contract and Reciprocal Water and/or Wastewater Service Agreement; and,

**WHEREAS**, the term of the new 30-year Wholesale Treated Water Contract will be September 11, 2015 through September 10, 2045; and,

**WHEREAS**, approval of the new contract including reciprocal water and wastewater provisions would be in the best interest of the City of Dallas as well as the City of Balch Springs.

**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 Wholesale Treated Water Contract with the City of Balch Springs to purchase wholesale treated water from the City of Dallas for the period September 11, 2015 through September 10, 2045 in the estimated annual amount of \$1,006,784.00 after it has been approved as to form by the City Attorney.

August 26, 2015

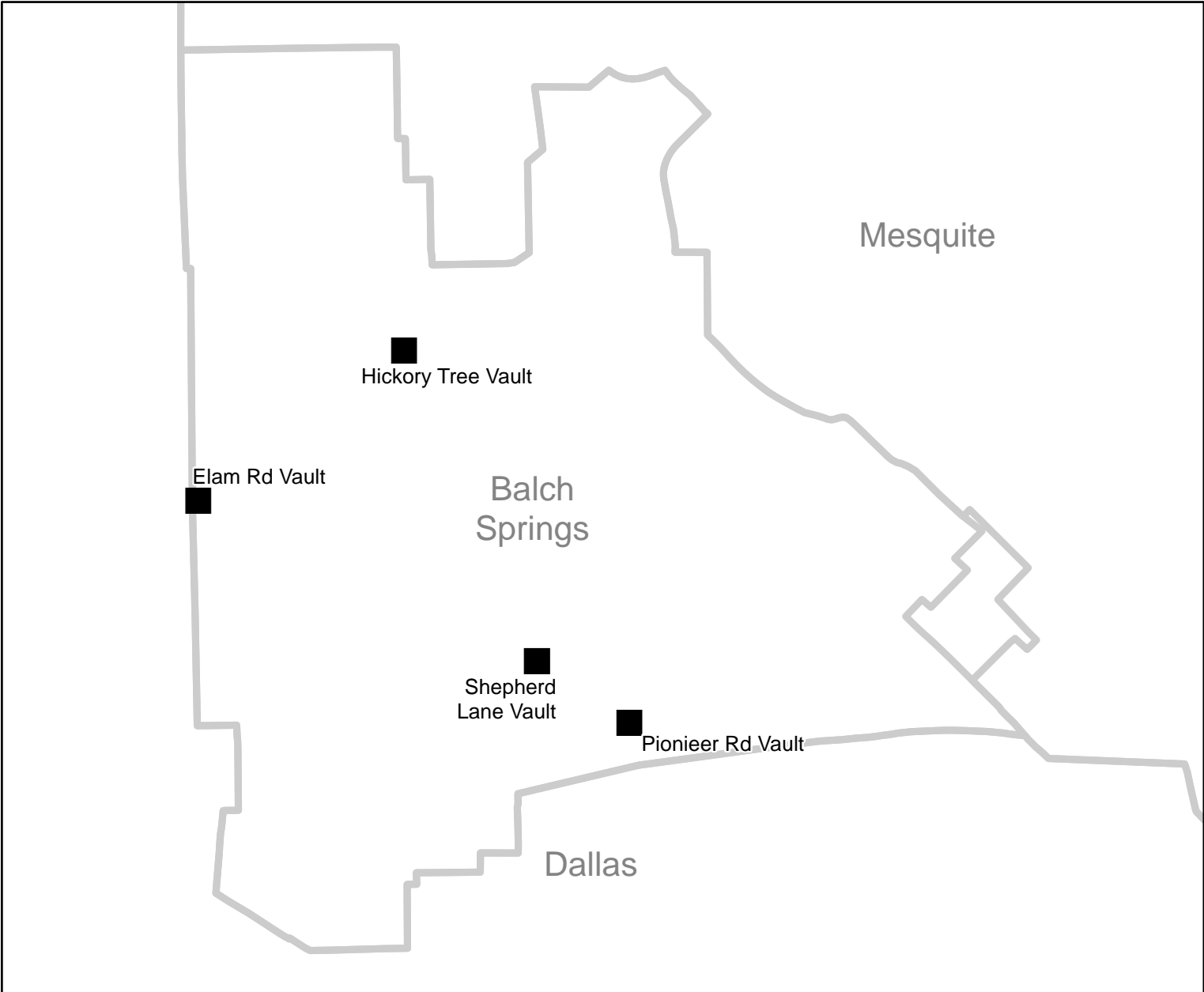
**SECTION 2.** That the Chief Financial Officer is hereby authorized and directed to deposit receipts for services provided under this contract to the Water Utilities Current Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>FUNC</u>	<u>REVENUE SOURCE CODE</u>
0100	DWU	7005	7REV	7836

**SECTION 3.** That the Chief Financial Officer is hereby authorized and directed to disburse funds to the City of Balch Springs for reciprocal services provided in an estimated annual amount not to exceed \$2,000.00 as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>VENDOR</u>
0100	DWU	7260	2171	VS0000002409

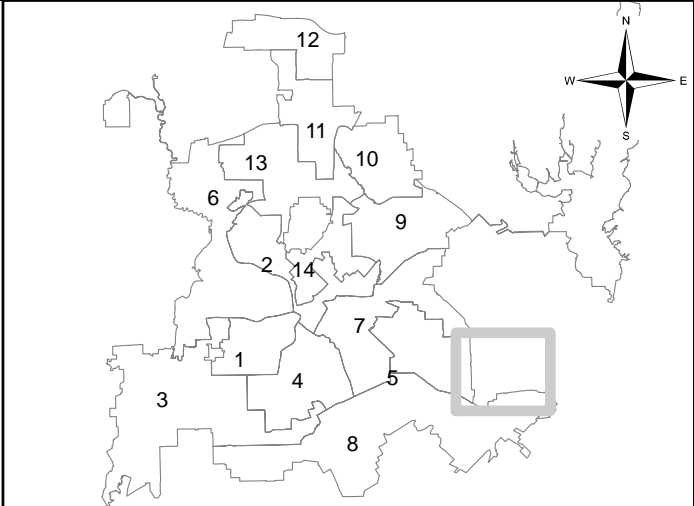
**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



Location: Balch Springs Meter Vaults (multiple locations)

Council Districts: Adjacent to Districts 5 and 8

Department: DWU



**City of Balch Springs Wholesale Treated Water Contract**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 4  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 56 J

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**SUBJECT**

Authorize an increase in the contract with John Cook & Associates, Inc. for emergency cleaning and restoration of the Analytical Laboratory Building located at the Central Wastewater Treatment Plant due to a fire - Not to exceed \$110,000, from \$2,137,000 to \$2,247,000 - Financing: Water Utilities Capital Improvement Funds

**BACKGROUND**

On January 14, 2015 the City Council authorized a contract with John Cook & Associates, Inc. for the replacement of 349 heating, ventilation and air conditioning components at various locations. This action consists of emergency cleaning and restoration of the Analytical Laboratory Building No. 27 located at the Central Wastewater Treatment Plant.

On June 16, 2015, a fire started in the mechanical room of the Analytical Laboratory Building No. 27 at the Central Wastewater Treatment Plant. The fire was the result of an overheated power junction box located inside the mechanical room. An in-house investigation revealed that a mechanical split-bolt connection was not properly tightened, which resulted in an air gap that produced excessive heat inside the junction box, causing the fire. The fire spread from the junction box to nearby combustibles stored in the room. The building's air conditioning system distributed fire related particles throughout the building's duct work system. This caused a smoky smell throughout the building. Meanwhile, the employees who work in the building have been relocated to other office spaces at the plant and all required laboratory analyses are being processed using an existing price agreement.

The cleaning and restoration of the building will include removal and discard of all ceiling tiles, insulation and other debris. Further, there will be cleaning of the exposed structural framing, conduits, ceiling mounted fixtures, carpets, duct work, window blinds and other related areas, which will help to ensure a safe working environment for DWU employees.

## **ESTIMATED SCHEDULE OF PROJECT**

Began Cleaning and Restoration July 2015  
Complete Cleaning and Restoration August 2015

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

Authorized a professional services contract with Conley Group to provide architectural and engineering services to perform condition assessment of the roof and Heating, Ventilation, and Air Conditioning systems at Dallas Water Utilities' 230 facilities on June 27, 2012, by Resolution No. 12-1668.

Authorized a professional services contract with Halff Associates, Inc. to provide (1) architectural and engineering services for the design of roof and Heating, Ventilation, and Air Conditioning systems; and (2) a space utilization study for the Trinity Watershed Management Department on March 26, 2014, by Resolution No. 14-0523.

Authorized a contract with John Cook & Associates, Inc. for Heating, Ventilation and Air Conditioning component replacements and major repairs at 13 Dallas Water Utilities owned facilities on January 14, 2015, by Resolution No. 15-0124.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

## **FISCAL INFORMATION**

\$110,000.00 - Water Utilities Capital Improvement Funds

Assessment	\$1,897,800.00
Phase I Construction	\$2,708,225.15
Phase II Design, Study	\$2,583,128.64
Phase II Construction	\$2,137,000.00
Change Order No. 1 (this action)	<u>\$ 110,000.00</u>
Total Project Cost	\$9,436,153.79

## **OWNER**

**John Cook & Associates, Inc.**

Johnnie F. Cook, President

## **MAP**

Attached

August 26, 2015

**WHEREAS**, on January 14, 2015, the City Council awarded Contract No. 14-005/006 in the amount of \$2,137,000.00, by Resolution No. 15-0124, to John Cook & Associates, Inc., for Heating, Ventilation and Air Conditioning component replacements and major repairs at 13 Dallas Water Utilities owned facilities; and,

**WHEREAS**, emergency cleanup and restoration of the Analytical Laboratory Building at the Central Wastewater Treatment Plant is necessary, due to a fire on June 16, 2015; and,

**WHEREAS**, John Cook & Associates, Inc., 11705 Seagoville Road, Balch Springs, Texas 75180, has submitted an acceptable proposal for this emergency work; and,

**WHEREAS**, Dallas Water Utilities recommends that Contract No. 14-005/006 be increased by \$110,000.00, from \$2,137,000.00 to \$2,247, 000.00.

**Now, Therefore,**

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

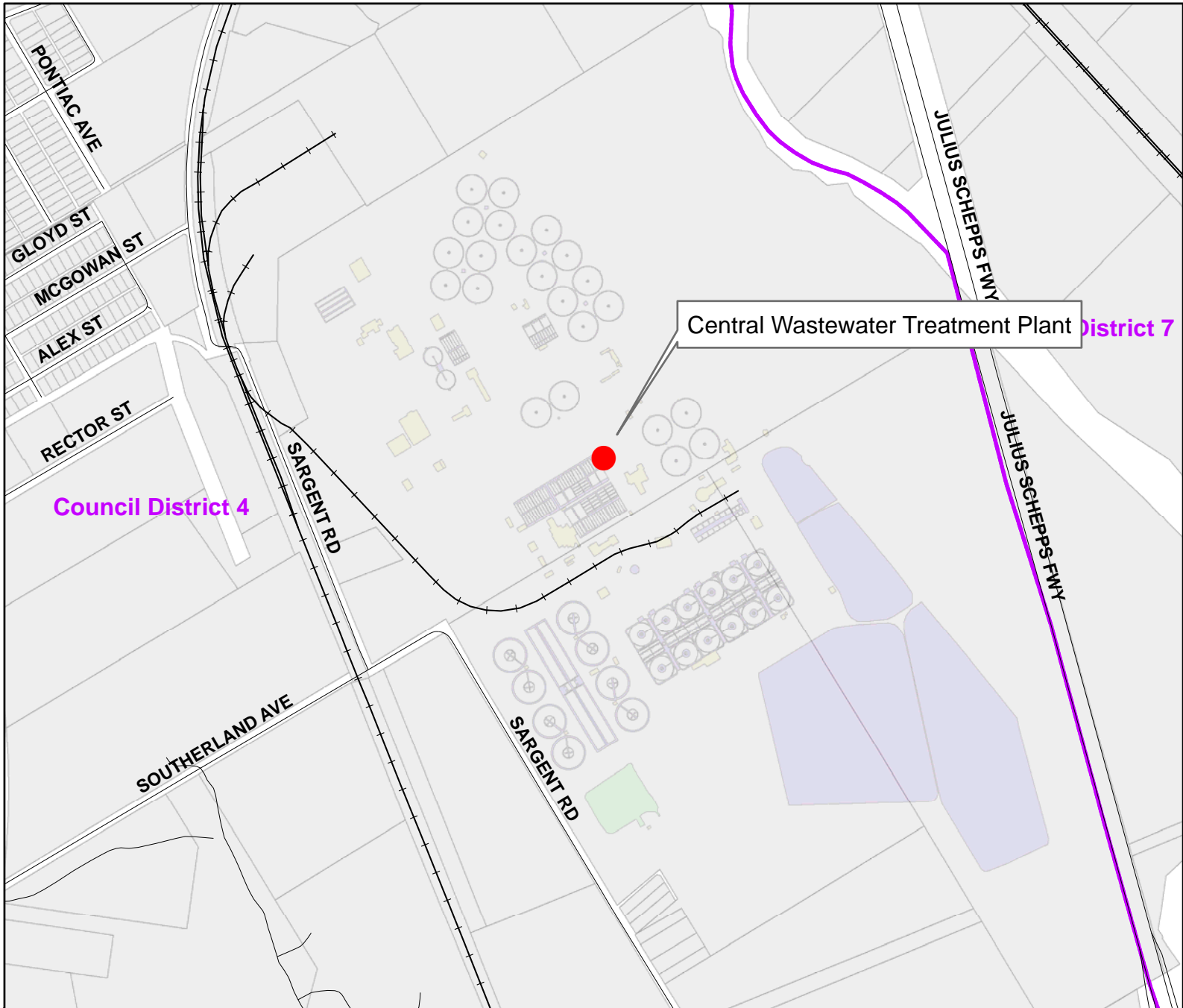
**Section 1.** That the proposed Change Order No. 1 be accepted and that Contract No. 14-005/006 with John Cook & Associates, Inc., be revised accordingly.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$110,000.00 from the Wastewater Capital Improvement Fund as follows:

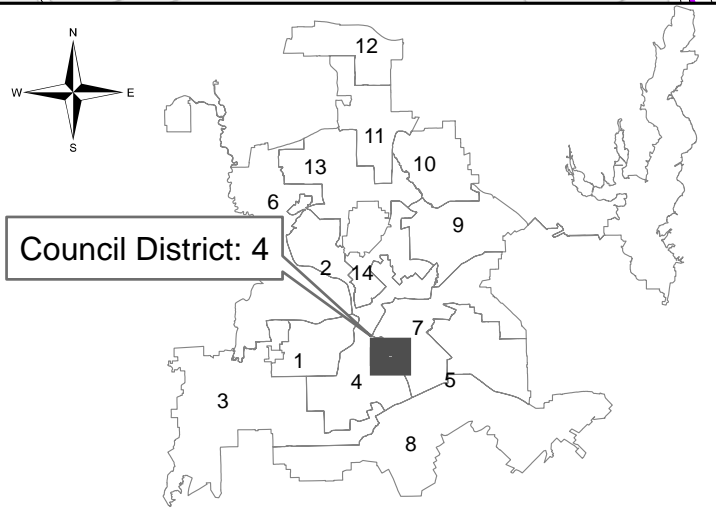
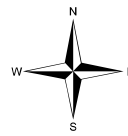
<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
0103	DWU	CS42	4341	714006	CT-DWU714006EN	196420

John Cook & Associates, Inc. - (Contract No. 14-006) - \$110,000.00

**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.



Mapsc0: 56 J



**Dallas Water Utilities**  
**Contract No. 14-005/006, Change Order No. 1**  
**Central Wastewater Treatment Plant**  
**Emergency Cleaning and Restoration of Analytical Laboratory Building**



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** 8  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 79 C D

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**SUBJECT**

Authorize Supplemental Agreement No. 1 to the engineering services contract with CP&Y, Inc. to provide engineering services associated with grit removal improvements at the Southside Wastewater Treatment Plant - Not to exceed \$1,779,270, from \$850,000 to \$2,629,270 - Financing: Water Utilities Capital Improvement Funds

**BACKGROUND**

Grit removal is a critical step in the wastewater treatment process. Inorganic material in the wastewater stream called "grit" tends to be very abrasive, which if left unattended, can cause significant damage to equipment used at other parts of the treatment process. It also accumulates throughout the plant requiring frequent cleaning to prevent systems from clogging and causing odors. The Southside Treatment Plant (SWWTP) has two grit removal facilities, constructed in 1979 and 1988. Improvements to these facilities will extend their service life and improve efficiencies in the operation of the grit systems.

This action is the second of two planned awards for engineering services associated with grit removal improvements at the SWWTP. The original contract evaluated alternatives and produced a design report with the recommended alternatives. This Supplemental Agreement No. 1 will provide engineering services for the preparation of detailed construction drawings and specifications, services during construction, start-up and operations for the SWWTP grit removal improvements project. This project was identified and recommended for implementation by the 2010 Wastewater Treatment Facilities Strategic Plan.

**ESTIMATED SCHEDULE OF PROJECT**

Began Study                      June 2014  
Completed Study                December 2014  
Begin Design                    October 2015  
Complete Design                April 2016  
Begin Construction              August 2016  
Complete Construction        December 2017

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

Authorized a professional services contract with CP&Y, Inc. for preliminary engineering services associated with improvements to the grit removal and screenings handling processes at the Southside Wastewater Treatment Plant on May 14, 2014, by Resolution No. 14-0765.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

\$1,779,270.00 - Water Utilities Capital Improvement Funds

Study	\$ 850,000.00
Design - Supplemental Agreement No. 1 (this action)	<u>\$1,779,270.00</u>
Total Project Cost	\$2,629,270.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

CP&Y, Inc.

Hispanic Female	5	Hispanic Male	8
Black Female	0	Black Male	4
Other Female	7	Other Male	0
White Female	18	White Male	55

**OWNER**

**CP&Y, Inc.**

W. Walter Chiang, P.E., Director and Founder

Pete K. Patel, P.E., Chairman of the Board/Chief Executive Officer

**MAP**

Attached

August 26, 2015

**WHEREAS**, on May 14, 2014, the City Council awarded Contract No. 13-054E, in the amount of \$850,000.00, by Resolution No. 14-0765, to CP&Y, Inc., for preliminary engineering services associated with improvements to the grit removal and screenings handling processes at the Southside Wastewater Treatment Plant; and,

**WHEREAS**, it is now necessary to provide engineering services for the preparation of detailed construction drawings, specifications, bid phase services and services during construction, start-up and operations for the Southside Wastewater Treatment Plant grit removal improvements project; and,

**WHEREAS**, CP&Y, Inc., 1820 Regal Row, Suite 200, Dallas, Texas 75235, has submitted an acceptable proposal to provide these engineering services; and,

**WHEREAS**, Dallas Water Utilities recommends that Contract No. 13-054E be increased by \$1,779,270.00, from \$850,000.00 to \$2,629,270.00.

**Now, Therefore,**

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

**Section 1.** That the proposed Supplemental Agreement No. 1 be accepted and that Contract No. 13-054E with CP&Y, Inc., be revised accordingly.

**Section 2.** That the City Manager is hereby authorized to execute the contract after it has been approved as to form by the City Attorney.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$1,779,270.00 from the Wastewater Capital Improvement Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3116	DWU	PS31	4111	713054	CT-DWU713054CP	VC0000005625

CP&Y, Inc. - (Contract No. 13-054E) - \$1,779,270.00

**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.

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize Supplemental Agreement No. 1 to the engineering services contract with CP&Y, Inc. to provide engineering services associated with grit removal improvements at the Southside Wastewater Treatment Plant - Not to exceed \$1,779,270, from \$850,000 to \$2,629,270 - Financing: Water Utilities Capital Improvement Funds

CP&Y, Inc. is a local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-consultants.

**PROJECT CATEGORY:** Architecture & Engineering

### **LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY**

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$1,463,788.00	82.27%
Non-local contracts	\$315,482.00	17.73%
<b>TOTAL THIS ACTION</b>	<b>\$1,779,270.00</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
EJES Incorporated	BMDB62926Y0815	\$59,637.00	4.07%
Signature Automation	HMDB68986N0616	\$163,000.00	11.14%
GSR Andrade Architects	HMMB12941Y0617	\$39,919.00	2.73%
AACE	HMMB73535Y0516	\$37,748.00	2.58%
JQ Infrastructure, Inc.	IMDB62600Y0715	\$186,815.00	12.76%
CP&Y, Inc.	PMMB64115Y0217	\$636,964.00	43.51%
LKC-ES	WFWB66851N0417	\$339,705.00	23.21%
<b>Total Minority - Local</b>		<b>\$1,463,788.00</b>	<b>100.00%</b>

#### **Non-Local Contractors / Sub-Contractors**

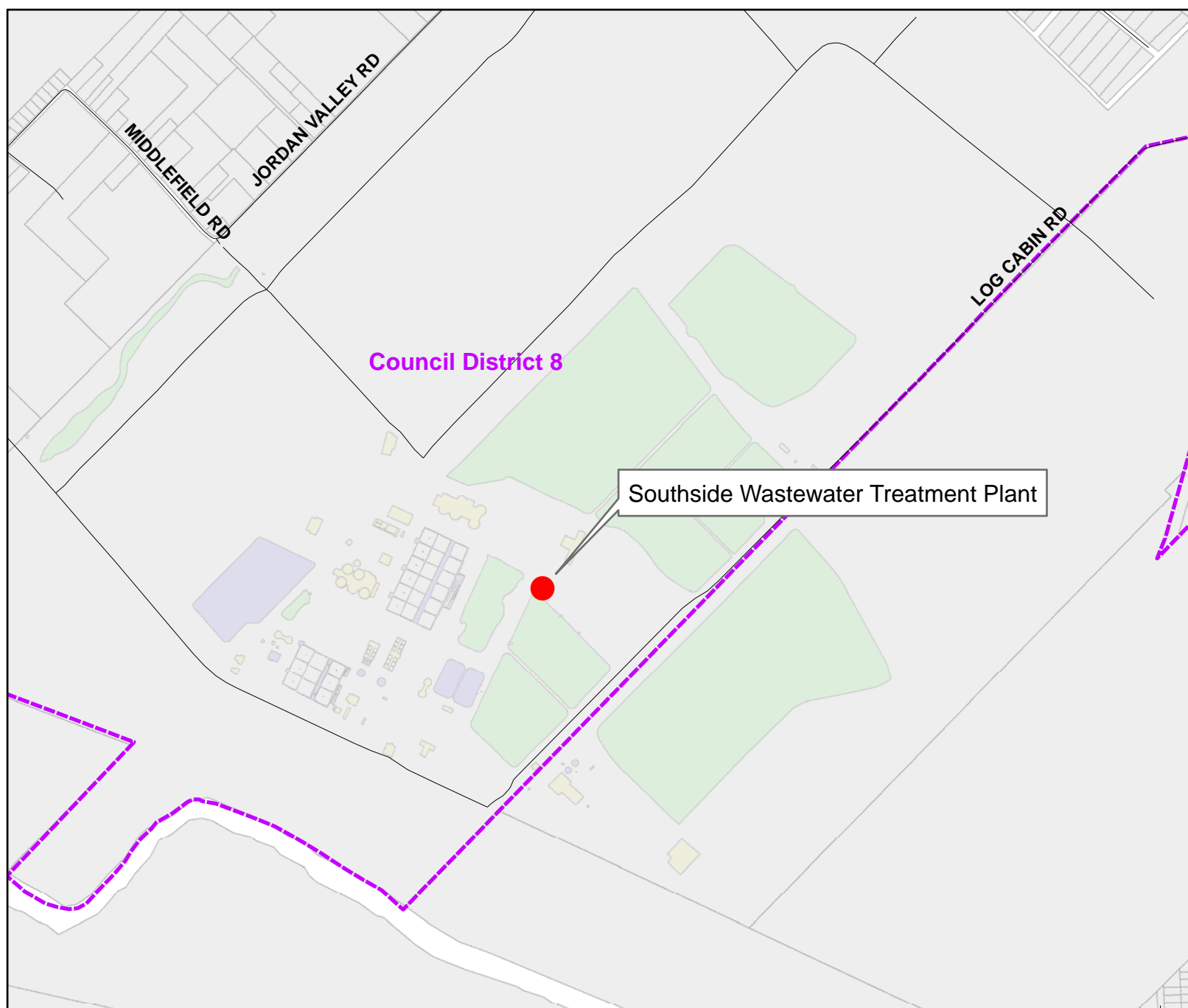
<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
TOTO Consulting, LLC	WFWB64859N0417	\$39,800.00	12.62%
<b>Total Minority - Non-local</b>		<b>\$39,800.00</b>	<b>12.62%</b>

# BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

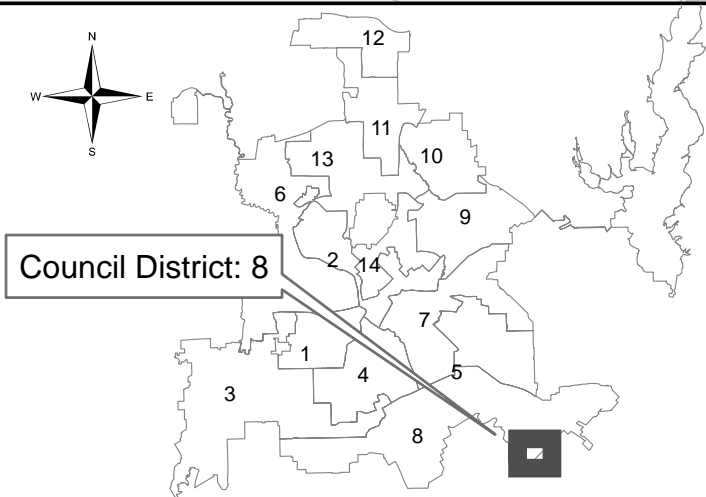
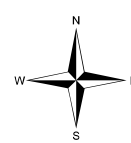
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## TOTAL M/WBE PARTICIPATION

	<u>This Action</u>		<u>Participation to Date</u>	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$59,637.00	3.35%	\$94,637.00	3.60%
Hispanic American	\$240,667.00	13.53%	\$240,667.00	9.15%
Asian American	\$823,779.00	46.30%	\$1,458,799.00	55.48%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$379,505.00	21.33%	\$379,505.00	14.43%
Total	\$1,503,588.00	84.51%	\$2,173,608.00	82.67%



Mapsc0: 79 C D



**Dallas Water Utilities  
Contract No. 13-054E, Supplemental Agreement No. 1  
Grit Removal Improvements  
Southside Wastewater Treatment Plant**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 26, 2015  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Street Services  
**CMO:** Jill A. Jordan, P.E., 670-5299  
**MAPSCO:** N/A

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**SUBJECT**

A public hearing to receive comments regarding an amendment to Chapter 51A, Section 51A-9.401 of the Dallas Development Code to reduce the petition area from 900 feet to: 70 closest lots, or 900 feet; whichever is closest to the intersection at issue; for a four-way/all-way stop on a residential intersection; and, at the close of the hearing, consideration of an ordinance authorizing the change - Financing: No cost consideration to the City

Recommendation of Staff and CPC: Denial  
DCA145-001

**BACKGROUND**

Four-way/All-way stops in the City of Dallas can be installed in two ways: 1) Based on a Warrant Analysis - A Warrant Analysis is a technical study in which traffic data e.g., traffic volumes, speed, accident history, sight distance, geometrics etc., is analyzed to determine if established technical criteria for installation of a four-way/all-way stop control are met. If it is determined that a stop is warranted, the stop signs are installed; or 2) Based on a petition process per Chapter 51A, Division 51A-9.400 of the Dallas City Code for residential intersections. Per section 51A-9.401 of the Dallas City Code, a petition for a four-way/all-way stop on a residential intersection should be supported by at least two-thirds of the owners or tenants residing within 900 feet of the intersection at issue.

A potential amendment to reduce the petition distance to 300 feet was presented to the Public Safety Committee (PSC) on June 23, 2014, which recommended that it be presented to the Dallas City Council for discussion. Since this matter falls under the purview of the City Plan Commission (CPC), the amendment was presented to the CPC at its December 4, 2014, and January 22, 2015 meetings. CPC voted to keep the petition distance at 900 feet. At its May 26, 2015 meeting, the PSC proposed an alternate amendment for Council Consideration – to revise 900 feet petition distance to: 70 closest lots from the intersection at issue.



**BACKGROUND** (Continued)

The City Council was briefed on the potential amendment on June 24, 2015. The Council modified the petition distance to: 70 closest lots, or 900 feet; whichever is closest to the intersection at issue.

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

On June 23, 2014, a briefing was provided to the Public Safety Committee.

On December 4, 2014 and January 22, 2015, an amendment was presented to the City Plan Commission.

On May 26, 2015, the Public Safety Committee proposed an alternate amendment for Council consideration.

On June 24, 2015, the City Council was briefed.

**THE HONORABLE MAYOR AND CITY COUNCIL      WEDNESDAY, August 26, 2015**

**ACM: Jill A. Jordan, P.E.**

**FILE NUMBER:** DCA145-001

**DATE INITIATED:** October 13, 2014

**TOPIC:** A potential amendment to the Dallas Development Code, Chapter 51A, Section 51A-9.401 for four-way/all-way stop signs

**COUNCIL DISTRICT:** All

**CENSUS TRACT:** All

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**PROPOSAL:**

Consideration of an amendment to Chapter 51A, Section 51A-9.401 of the Dallas Development Code, to reduce the petition area from 900 feet to: 70 closest lots, or 900 feet; whichever is closest to the intersection at issue; for a four-way/all-way stop on a residential intersection.

**SUMMARY:**

Section 51A-9.401 of the Dallas City Code requires that a petition for a four-way/all-way stop on a residential intersection should be supported by at least two-thirds of the owners or tenants residing within 900 feet of the intersection at issue. The potential amendment would reduce the 900 feet requirement to the 70 closest lots, or 900 feet; whichever is closest to the intersection at issue.

In June 2014, the Public Safety Committee (PSC) had proposed that the City Council discuss reducing the petition distance to 300 feet. In January 2015, the City Plan Commission (CPC) voted to keep the petition area unchanged. In May 2015, PSC recommended the current amendment for discussion by City Council. The City Council was briefed on this amendment in June, 2015.

**PUBLIC SAFETY COMMITTEE:** Full Council Discussion of Proposed Amendment

**CPC RECOMMENDATION:** Denial

**STAFF RECOMMENDATION:** Denial

**BACKGROUND INFORMATION:**

Four-way/All-way stops in the City of Dallas can be installed in two ways:

- Based on a Warrant Analysis - A Warrant Analysis is a technical study in which traffic data e.g. traffic volumes; speed; accident history; sight distance, geometrics etc. is analyzed to determine if established technical criteria for installation of a four-way/all-way stop control are met – if it is determined that a stop is warranted, the stop signs are installed
- Based on a petition process per Chapter 51A, Division 51A-9.400 of Dallas City Code for residential intersections. Per section 51A-9.401 of the Dallas City Code, a petition for a four-way/all-way stop on a residential intersection should be supported by at least two-thirds of the owners or tenants residing within 900 feet of the intersection at issue
- A potential amendment to reduce the petition distance to 300 feet was presented to the Public Safety Committee on June 23, 2014, which recommended that it be presented to the Dallas City Council for discussion
- Since this matter falls under the preview of the City Plan Commission (CPC), staff presented the amendment was presented to the CPC at its December 4, 2014 and January 22, 2015 meetings. CPC voted to keep the petition distance at 900 feet
- At its May 26, 2015 meeting, the PSC proposed an alternate amendment for Council Consideration – to revise 900 feet petition distance to: 70 closest lots from the intersection at issue
- The City Council was briefed on the potential amendment on June 24, 2015. The Council modified the petition distance to: 70 closest lots, or 900 feet; whichever is closest to the intersection at issue

ORDINANCE NO. \_

An ordinance amending Chapter 51A, "Dallas Development Code: Ordinance No. 19455, as amended," of the Dallas City Code by amending Section 51A-9.401; amending the petition process for four-way/all-way stop sign requests at residential intersections; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to the Dallas City Code; Now, Therefore,

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

SECTION 1. That Subsection (a), "Prerequisites for Accepting an Application," of Section 51A-9.401, "Application," of Division 51A-9.400, "Four-Way/All-Way Stop Controls at Residential Intersections" of Article IX, "Thoroughfares," of Chapter 51A, "Dallas Development Code: Ordinance No. 19455, as amended," of the Dallas City Code is amended to read as follows:

"(a) Prerequisites for accepting an application. An application for installation or removal of four-way/all-way stop controls at residential intersections must be filed with the traffic engineer. The traffic engineer shall not accept an application unless it has the support of at least two-thirds of 70 of the closest [the] owners or tenants residing within 900 feet of the intersection at issue. If fewer than 70 owners or tenants reside with 900 feet of the intersection at issue, an application must have the support of at least two-thirds of 100 percent of the owners or tenants within the 900 foot radius. Owners or tenants residing within 900 feet of the intersection at issue but across a thoroughfare, flood plain, or waterway are not counted unless a bridge connects the neighborhood in question to the owners or tenants residing on the other side of the flood plain or waterway."

SECTION 2. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000. SECTION 3. That Chapter 51A of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 4. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 5. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

WARREN M.S. ERNST, City Attorney

By \_\_\_\_\_

Assistant City Attorney

Passed \_\_\_\_\_

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 26, 2015

**COUNCIL DISTRICT(S):** All

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

**CMO:** Mark McDaniel, 670-3256  
Jill A. Jordan, P.E., 670-5299

**MAPSCO:** N/A

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## **SUBJECT**

Authorize **(1)** acceptance of a donation from The Trinity Trust in the amount of \$650,000, for a portion of the City's cost share for the Dallas Floodway Extension Project joint use maintenance trails; **(2)** authorize an increase in appropriations in the amount of \$650,000 for the Dallas Floodway Extension; and **(3)** authorize disbursement of funds to the U. S. Army Corps of Engineers for the City's cost share for repair of erosion at I-45 and the Trinity River and joint use maintenance trails from I-20 to Cedar Creek in the Dallas Floodway Extension - Not to Exceed \$6,085,000 - Financing: 1998 Bond Funds (\$2,625,000), 2003 Bond Funds (\$370,000), 2006 Bond Funds (\$271,715), 2012 Bond Funds (\$88,285), Stormwater Drainage Management Capital Construction Funds (\$2,080,000) and Private Funds (\$650,000)

## **BACKGROUND**

The Dallas Floodway Extension (DFE) project was authorized by Congress in Section 301 of the Rivers and Harbors Act of 1965. The authorized project was principally a system of levees, stretching over 22 miles within the southern Trinity River Corridor, to provide for Standard Project Flood protection. The authorized project was not built due to lack of full local sponsor support for the project, including navigation initiatives for the Trinity River. Following major flooding of the Trinity River in 1989, 1990 and 1991 that impacted homes and businesses along the southern Trinity River Corridor, the City proceeded with advancing construction of the Rochester and Central Wastewater Treatment Plant levees. Additionally, the City partnered with the U.S. Army Corps of Engineers (Corps) to re-initiate the DFE study.

**BACKGROUND (Continued)**

As part of these efforts to study the DFE, congressional legislation in the Water Resources Development Act of 1996 established that \$22,200,000 for portions of the City's levee construction will be credited as part of the City's project cost sharing for construction of the DFE project. The Water Resources Development Act of 1999 provided Congressional legislation added environmental restoration and recreation as project components to the original 1965 project authorizing language. The Corps completed the Final Environmental Impact Statement in December 1999. The project cooperation agreement executed between the Corps and the City on December 14, 2001 outlined the project components and cost share requirements. To date, the Corps has received \$84,700,000 in federal funds to complete the design and construction of the Lower Chain of Wetlands (in service) and Upper Chain of Wetlands (under construction), ongoing tree and wetlands plantings throughout the mitigation lands, preliminary design of the Lamar Levee and extension of the Rochester Levee and the joint use maintenance trails from IH-20 to Cedar Creek.

In March 2015, the Corps proceeded with requesting additional funds for the DFE project as part of a call for projects through their budget process resulting in additional federal funding of approximately \$7,000,000. The additional funds address the current erosion at IH-45 and the Trinity River, which compromises the river channel as well as the Lower Chain of Wetlands. Funds were also allocated to complete the joint use maintenance trails that were planned from IH-20 to Cedar Creek near Moore Park. The Transportation and Trinity River Corridor Council Committee was briefed on the path forward and the City's obligations for cost participation should these projects receive federal funding.

In June 2015, the Corps notified the City that these funds were approved and would be contracted during FY15. The City's cost share for these two projects is \$6,085,000. The Transportation and Trinity River Corridor Council Committee recommended staff proceed with allocating 1998 Proposition 11 Bond Funds originally from the Elm Fork area, 2003 Bond Program, 2012 Bond Program and Storm Drainage Funds. The Trinity Trust Foundation to date has received \$650,000 to be applied to the City's required match to complete the joint use maintenance trails. Additional private funding may be provided in the future to replenish the 1998 Bond Program funds.

This action authorizes the acceptance of a donation from the Trinity Trust in the amount of \$650,000 for the joint use maintenance trails, increases appropriations and disburse funds to the Corps for the City's cost share for repair of erosion and other improvements to the channel at IH-45 and the Trinity River near the Lower Chain of Wetlands and will complete construction of joint-use maintenance roads and trails from IH20 to Cedar Creek in the DFE.

**ESTIMATED SCHEDULE OF PROJECT**

Construction will be performed by the Corps.

Anticipated Schedule:

Begin Construction            September 2015

Complete Construction       September 2017

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

Authorized execution of the Project Cooperation Agreement between the City of Dallas and the U.S. Army Corps of Engineers for construction of the DFE Project on December 12, 2001, by Resolution No. 01-3720.

Briefed the Transportation and Trinity River Project Committee on June 8, 2015.

Briefed the Transportation and Trinity River Project Committee on June 15, 2015.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 24, 2015.

**FISCAL INFORMATION**

1998 Bond Funds - \$2,625,000

2003 Bond Funds - \$370,000

2006 Bond Funds - \$271,715

2012 Bond Funds - \$88,286

Stormwater Drainage Management Capital Construction Funds - \$2,080,000

Private Funds - \$650,000



August 26, 2015

**WHEREAS**, the Dallas Floodway Extension (DFE) Project represents a portion of a project that was authorized by Congress for construction in 1965; the Congressional authorization for the project was amended by Section 356 of the Water Resources Development Act of 1999 to include environmental restoration and recreation as project purposes; and,

**WHEREAS**, Congressional language in Section 351 of the Water Resources Development Act of 1996 established that the cost of \$22,200,000 for portions of the City's levee construction compatible with the DFE project will be credited back to the City as part of the project cost sharing during construction; and,

**WHEREAS**, the U.S. Army Corps of Engineers (Corps) produced a Final Environmental Impact Statement (EIS) in February 1999 for the DFE project, which received final approval in December 1999; and,

**WHEREAS**, the DFE project will consist of a Cadillac Heights Levee, Lamar Levee, a Chain of Wetlands, a river realignment at IH-45, environmental restoration features incorporated into the Chain of Wetlands, recreation features that include over 30 miles of joint use maintenance trails, and an environmental mitigation plan that includes preservation of about 1,179 acres of forest, which would augment the establishment of the Great Trinity Forest; and,

**WHEREAS**, the DFE project will restore Standard Project Flood (SPF) protection to the downtown Dallas vicinity and extend this level of protection (800-year) to Cadillac Heights, Lamar area, and Rochester Park; and,

**WHEREAS**, the City and the Corps entered into a Project Cooperation Agreement (PCA) for the DFE on December 12, 2001, by Resolution No. 01-3720; and,

**WHEREAS**, the Corps has received \$84,700,000 to date in federal funds to complete the design and construction of the Lower Chain of Wetlands (in service) and Upper Chain of Wetlands (under construction), ongoing tree and wetlands plantings throughout the mitigation lands, preliminary design of the Lamar Levee and extension of the Rochester Levee and the joint use maintenance trails from IH-20 to Cedar Creek; and,

**WHEREAS**, the Corps has received additional funding for the DFE project to complete construction activities to address current erosion at IH-45 and the Trinity River which compromises the river channel as well as the Lower Chain of Wetlands and joint use maintenance trails that were planned from IH-20 to Cedar Creek near Moore Park in the amount of \$7,000,000;

**WHEREAS**, the City is required to provide \$6,085,000 as the cost share for these projects; and,

August 26, 2015

**WHEREAS**, funding for this cost share has been identified and recommended by the Transportation and Trinity River Corridor Project Committee to be allocated from 1998 Proposition 11 Bond Funds originally from the Elm Fork area, 2003 Bond Program, 2006 Bond Funds, 2012 Bond Program, Storm Drainage Funds and Private Funds; and,

**WHEREAS**, The Trinity Trust, to date, has received \$650,000 to be applied to the City's required match to complete the joint use maintenance trails with the goal that additional private funding that may be provided in the future will replenish the 1998 Bond Program funds; and,

**WHEREAS**, it is now necessary to authorize the acceptance of a donation from the Trinity Trust in the amount of \$650,000 for the joint use maintenance trails, increase appropriations and disburse funds to the Corps for the City's cost share for repair of erosion and other improvements to the channel at IH-45 and the Trinity River near the Lower Chain of Wetlands and complete construction of joint-use maintenance roads and trails from IH-20 to Cedar Creek in the DFE.

**NOW, THEREFORE,**

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

**Section 1.** That the City Manager is hereby authorized to accept the donation from The Trinity Trust.

**Section 2.** That the Chief Financial Officer is hereby authorized to receive and deposit funds from The Trinity Trust in an amount not to exceed \$650,000 in the Trinity Trust Foundation - Dallas Floodway Extension Fund, Fund DL04, Dept. TWM, Unit 5804, Act. TTFF, Revenue Source 8411.

**Section 3.** That the City Manager is hereby authorized to establish appropriations in an amount not to exceed \$650,000 in the Trinity Trust Foundation - Dallas Floodway Extension Fund, Fund DL04, Dept. TWM, Unit 5804, Obj. 4599.

**Section 4.** The Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Trinity River Corridor Project Fund	
Fund 6P14, Agency TWM, Unit N964, Act. TRPP	
Object 4599, Program #PB98N964, CT PBW12S619K1	
Vendor #352290, in an amount not to exceed	\$2,625,000.00

August 26, 2015

Street and Transportation Improvements Fund Fund 5R22, Agency PBW, Unit W024, Act. HIBT Object 4599, Program #PB03W024, CT PBW12S619K1 Vendor #352290, in an amount not to exceed	\$ 370,000.00
Street and Transportation Improvements Fund Fund 2T22, Agency PBW, Unit S619, Act. HIBT Object 4599, Program #PB12S619, CT PBW12S619K1 Vendor #352290, in an amount not to exceed	\$ 271,714.61
Street and Transportation Improvement Fund Fund 2U22, Agency PBW, Unit S619, Act. HIBT Object 4599, Program #PB12S619, CT PBW12S619K1 Vendor #352290, in an amount not to exceed	\$ 88,285.39
Stormwater Drainage Management Capital Construction Fund Fund 0063, Agency SDM, Unit P875, Act. SD01 Object 4599, Program #SDM0004, CT PBW12S619K1 Vendor #352290, in an amount not to exceed	\$2,080,000.00
Trinity Trust Foundation - Dallas Floodway Extension Fund Fund DL04, Agency TWM, Unit 5804, Act. TTFF Object 4599, Program #TWMDL5804, CT PBW12S619K1 Vendor #35229, in an amount not to exceed	<u>\$ 650,000.00</u>
Total amount not to exceed	\$6,085,000.00

**Section 5.** 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.

# Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Upcoming Agenda Item on the September 9, 2015 Council Agenda – A Thoroughfare Plan Amendment for Community Drive from Denton Drive to Larga Drive**

The Planning and Neighborhood Vitality Department is processing an amendment to the Thoroughfare Plan to change the dimensional classification of Community Drive from Denton Drive to Larga Drive. The City of Dallas is designing a sustainable street that places emphasis on creating a complete multi-modal street system that facilitates walking, bicycling, and automobile use. The new design will improve connectivity for pedestrians and bicyclists to the DART Bachman Station and the surrounding development. Staff has determined that a reduction in the number of travel lanes is appropriate and the proposed cross section can accommodate both existing and projected traffic volumes.

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

A handwritten signature in black ink that reads "Theresa O'Donnell".

Theresa O'Donnell  
Chief Planning Officer

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, First Assistant City Manager

Eric D. Campbell, Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

# Memorandum



CITY OF DALLAS

DATE August 21, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Upcoming Agenda Items on the September 9, 2015 Council Agenda – Lake Ray Hubbard Franchise Agreement and Interlocal Agreement for Southwest Pipeline Project**

The first item will authorize a five-year franchise agreement, with a five-year renewal option, between the City of Rockwall and Core Adventures Sports, for stand up paddleboard lessons, retail and rental services within the take line area at The Harbor of Rockwall, Texas, on Lake Ray Hubbard. Dallas owns the lake area and authorizes concessions and other forms of recreational development such as marinas, boat ramps, parks and golf courses to be developed on the take line area and the lake surface. Dallas, under the terms of an Interlocal Agreement with the City of Rockwall dated January 22, 2001, has leased the lake take line area of Lake Ray Hubbard within the City limits of Rockwall to Rockwall, and authorized Rockwall to sublease the property and permit commercial activities on the property conditioned on Dallas receiving a share in the revenues from the new commercial activities. The estimated annual revenue is expected to be \$1500.

The second item will authorize an Interlocal Agreement with the City of Duncanville and the City of Hutchins to allow the City of Dallas to construct, own, and operate a 96-inch and 120-inch water transmission main within the corporate limits of Duncanville and Hutchins. The water transmission main will convey treated water from the Eastside Water Treatment Plant to the south and southwestern portions of Dallas and its customer cities. The main is needed to meet increasing water demands associated with population growth as determined through master planning efforts. Interlocal Agreements with the City of Lancaster, the City of DeSoto, and the City of Cedar Hill were approved by the Dallas City Council on October 22, 2014. Agreements with the remaining cities within the pipeline route are being negotiated and will be presented to the City Council for approval at a future date.

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

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel  
Assistant City Manager

c: The 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  
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Jill A. Jordan, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Council Office