

RECEIVED

City of Dallas

Public Notice

2021 FEB 19 PM 04:56

CITY SECRETARY
DALLAS, TEXAS

*1500 Marilla Street
Dallas, Texas 75201*

2 1 0 188

POSTED CITY SECRETARY
DALLAS, TX



Transportation and Infrastructure Committee

February 23, 2021

1:00 PM

REVISED

The Transportation and Infrastructure Committee meeting will be held by videoconference. The meeting will broadcast live on Spectrum Ch. 16, Frontier Ch. 47, AT&T U-Verse Ch. 99 and online at bit.ly/cityofdallastv.

The public may also listen to the meeting as an attendee at the following videoconference link:
<https://dallascityhall.webex.com/dallascityhall/onstage/g.php?MTID=eaf58e894a3d104a18d8652c0e94f556d>

2021 CITY COUNCIL APPOINTMENTS

| COUNCIL COMMITTEE | |
|--|--|
| ECONOMIC DEVELOPMENT Atkins (C), Blewett (VC), Gates, McGough, Narvaez, Resendez, West | ENVIRONMENT AND SUSTAINABILITY Narvaez (C), West (VC), Atkins, Blackmon, Gates |
| GOVERNMENT PERFORMANCE AND FINANCIAL MANAGEMENT Mendelsohn (C), Gates (VC), Bazaldua, McGough, Thomas | HOUSING AND HOMELESSNESS SOLUTIONS We, Thomas (C), Mendelsohn (VC), Arnold, Blackmon, Kleinman, Resendez, West |
| PUBLIC SAFETY Gates (C), Kleinman (VC), Arnold, Bazaldua, Blewett, McGough, Medrano, Mendelsohn, Thomas | QUALITY OF LIFE, ARTS, AND CULTURE Medrano (C), Atkins (VC), Arnold, Blewett, Narvaez |
| TRANSPORTATION AND INFRASTRUCTURE McGough (C), Medrano (VC), Atkins, Bazaldua, Kleinman, Mendelsohn, West | WORKFORCE, EDUCATION, AND EQUITY Thomas (C), Resendez (VC), Blackmon, Kleinman, Medrano |
| AD HOC JUDICIAL NOMINATING COMMITTEE McGough (C), Blewett, Mendelsohn, Narvaez, West | AD HOC LEGISLATIVE AFFAIRS Kleinman(C), Mendelsohn (VC), Atkins, Gates, McGough |
| AD HOC COMMITTEE ON COVID-19 RECOVERY AND ASSISTANCE Thomas (C), Atkins, Blewett, Gates, Mendelsohn, Narvaez, Resendez | |

(C) – Chair, (VC) – Vice Chair

Call to Order**MINUTES**

- A [21-281](#) Approval of the January 19, 2021 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

- B [21-282](#) Approval of the February 4, 2021 Special Called Joint Meeting of Government Performance and Financial Management Committee and Transportation and Infrastructure Committee

Attachments: [Minutes](#)

BRIEFING ITEMS

- C [21-285](#) City of Dallas and Regional Transportation Council (RTC) Partnership: Overview
[Michael Morris, P.E., Director of Transportation, North Central Texas Council of Government]

Attachments: [Presentation](#)

- D [21-286](#) Connect Dallas Strategic Mobility Plan Update
[Ghassan Khankarli, P.E., Interim Director, Department of Transportation]
[Kathryn Rush, Chief Transportation Planner, Department of Transportation]

Attachments: [Presentation](#)

- E [21-287](#) Dallas Streetcar Funding
[Ghassan Khankarli, P.E., Interim Director, Department of Transportation]
[Frank Honeycutt, P.E., Senior Program Manager, Department of Transportation]

Attachments: [Presentation](#)

- F [21-288](#) Paving Assessment Policy Evaluation
 [Robert M. Perez, Ph.D., Director, Department of Public Works]
 [Ali Hatefi, P.E., Assistant Director, Department of Public Works]
 [Efrain Trejo, Manager II, Department of Public Works]

Attachments: [Presentation](#)

- G [21-289](#) Department of Aviation Mobility Improvement Update
 [Mark Duebner, Director, Department of Aviation]

Attachments: [Presentation](#)

BRIEFING MEMORANDUMS

- H [21-290](#) Briefing by Memorandum: Vision Zero: Update on Action Plan
 Development
 [Majed Al-Ghafry, P.E., Assistant City Manager]

Attachments: [Memorandum](#)

- I [21-291](#) Briefing by Memorandum: Monthly Update of Public Works
 Program Performance - December 2020
 [Majed Al-Ghafry, P.E., Assistant City Manager]

Attachments: [Memorandum](#)

DISCUSSION ITEM

- J [21-357](#) Update on the City's Response to February 2021 Inclement
 Weather Emergency

- K [21-296](#) Discussion on the Ordering of a Bond Election for Transportation
 and Infrastructure to be Held in the City of Dallas on May 1, 2021

REPORT

- L [21-283](#) Interagency Transportation Report - February 2021
 [Ghassan Khankarli, P.E., Interim Director, Department of
 Transportation]

Attachments: [Report](#)

FORECAST

M [21-284](#) Committee Forecast

Attachments: [Forecast](#)

ADJOURNMENT

EXECUTIVE SESSION NOTICE

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

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-281

Item #: A

Approval of the January 19, 2021 Transportation and Infrastructure Committee Meeting Minutes

Transportation and Infrastructure Committee Meeting Record

The Transportation and Infrastructure Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the Transportation and Infrastructure Committee Coordinator at 214-671-9195.

Meeting Date: January 19, 2020

Convened: 1:01 p.m.

Adjourned: 2:23 p.m.

Committee Members Present:

Adam McGough, Chair
Adam Medrano, Vice Chair
Tennell Atkins
Adam Bazaldua
Lee Kleinman
Cara Mendelsohn
Chad West

Committee Members Absent:

N/A

Other Council Members Present:

Omar Narvaez
David Blewett

Presenters:

Deputy Mayor Pro Tem Adam McGough
Gary Thomas, President and Executive Director, DART
Kay Shelton, Interim Vice President – Capital Planning, DART
Majed Al-Ghafry, P.E., Assistant City Manager, City Manager's Office
Robert Perez, PhD., Director, Department of Public Works
Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Erick Thompson, Director, Building Services Department
Joey Zapata, Assistant City Manager, City Manager's Office

AGENDA

Call to Order (1:01 p.m.)

A. Approval of the December 3, 2020 Transportation and Infrastructure Committee Meeting Minutes

Presenter(s): Deputy Mayor Pro Tem Adam McGough, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes from the December 3, 2020 Transportation and Infrastructure Committee meeting.

Motion made by: Adam Medrano
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Adam Bazaldua
Item passed on a divided vote:
Item failed on a divided vote:

B. D2 Subway Update

Presenter(s): Gary Thomas, President and Executive Director, DART; Kay Shelton, Interim Vice President – Capital Planning, DART

Action Taken/Committee Recommendation(s): DART provided the Committee with an update on the D2 Subway project status and their efforts to further build consensus with external stakeholders. Members of the Committee and external stakeholders expressed their lack of support for the project. Staff also informed the Committee that they were not supportive of the project as there are multiple aspects of the project that have yet to be addressed by DART. Mayor Pro Tem Medrano requested the item to be postponed to a later date for further discussion. Staff stated they believe they would be ready to come back with an update in two months. Information only.

C. Discussion of committee priorities, performance measures and dashboard

Presenter(s): Deputy Mayor Pro Tem Adam McGough, Chair

Action Taken/Committee Recommendation(s): The Committee agreed with the Chair's recommendation to focus on strategic mobility as the Committee's priority. Information only.

D. Briefing by Memorandum: Monthly Update of Public Works Program Performance – November 2020

Presenter(s): Robert Perez, PhD., Director, Department of Public Works; Majed Al-Ghafry, P.E., Assistant City Manager

Action Taken/Committee Recommendation(s): Staff from the Department of Public Works provided its monthly update on programs within the department to the Committee by memorandum. Information only.

E. Briefing by Memorandum: Strategic Mobility Plan (Connect Dallas) Update

Presenter(s): Ghassan Khankarli, P.E., Interim Director, Department of Transportation; Majed Al-Ghafry, P.E., Assistant City Manager

Action Taken/Committee Recommendation(s): Staff from the Department of Transportation provided an update to the Committee on their progress with the development of the Connect Dallas Strategic Mobility Plan. Staff informed the Committee that the public comment was open and available online. The Committee requested staff provide flyers that can be shared with their residents to increase participation during the public comment period. Information only.

F. Briefing by Memorandum: Upcoming Building Services Department Agenda Items for Structural Repairs at Fire Station 30

Presenter(s): Errick Thompson, Director, Building Services Department; Joey Zapata, Assistant City Manager

Action Taken/Committee Recommendation(s): This item was briefed by memorandum. The Committee asked questions about Fire Station 30 such as the age of the station and if there was an opportunity to utilize the warranties to save costs. The Committee asked staff to provide follow-up information regarding the warranties. Information only.

G. Interagency Transportation Report – January 2021

Presenter(s): Ghassan Khankarli, P.E., Interim Director, Department of Transportation

Action Taken/Committee Recommendation(s): Information only.

H. Committee Forecast

Action Taken/Committee Recommendation(s): Information only.

Adjourn (2:23 p.m.)

APPROVED BY:

ATTESTED BY:

Adam McGough, Chair
Transportation & Infrastructure Committee

Arnelle Woods, Coordinator
Transportation & Infrastructure Committee



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-282

Item #: B

Approval of the February 4, 2021 Special Called Joint Meeting of Government Performance and Financial Management Committee and Transportation and Infrastructure Committee

Special Called Joint Meeting of the Government Performance & Financial Management and Transportation & Infrastructure Committees Meeting Record

The Government Performance & Financial Management Committee and Transportation & Infrastructure Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed online at <http://dallastx.swagit.com/city-council/>

Note: This meeting was conducted via videoconference to comply with a social distancing mandate during a declared state of disaster

Meeting Date: February 4, 2021

Convened: 2:01 p.m.

Adjourned: 4:15 p.m.

GPFM Committee Members Present:

Cara Mendelsohn, Chair
 Jennifer S. Gates, Vice Chair
 Adam Bazaldua
 Adam McGough
 Casey Thomas, II

TRNI Committee Members Present:

Adam McGough, Chair
 Adam Medrano, Vice Chair
 Tennell Atkins
 Adam Bazaldua
 Lee Kleinman
 Cara Mendelsohn
 Chad West

AGENDA

CALL TO ORDER

A motion was made to appoint CM Mendelsohn as the chair of the Joint meeting. The motion passed unanimously.

Motion made by: Adam McGough

Motion seconded by: Casey Thomas

BRIEFINGS

1. Discussion regarding ordering a bond election for transportation and infrastructure to be held in the city of Dallas on May 1, 2021

Presenter(s): Chris Caso, City Attorney, Robert Perez, Director, Public Works, Majed Al-Ghafry, Assistant City Manager, and Elizabeth Reich, Chief Financial Officer

Action Taken/Committee Recommendation(s): The committee discussed ordering a bond election for streets and traffic signals to be held on May 1, 2021.

A motion was made to remand the item to the Transportation and Infrastructure Committee meeting on February 23, 2021. The motion passed on a divided vote of 6-3.

Motion made by: Lee Kleinman

Motion seconded by: Adam Bazaldua

| Voted in Favor | Voted Against |
|---|----------------------------|
| Medrano, Atkins, Bazaldua, Kleinman, West, Thomas | McGough, Mendelsohn, Gates |

ADJOURN

APPROVED BY:

ATTESTED BY:

ATTESTED BY:

**Cara Mendelsohn, Chair
 Government Performance & Financial
 Management Committee**

**Anne Lockyer, Coordinator
 Government Performance & Financial
 Management Committee**

**Arnelle Woods, Coordinator
 Transportation &
 Infrastructure Committee**



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-285

Item #: C

City of Dallas and Regional Transportation Council (RTC) Partnership: Overview
[Michael Morris, P.E., Director of Transportation, North Central Texas Council of Government]

CITY OF DALLAS/RTC PARTNERSHIP: OVERVIEW

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

February 23, 2021



Michael Morris, P.E.
Director of Transportation
Staff Director to the RTC

OVERVIEW

Transportation Technology Projects for 2021 and Beyond

Purpose of RTC and its Legislative Focus

S.M. Wright as Regional Pilot

Transportation Solutions for Downtown Dallas

Transportation Technology Projects for 2021 and Beyond

(Pick One to Adopt) (Are They at Risk?)

- 1) Internet For All (Education, Food Deserts)
- 2) Dynamically Priced Managed Lanes (Section 2E, 5G)
- 3) High Speed Rail (Fort Worth, Arlington, Dallas, Houston)
- 4) Unmanned Aircraft System (Bell +)
- 5) Autonomous People Mover (Tarrant, Midtown Dallas)

Transportation Technology Projects for 2021 and Beyond

(Pick One to Adopt) (Are They at Risk?)

- 6) I.H.30 Next Generation Freeway Design
- 7) Toyota/GM (Hydrogen Fuel Cell/Electric)
- 8) Autonomous Heavy Duty Vehicles
- 9) Alliance Mobility Innovation Zone (BNSF, UP?)
- 10) Induction Loop in Pavement for Electric Vehicles

Purpose of Regional Transportation Council

(a Metropolitan Planning Organization under Federal Rule)

Implement Federal Process

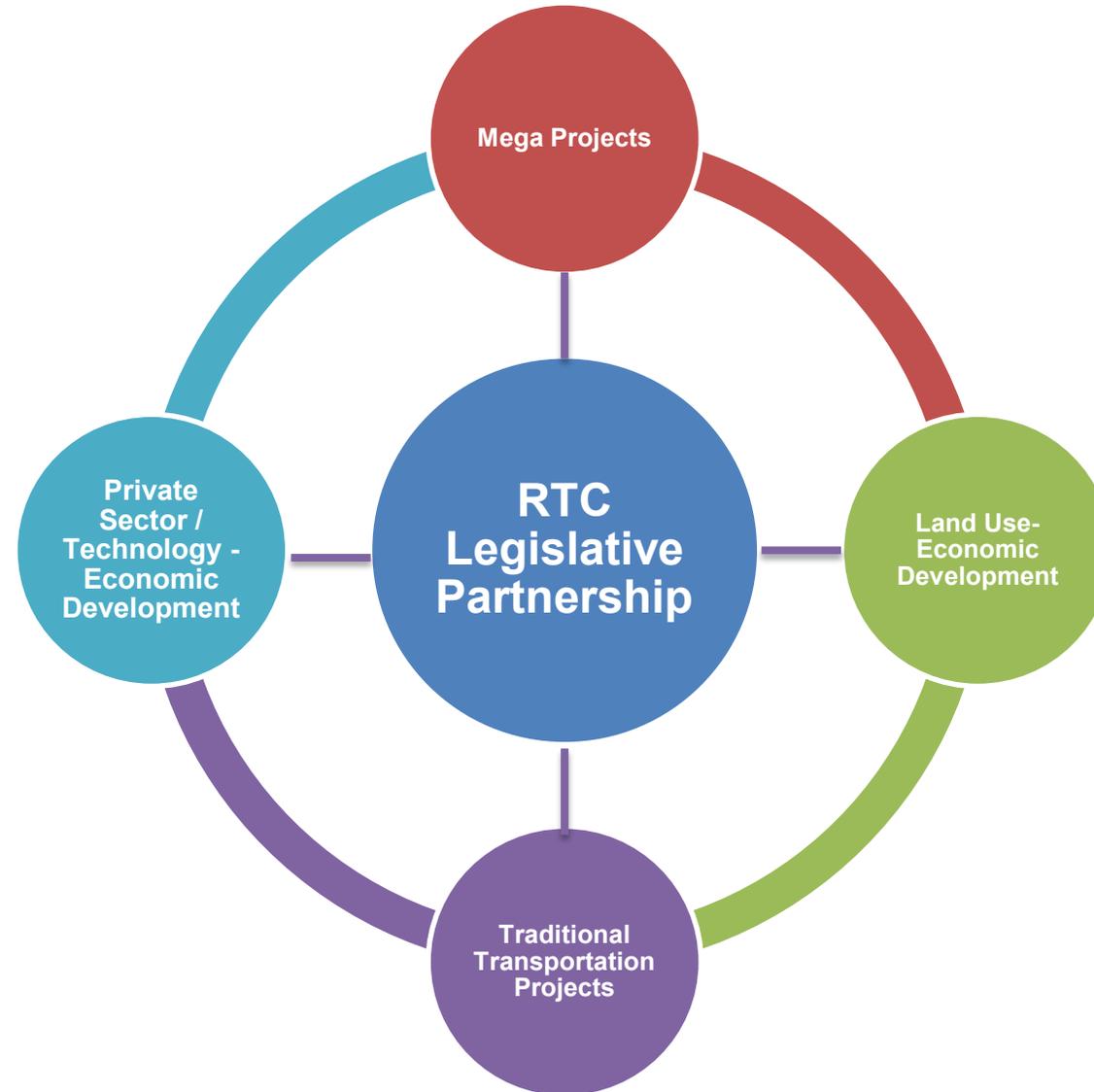
More Nimble than State DOTs

Focus on Broad Policies (e.g., Environmental Justices, Air Quality and Economic Development)

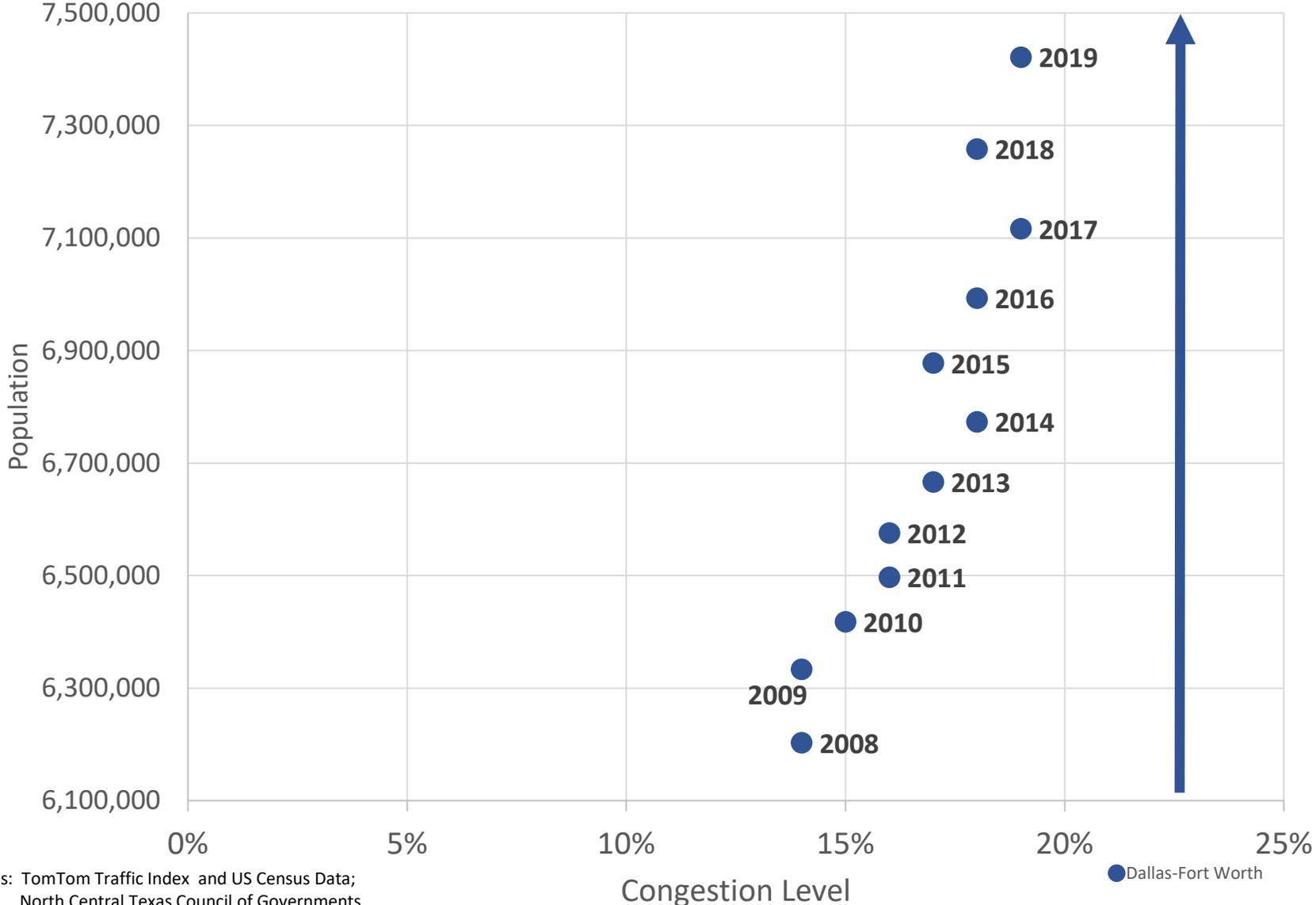
Implement Last Mile Transportation Connections

Enhance Gross Domestic Product (4 RTC Programs)

Dallas-Fort Worth Miracle: Four (RTC) Programs

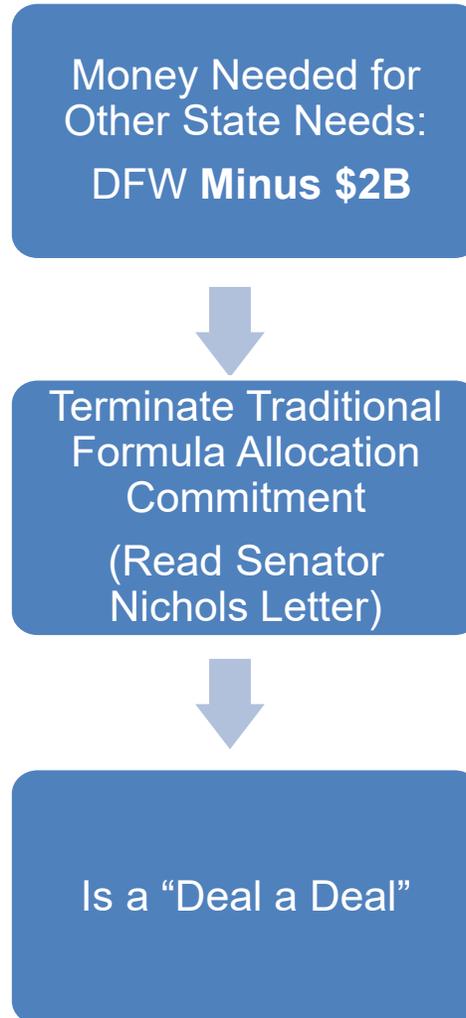


Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic Index and US Census Data;
North Central Texas Council of Governments

Basic Problem



Next Steps

RTC Support for Formula Allocation

Request a Single P3 Project

Return Citizen LIRAP Funds Being Used to Certify the Budget

Adopted a Technology Project for 2021

S.M. Wright as Regional Leader in Technology

City of Dallas – S. M. Wright Corridor

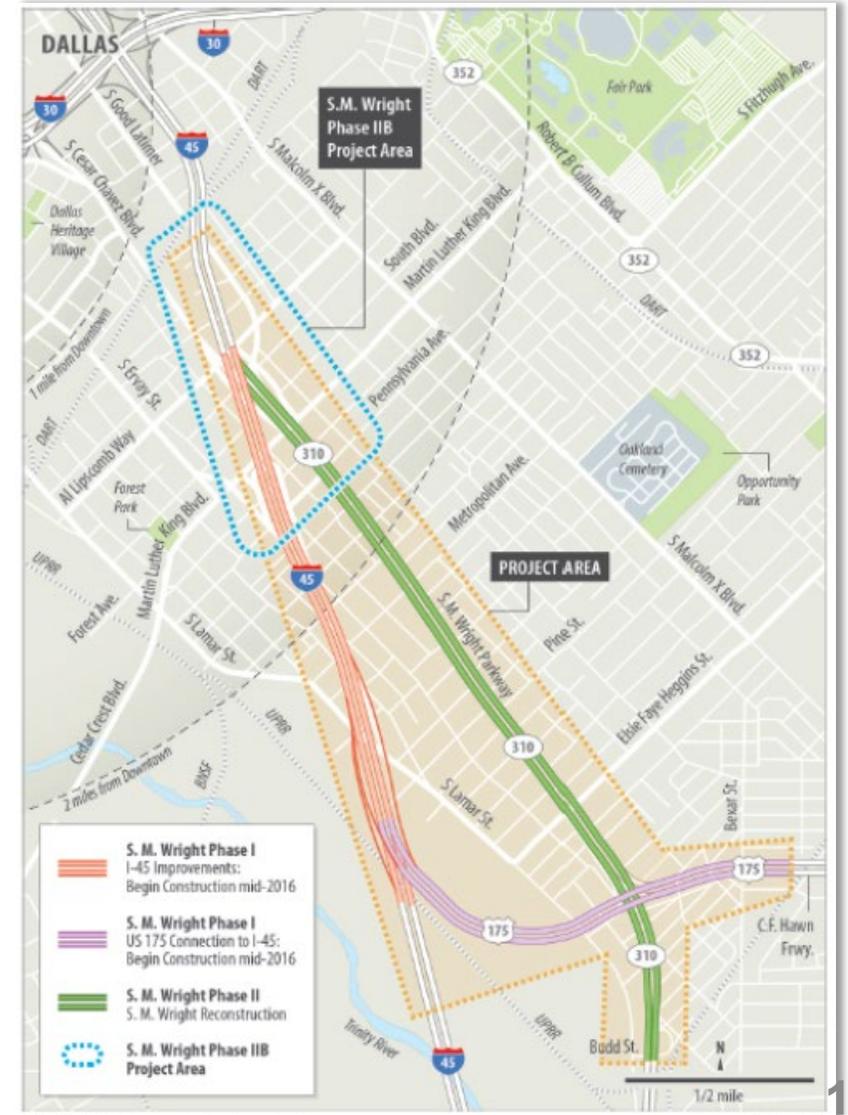
Focus:

Neighborhood Revitalization

Economic Opportunities for Disadvantaged Populations

Connected Vehicles/Freight Delivery

Pedestrian/Intersection Crossing and Safety



NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

Project Budget

| | |
|--|--------------------|
| Total | \$8,000,000 |
| Federal Share - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program | \$4,000,000 |
| Non-Federal Share – City of Dallas/NCTCOG | \$4,000,000 |

ATCMTD Grant requires a 50% non-federal match.

City of Dallas – S. M. Wright Corridor

Technology Arterial Corridor

Traffic Signal Improvements and Connectivity

Transit Improvements – Smart Shelters

Bicycle and Pedestrian Improvement and Progression

Air Quality Sensors

Broadband Communications to Community

Work Zone Management

Sidewalk Delivery Freight

City of Dallas – S. M. Wright Corridor

New Data Sources

- Construction Zone Monitoring
- Bike and Pedestrian Detection
- Traffic Signal Data
- Vehicle-Based Video/Sensors

City of Dallas

- Data for Corridor

NCTCOG

- Data for Region

Transportation Solutions for Downtown Dallas

Vision for a Potential Path Forward



The Challenges in Downtown Dallas

Multiple large infrastructure projects being developed at the same time to address different transportation needs and goals

Multiple agencies and funding sources

Loss of \$800M in Core Capacity Funds



Dallas HSR Station

D2

IH 30 Canyon

Deep Ellum Transportation Improvements

IH 345

CBD Fair Park Link

IH 30 East

Fair Park Redevelopment

I-345 Feasibility Study

PROJECT DETAILS

Limits: I-345 Feasibility Study from I-30 to Spur 366/
Woodall Rodgers Freeway

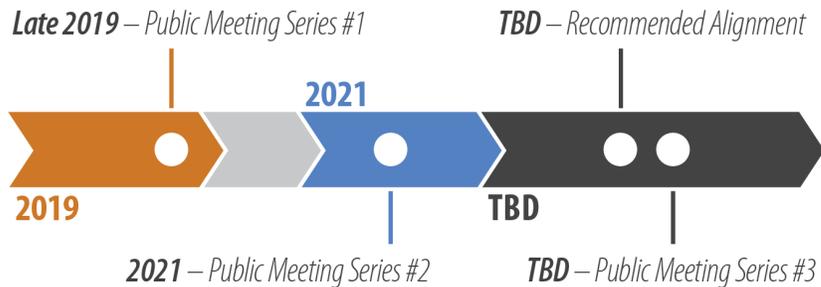
CSJ: 0092-14-094

Description: Feasibility Study

Project Let: TBD

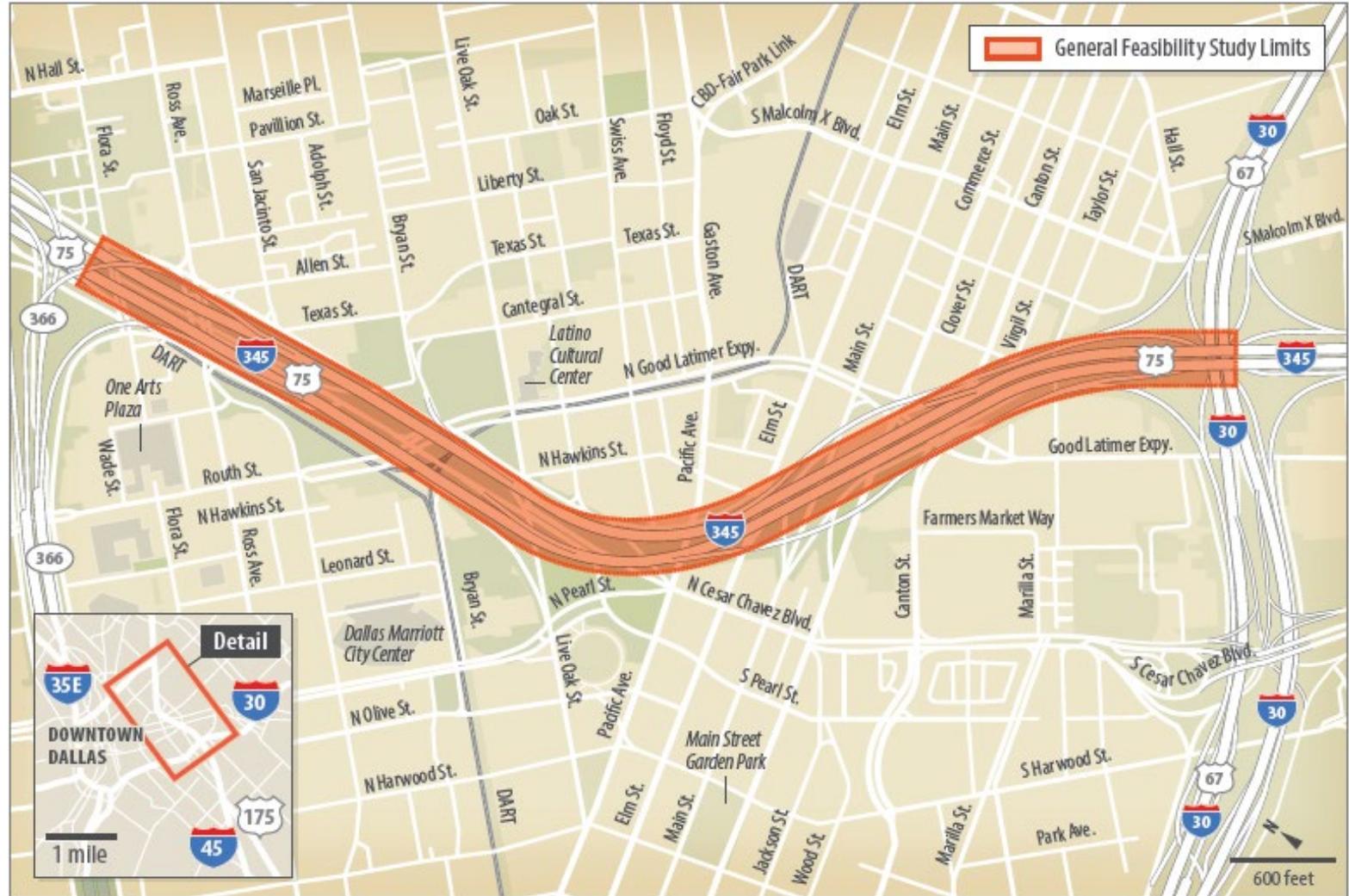
Total Length: Approximately 1.4 miles

PROJECT TIMELINE



Estimated Construction Cost: TBD

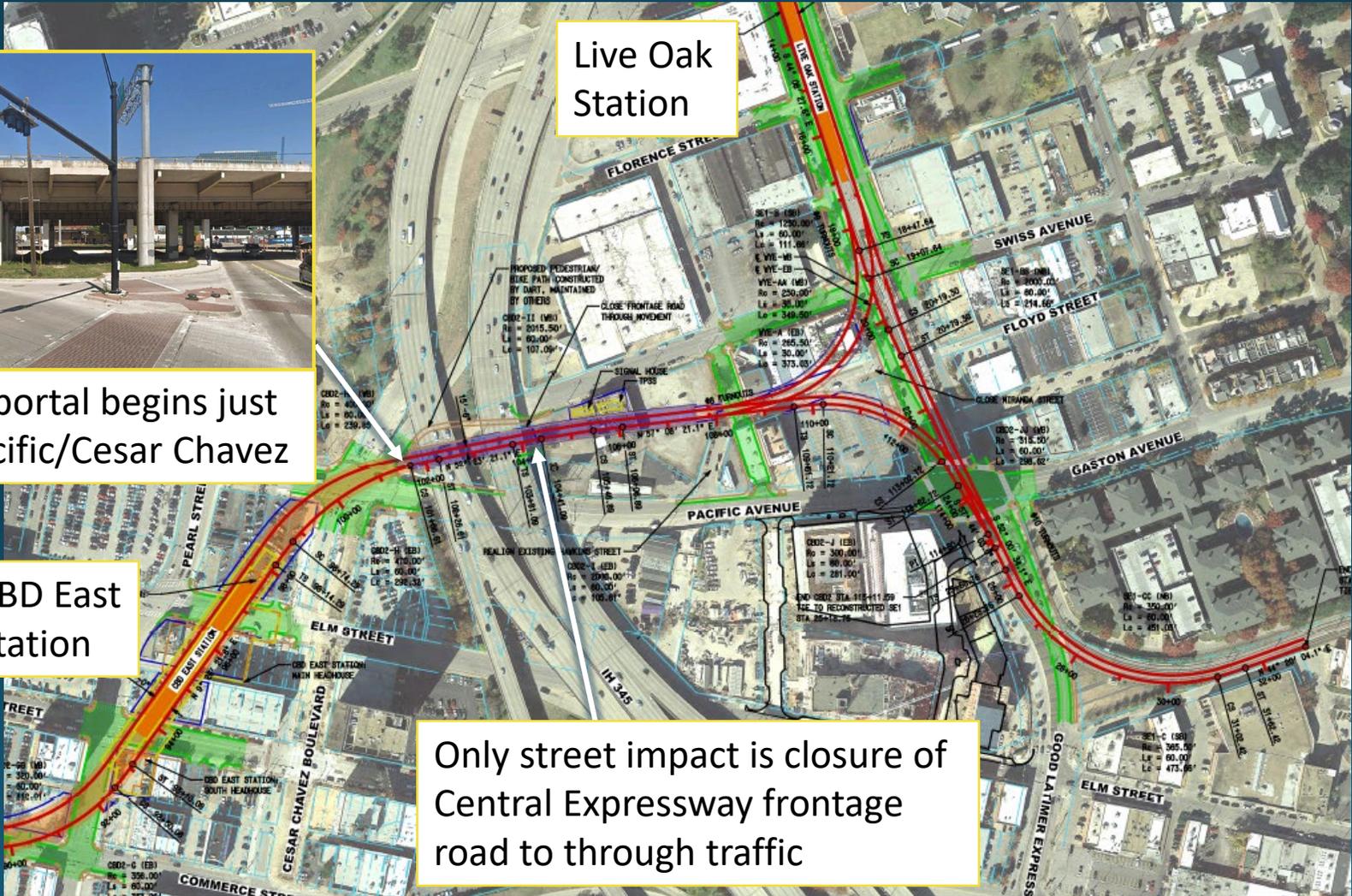
Funded Amount: TBD



D2 Project



Tunnel portal begins just past Pacific/Cesar Chavez



Live Oak Station

CBD East Station

Only street impact is closure of Central Expressway frontage road to through traffic

Other Projects and Needs near Downtown Dallas

Dallas High-Speed Station

Deep Ellum transportation improvements

CBD Fair Park Link

Fair Park Development

Riverfront Boulevard

Cadiz Street Underpass

A New Vision...Holistic Approach to Design in Downtown Dallas

Goals:

Minimize right-of-way needed, surplus parcels

Reduce “throw away” construction/reconstruction of the same section of roadway

Lessen disruption to properties, businesses and traffic during construction

Modernize access to CBD and Deep Ellum

Enhance city street grid system

Integrate technology

Leverage mitigation and opportunities for enhancements, land banking

Questions?



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-286

Item #: D

Connect Dallas Strategic Mobility Plan Update

[Ghassan Khankarli, P.E., Interim Director, Department of Transportation]

[Kathryn Rush, Chief Transportation Planner, Department of Transportation]



City of Dallas

Connect Dallas Strategic Mobility Plan Update

**Transportation and
Infrastructure Committee
February 23, 2021**

Ghassan 'Gus' Khankarli, Interim Director
Department of Transportation

Kathryn Rush, Chief Transportation Planner
Department of Transportation

Presentation Overview



- Project Background
- Public Outreach
- Identifying Our Vision
- Defining Our Strategy
 - Strategic Mobility Plan
 - Project Delivery Recommendations
 - Policy Recommendations
- Public Comment Period Results
- Next Steps
- Discussion



Background – Why do we need a plan?



- **Our needs far outweigh our resources.**
 - Pavement Maintenance: Our average pavement quality will drop to an F-grade in 5 years unless we increase spending by \$100 million/year.
 - Traffic Signals: We need to spend \$20 million more per year on traffic signals to bring them up to modern standards within 15 years.
 - Sidewalks: 2,100 miles are missing, 1,100 miles are damaged/obstructed.
- **Environmental Sustainability**: CECAP calls for the City to reduce single-occupant vehicle mode share by 17% by 2050.
- **Safety**: Traveling in Dallas is less safe than our peer cities in Texas.
- **Equity**: It is difficult for our low-income residents to travel around Dallas.
- **Economic Vitality**: Quality infrastructure is essential to maintaining and attracting businesses.



Background

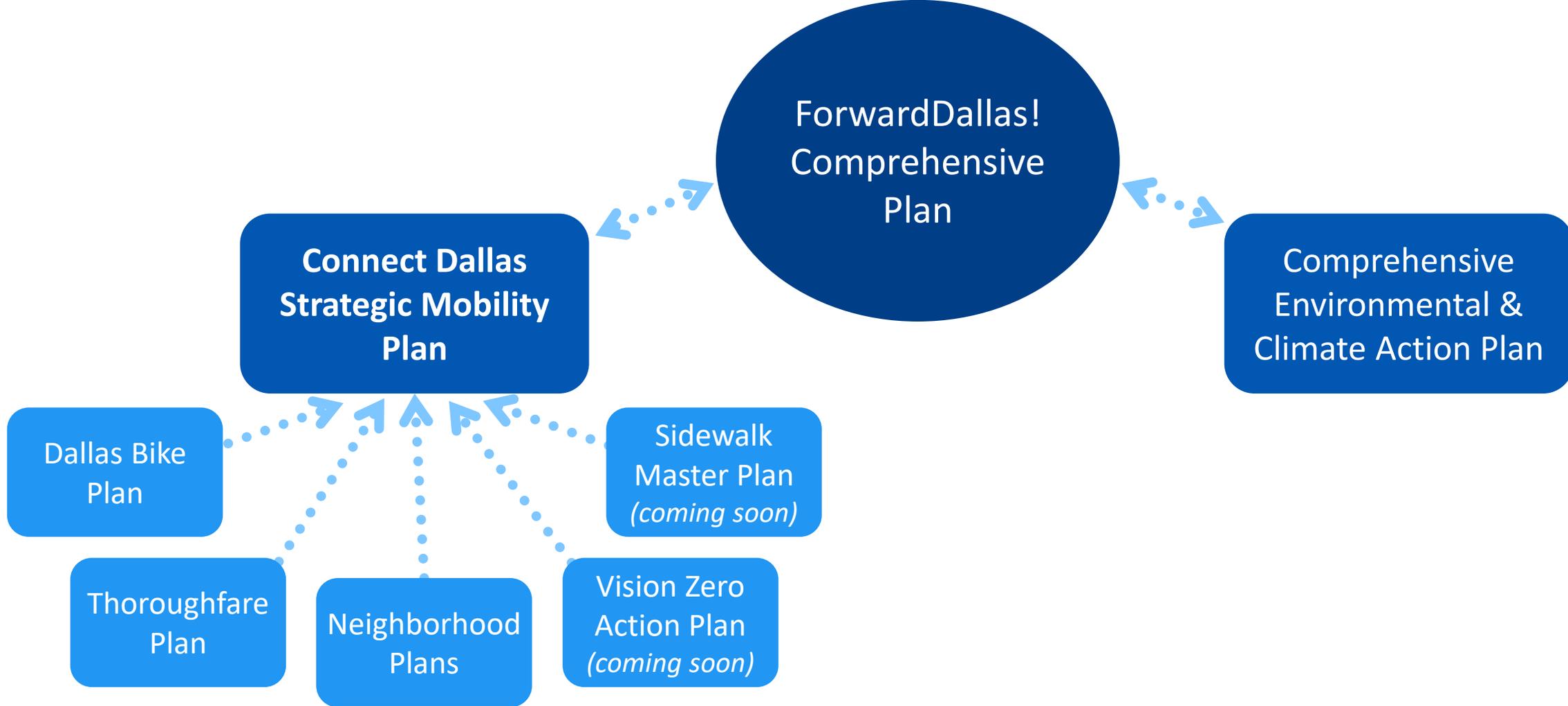


We started this process endeavoring to:

- Modernize how we prioritize transportation resources
- Create a roadmap that guides transportation planning and investments over the next 5 years
- Align transportation efforts with the City's goals
- Identify a strategy based on public input



Relationship to Other Plans



Plan Development Process



- Fall 2019 Survey (4,606 responses)
- Spring Survey (2,500 responses)
- 37 outreach events
- Mobility Fair & Symposium
- 5 Mobility Advisory Committee (MAC) meetings



What is Guiding the Plan: Driving Principles



21st Century
Challenges

Council
Priorities

DSMP Driving Principles

Safety



Sustainability



Equity



Economic Vitality



Innovation



Housing

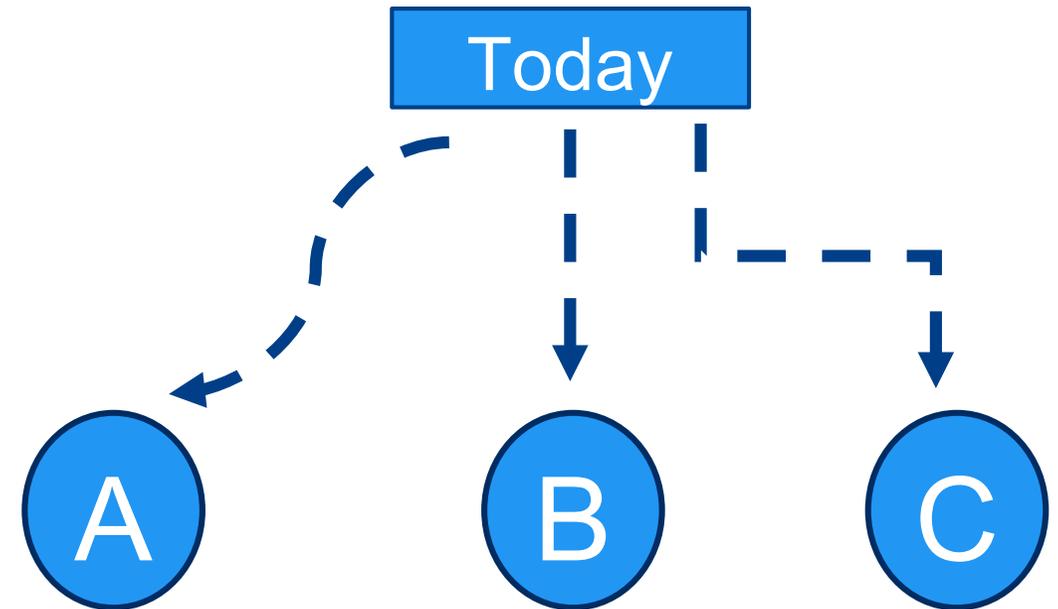


What is Guiding the Plan: Vision



We evaluated various scenarios

- Tested likely outcomes of three different scenarios (projects, policies, programs).
- Considered projects from all of our adopted plans, capital programs, and regional and state efforts.
- Evaluation metrics were developed to determine how well each scenario will advance the Driving Principles.



What is Guiding the Plan: Vision (cont.)



Scenario Report Card and Public Feedback

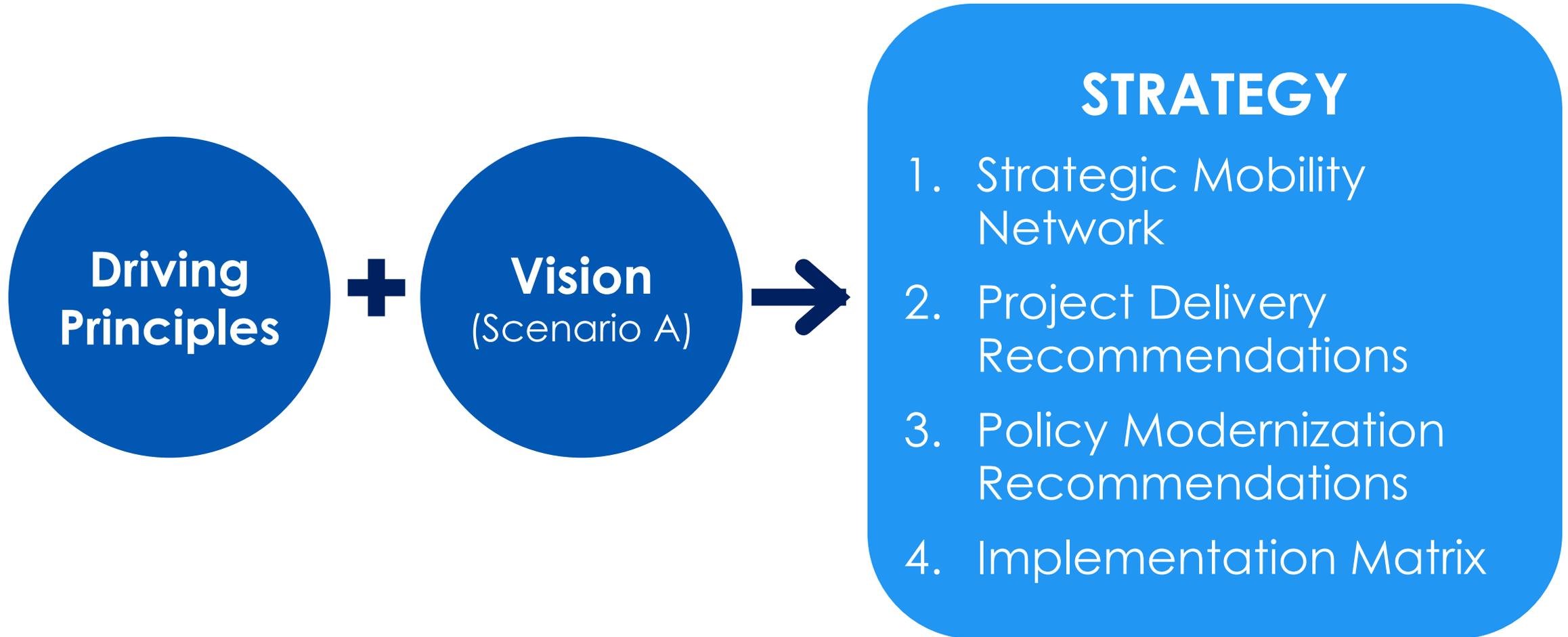
| |  |  |  |  |  |  |
|---|--|---|---|---|---|---|
| Scenario A (Compact & Connected) | BEST | BEST | BEST | BEST | MIDDLE | BEST |
| Scenario B (Business as Usual) | MIDDLE | WORST | WORST | MIDDLE | WORST | WORST |
| Scenario C (Regional Corridors) | WORST | WORST | MIDDLE | MIDDLE | BEST | MIDDLE |

| Scenario | Public Input Rate your preference for each of the scenarios (Out of 5) | Mobility Advisory Committee Which scenario do you believe should be our starting point? |
|--|---|--|
| Scenario A (Compact and Connected) | 4.28  | 83% |
| Scenario B (Business as Usual) | 2.29  | 8% |
| Scenario C (Corridor-based Growth) | 2.99  | 8% |

Transportation & Infrastructure Committee endorses **Scenario A** as the vision/preferred strategy (June 2020).



Defining Our Strategy



1. Strategic Mobility Network



The Strategic Mobility Network consists of:

- 1 a. Project Prioritization Framework
 - Broken out into Planning Areas
- 1 b. Pedestrian Priorities Framework
- 1 c. Strategic Transit Investments



1a. Project Prioritization Framework



Gather
Previously
Identified
Projects

- 2011 Bike Plan
- Dallas Trail Plan
- Thoroughfare Plan
- The 360 Plan
- Needs Inventory
- Mobility 2045

Identify
Evaluation
Metrics

- Safety
- Sustainability
- Equity
- Economic Vitality
- Housing

Score and
Rank
Projects

Top scoring
projects in each
of the 7
“planning areas.”



1a. Project Prioritization Framework (cont.)



Example: North East Planning Area

Featured Project

GASTON AVENUE TRAFFIC CALMING

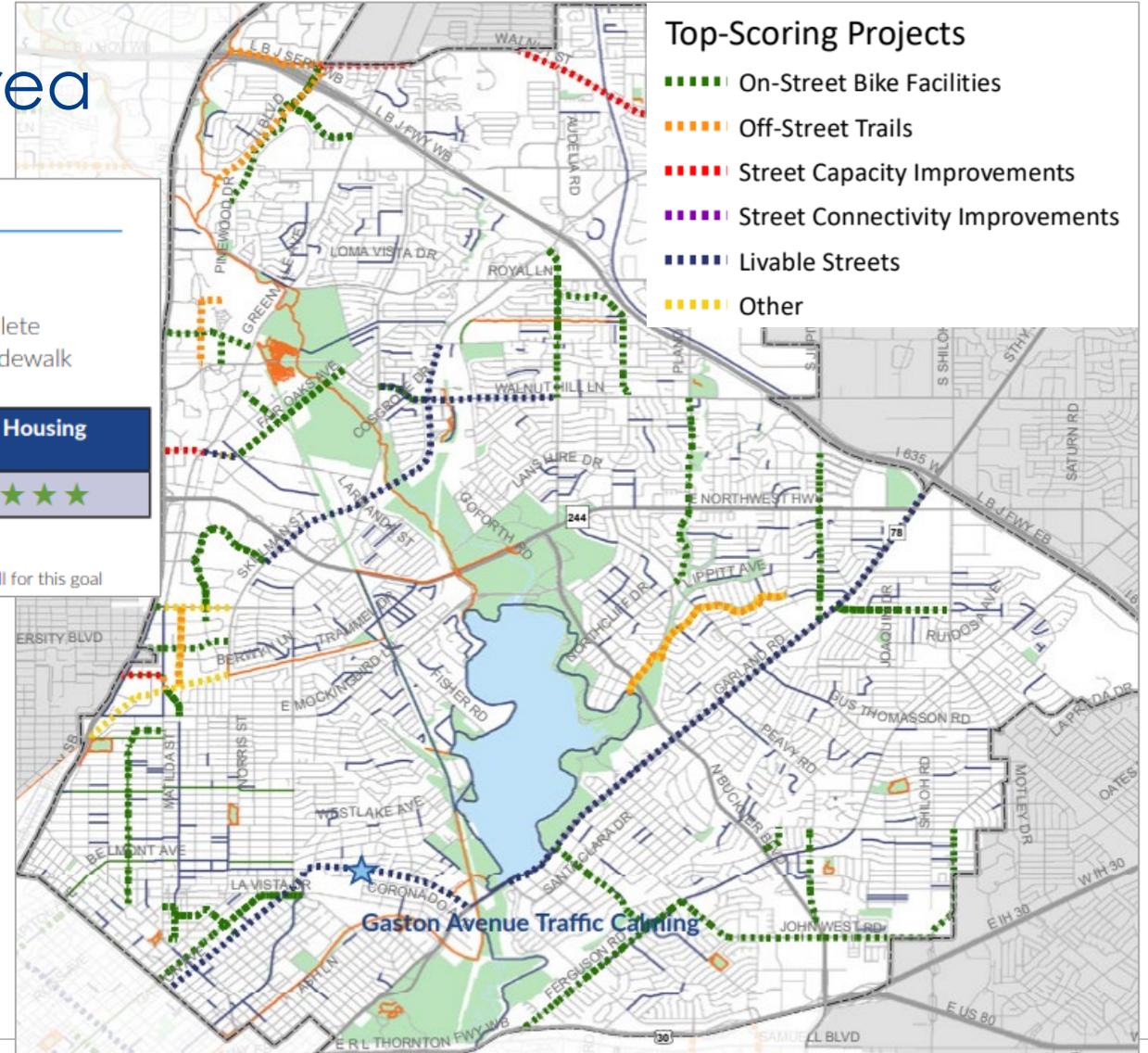
This project, recommended in the City's Needs Inventory, would implement traffic calming and complete streets improvements between downtown and Garland Road. This would include updated lighting, sidewalk improvements, and speed management.

| Total Score | Safety | Environmental Sustainability | Equity | Economic Vitality | Housing |
|-------------|--------|------------------------------|--------|-------------------|---------|
| 31/36* | ★★★ | ★★★ | ★★ | ★★ | ★★★ |

★★★ = Project scores highly for this goal ★★ = Project scores in the middle for this goal ★ = Project does not score well for this goal

Top-Scoring Projects

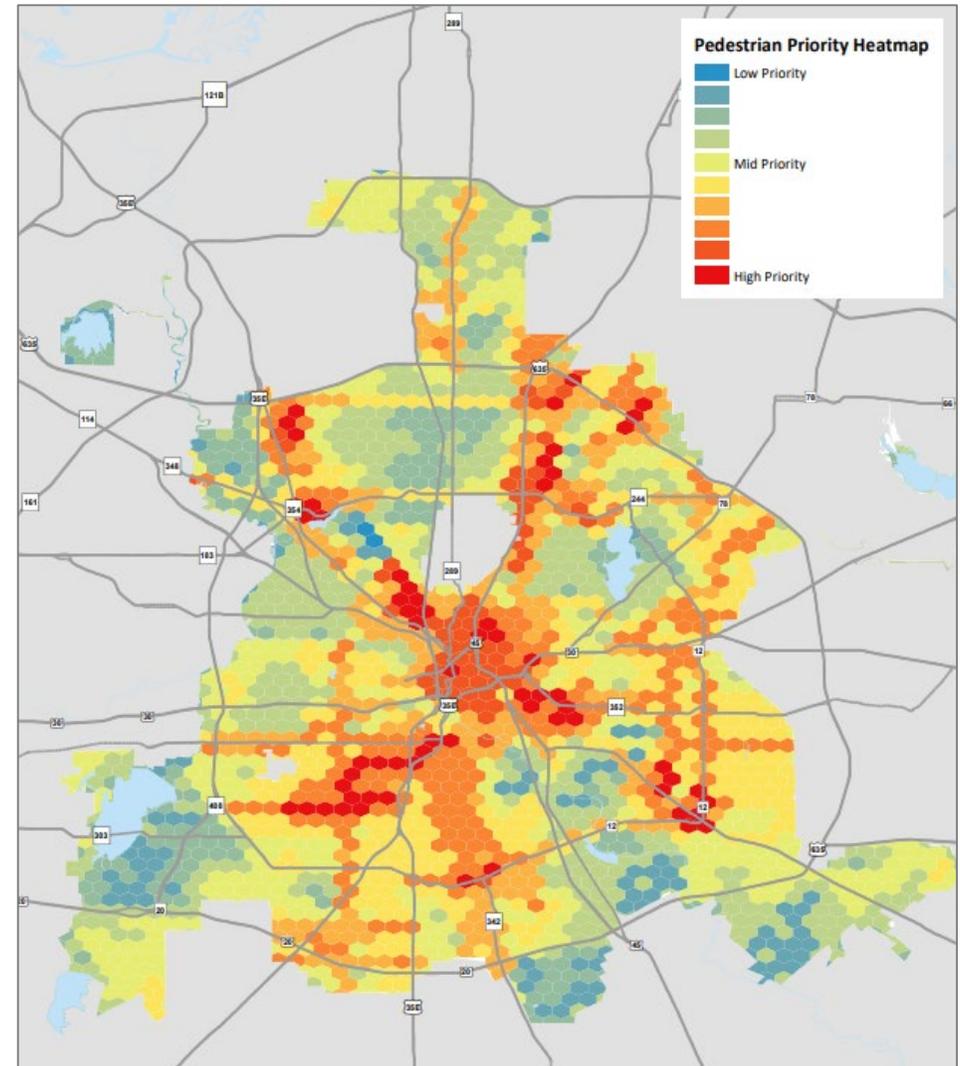
- On-Street Bike Facilities
- Off-Street Trails
- Street Capacity Improvements
- Street Connectivity Improvements
- Livable Streets
- Other



1b. Pedestrian Prioritization Framework



- The Strategic Mobility Network does not prioritize missing sidewalks.
- As a starting point for the Sidewalk Master Plan, Connect Dallas identified a pedestrian priority map based on:
 - Pedestrian High Injury Network (draft)
 - Proximity to transit
 - Population density
 - Intersection density (proxy for walkability)
 - Vulnerable populations



1c. Strategic Transit Enhancements



- Recognizing DART's own planning process, Connect Dallas does not identify specific projects. Rather, these are the types of projects called for in the transportation vision (Scenario A).



2. Project Delivery Recommendations



Funding Best Practices

- Fund maintenance separately
- Dedicate funding to technology improvements
- Dedicate funding for local priority projects
- Dedicate annual funding to bicycle infrastructure, trails and new sidewalk construction
- Dedicate funding to Vision Zero implementation
- Dedicate funding to transit-supportive mobility
- Increase clarity of project type groupings
- Adequately and sustainably fund maintenance



2. Project Delivery (cont.)



2017 Bond: Project Categories and Amounts

| Project Type | Amount | Percent |
|----------------------------|-----------|---------|
| Street Reconstruction | \$111.4 M | 21.1% |
| Street Resurfacing | \$147.5 M | 28.0% |
| Alley Reconstruction | \$38.8 M | 7.4% |
| Alley Petitions | \$1.1 M | 0.2% |
| Street Petitions | \$12.5 M | 2.4% |
| Target Neighborhoods | \$15.8 M | 3.0% |
| Thoroughfares | \$69.3 M | 13.1 % |
| Intergovernmental Projects | \$58.9 M | 11.2% |
| Streetscape/Urban Design | \$13.4 M | 2.5% |
| Traffic Signals | \$39.2 M | 7.4% |
| Intersection Improvements | \$2.9 M | 0.5% |
| Street Lighting | \$2.6 M | 0.5% |
| Sidewalks | \$14.3 M | 2.7% |

Illustrative Funding Strategy

| |  |  |  |  |  |  | Proposed Change in Funding |
|----------------------------------|---|---|---|---|---|---|----------------------------|
| Maintenance | | | | | | | TBD |
| Upgrading Unimproved Streets | ✓ | ✓ | ✓ | ✓ | ✓ | | ↔ |
| Street Connectivity Improvements | | ✓ | | ✓ | | | ↔ |
| Expanding Street Capacity | | | | ✓ | | | ↓ |
| Livable Streets | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ↑ |
| Traffic Management & Technology | ✓ | ✓ | | | | ✓ | ↔ |
| Vision Zero/Safety | ✓ | ✓ | ✓ | | | | ↑ |
| Sidewalk Improvements | ✓ | ✓ | ✓ | ✓ | ✓ | | ↑ |
| Transit Enhancements | ✓ | ✓ | ✓ | ✓ | | ✓ | ↑ |
| Local Priorities | | | | ✓ | ✓ | | ↑ |



3. Policy Modernization Recommendations



| Policy & Action Recommendations |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| Align the CIP with <i>Connect Dallas</i> Principles | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Update the Bike and Thoroughfare Plans | ✓ | ✓ | ✓ | ✓ | | ✓ |
| Operationalize Vision Zero | ✓ | ✓ | | | | |
| Align Land Use Goals with Driving Principles | | ✓ | ✓ | ✓ | | ✓ |
| Establish a City of Dallas Transit Support Program | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Establish an Active Transportation Program | ✓ | ✓ | | | | ✓ |
| Reform the Development Review Process | | ✓ | ✓ | ✓ | | ✓ |
| Emphasize TDM to Improve System Efficiency | ✓ | ✓ | | ✓ | ✓ | ✓ |
| Proactively Manage the City's mobility assets | ✓ | ✓ | | ✓ | ✓ | |
| Develop a Freight Master Plan | ✓ | | | ✓ | | |
| Enhance Internal & External Coordination | ✓ | ✓ | | | ✓ | ✓ |



Outcomes



THROUGH CONNECT DALLAS, CITY LEADERS:



Established concrete Driving Principles to guide future City transportation investments and policy decisions

Created a framework for evaluating potential projects, prioritizing those that provide the greatest opportunity for community benefit

Identified ways to modernize City policies to better achieve the transportation vision outlined in Connect Dallas

Laid out a road map to implement the selected strategy and monitor progress



Public Comment Period Results



1) Please provide your comments on the draft plan. (N=219)

There was significant support for the plan.

44 people indicated explicit support for the plan, and 92 indicated implicit support for the plan. Only six respondents had objections to the plan's vision or overall strategy.

- “Great to see Dallas taking the right policy steps toward building a more connected, and equitable city.”
- “Maintaining emphasis on data-driven decisions is much appreciated and critical to continue”
- “This is one of the most comprehensive and forward looking plans I have seen in a long time. Great Job to staff and citizens who put in lots of house to make this happen.”
- “city needs to make every effort to stay within scenario A”
- “i hope you actually follow through with this plan!”



Public Comment Period Results (cont.)



Corrections or changes to the plan were requested.

- Identify next steps for dockless scooters/micromobility. (N=6)
- Several people called for more discussion in the plan about sidewalks (funding, maintenance, improve sidewalks, development standards, etc.) (N=4)
- “Section 3. This section was difficult to follow.” “Need a clear infograph“ (N=2)
- Identify the next steps to prepare for the next bond program. (N=1)
- “I would like to see more discussions on street diets and what could happen to the lanes that aren't needed.” (N=1)
- “I would have liked to see an executive summary of the plan” (N=1)
- The existing bike facilities needs to be updated in the Strategic Mobility Network maps.
- DART also submitted corrections and comments.

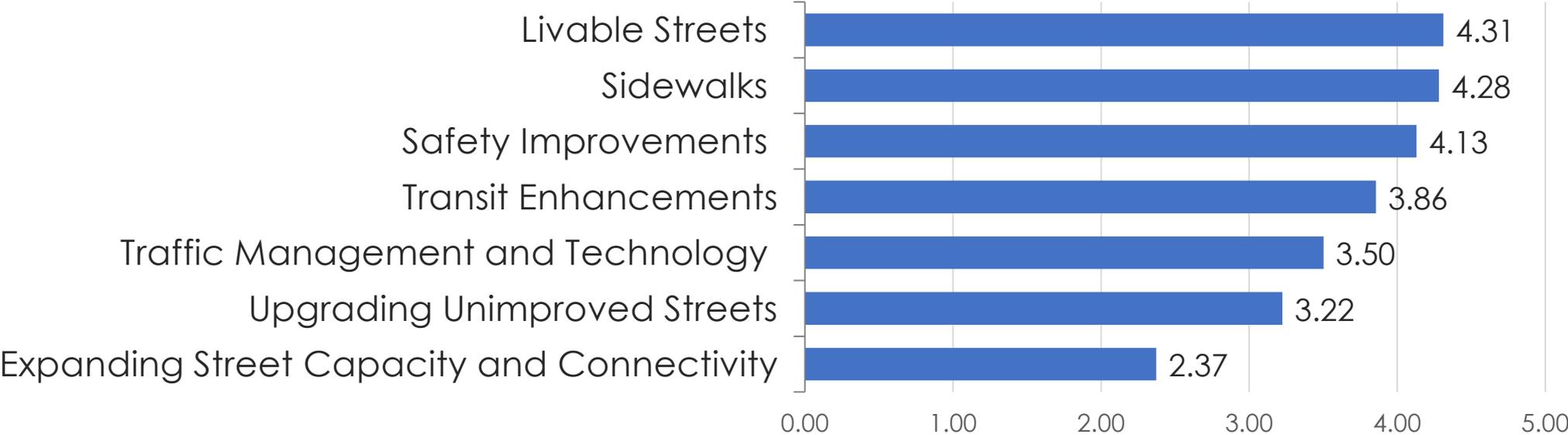


Public Comment Period Results



2) How would you rank the following types of transportation improvements for priority for future funding? (On a scale from Highest to Lowest, or 1-5) (N=211)

Average Rank of Transportation Improvements



Next Steps



- Get input from committee
- **March 3, 2021:** Briefing to City Council – present the proposed strategy for how we intend to address the public and TRNI Committee’s comments, collect any additional feedback from City Council.
- **March - April 2021:** Update Plan with public and City Council comments.
- **April - May 2021:** Bring Plan to City Council for adoption.



Discussion



- General questions/comments about the draft plan?
- Thoughts on Public Comment Period feedback?





City of Dallas

Connect Dallas Strategic Mobility Plan Update

**Transportation and
Infrastructure Committee
February 23, 2021**

Ghassan Khankarli, Interim Director
Department of Transportation

Kathryn Rush, Chief Transportation Planner
Department of Transportation



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-287

Item #: E

Dallas Streetcar Funding

[Ghassan Khankarli, P.E., Interim Director, Department of Transportation]

[Frank Honeycutt, P.E., Senior Program Manager, Department of Transportation]



City of Dallas

Dallas Streetcar Funding

**Transportation and Infrastructure
Committee**

February 23, 2021

Gus Khankarli, PE; Interim Director
Frank Honeycutt, PE; Sr Prog Mgr.
Department of Transportation
City of Dallas

Meeting Agenda



- Current (FY 2021) Funding Issue
- LDR Recommendations
- Potential Funding Sources
- TIGER Funding Commitment
- Minimizing O&M Cost
- Real Estate Challenges
- Determine the Direction to Proceed
- Staff Recommendation



Current (FY 2021) Funding



In the past, the General Fund provided a significant portion of O&M funding.

Transportation and Infrastructure Committee directed:

- No More General Fund
- Pursue alternate funding such as TIF
- Exhaust Streetcar Reserves first

| STREETCAR O&M General Fund Contribution | |
|--|-----------|
| FY 2016 | \$875,000 |
| FY 2017 | \$975,000 |
| FY 2018 | \$975,000 |
| FY 2019 | \$385,500 |
| FY 2020 | \$0.00 |
| FY 2021 | \$0.00 |



Current (FY 2021) Funding



| | FY 21 | FY 22 | FY 23 |
|-------------------------------------|--------------------|--------------------|--------------------|
| O&M BUDGET | \$2,300,000 | \$2,300,000 | \$2,300,000 |
| FUNDING SOURCES | | | |
| DART Contribution | \$633,573 | \$633,573 | \$672,158 |
| Developer Fund | \$300,000 | \$300,000 | \$300,000 |
| Fare Collection | \$24,000 | \$36,000 | \$52,000 |
| Oak Cliff TIF | \$475,000 | -- | -- |
| Downtown Dallas Inc. | \$100,000 | -- | -- |
| Advertising | -- | \$50,000 | \$100,000 |
| Naming Rights | -- | -- | \$100,000 |
| Property Capitalization | -- | -- | -- |
| Carryover from Previous Year | (\$193,665) | -- | -- |
| Remaining Need | \$961,092 | \$1,280,427 | \$1,075,842 |
| GENERAL FUND | \$961,092 | \$1,280,427 | \$1,075,842 |



LDR Recommendations



Consultant: LDR Advisory Partners

- Joint Effort with the Office of Economic Development & Department of Transportation
- Review Opportunities for Public Private Partnership (P3)
- Analyze City owned assets related to the Streetcar for potential capitalization



LDR Recommendations



STREETCAR RELATED ASSETS

| <i>Value Capture Method</i> | <i>Months to Implement</i> | <i>Annual Value</i> |
|--|----------------------------|--|
| Advertisement | 3 | \$117,647 |
| Naming Rights and Sponsorship | 6 | \$300,000 |
| Voluntary Special Collections <i>or</i> Transportation Utility Fee | 6 | \$41,000 <i>or</i> \$2,196,000 |
| Real Property Asset Disposition | 9 | \$250,000* |
| At-Grade Joint Development | 12 | \$95,000 |
| Streetcar Improvement District (PID) | 12+ | \$842,768 <i>or</i> \$0** |
| Above-Grade Joint Development | 24+ | \$248,393 |
| Available Annual Revenue | | \$1,894,808 <i>or</i> \$3,207,040 |



Potential Funding Sources



- **Advertising:** *Inside & Outside the Streetcar & at Streetcar Stops*
- **Naming Rights:** *Requires lengthy selection process*
- **Transportation Utility Fee:** *Perceive as a new Tax*
- **Public Improvement District (PID):** *Failed in the past, poor timing*
- **Sell or Lease City property:**
 - *Property is not likely available for surplus*
 - *Property must be offered to other agencies first*
 - *Potential P3 opportunities will take time to develop*



Real Estate Challenges



- Underused parcels might still be needed
- Surplus properties must be offered to other departments and agencies before selling
- Proceeds might be needed for other uses
- If successful re-purposing may take 2+ years



Potential Funding Sources



| | FY 21 | FY 22 | FY 23 |
|------------------------------|--------------------|--------------------|--------------------|
| O&M BUDGET | \$2,300,000 | \$2,300,000 | \$2,300,000 |
| FUNDING SOURCES | | | |
| DART Contribution | \$633,573 | \$633,573 | \$672,158 |
| Developer Fund | \$300,000 | \$300,000 | \$300,000 |
| Fare Collection | \$24,000 | \$36,000 | \$52,000 |
| Oak Cliff TIF | \$475,000 | -- | -- |
| Downtown Dallas Inc. | \$100,000 | -- | -- |
| Advertising | -- | \$50,000 | \$100,000 |
| Naming Rights | -- | -- | \$100,000 |
| Property Capitalization | -- | -- | -- |
| Carryover from Previous Year | (\$193,665) | -- | -- |
| Remaining Need | \$961,092 | \$1,280,427 | \$1,075,842 |
| GENERAL FUND | \$961,092 | \$1,280,427 | \$1,075,842 |



TIGER Funding Commitment



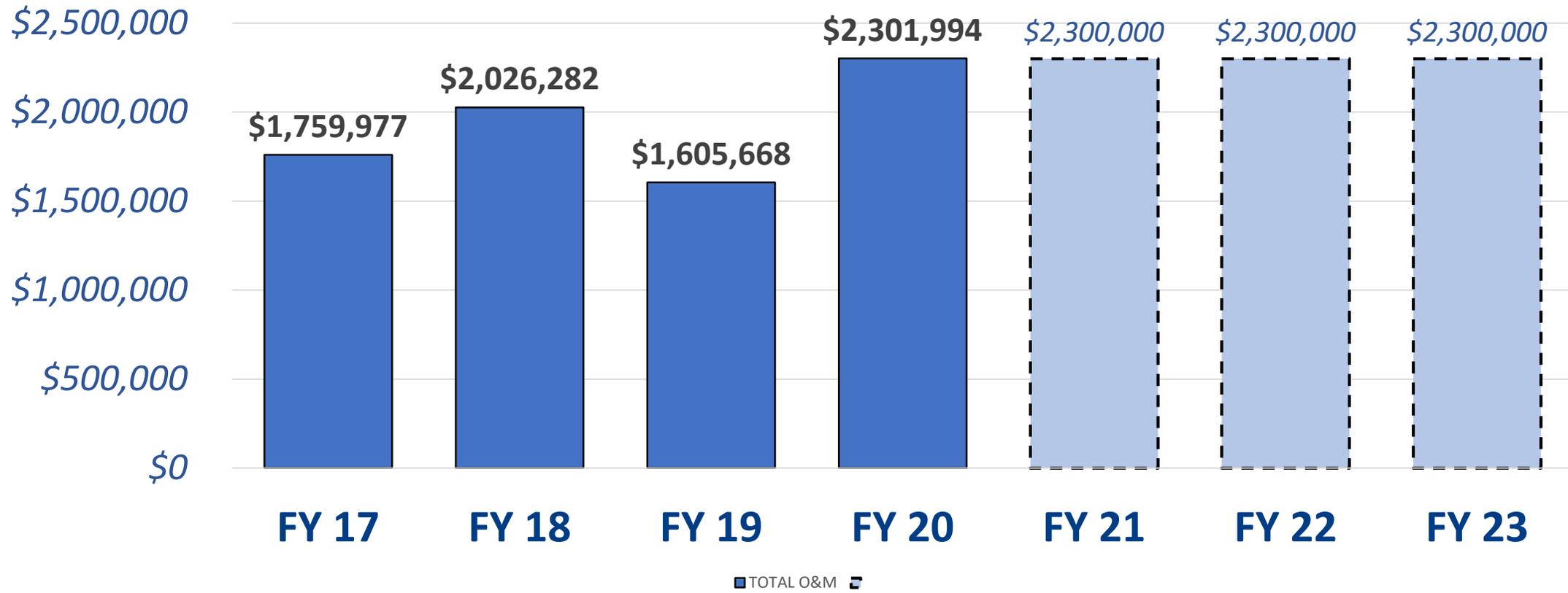
- **City has committed to Federal Transit Administration to Operate the Streetcar for 30 Years (2045)**
(per Council Resolution 11-1185)
- \$26M Federal TIGER Grant Funds paid for 1st Phase Only
- 1st Phase = Union Station to Methodist Hospital
- City's Failure requires NCTCOG to takeover operation



Minimizing O&M Cost



O&M COST



Minimizing O&M Cost



Operating Statistics for Streetcar Systems in 2018 *(LDR Advisory Partners)*

| City | Operating Expenses | Operating Expenses per Revenue Hour | Cost per Trip/Rider |
|-----------------------------|--------------------|-------------------------------------|---------------------|
| Kansas City | \$4,928,270 | \$255.66 | \$2.44 |
| Seattle | \$10,503,016 | \$246.69 | \$6.23 |
| Portland | \$17,645,569 | \$243.48 | \$3.62 |
| Cincinnati | \$3,794,491 | \$257.34 | \$7.81 |
| Detroit | \$8,170,701 | \$297.58 | \$6.85 |
| Atlanta | \$5,589,429 | \$488.53 | \$14.41 |
| Milwaukee ¹⁰ | \$9,202,446 | \$528.88 | \$9.79 |
| Tucson | \$4,090,872 | \$158.25 | \$4.55 |
| Charlotte ¹¹ | \$1,486,118 | \$167.11 | \$4.00 |
| Washington, DC | \$11,151,824 | \$440.77 | \$9.52 |
| Little Rock | \$985,393 | <i>Third</i> | <i>Second</i> |
| Oklahoma City ¹² | n/a | <i>Lowest</i> | <i>Highest</i> |
| El Paso ¹³ | n/a | n/a | n/a |
| Dallas | \$2,440,667 | \$179.98 | \$16.40 |



Minimizing O&M Cost



| SCENARIO | | COST REDUCTION | PROJECTED COST | PRO | CON |
|---|---|----------------|--------------------|--------------------------------|--|
| <i>Current Service:</i> A Two cars at 20-minute headway. 5:30AM to Midnight. | | \$0 | \$2,300,000 | Maintain Status Quo | \$2.3M Cost |
| NOT RECOMMENDED | B One car at 30-minute headway | \$783,000 | \$1,517,000 | Simple to follow | Might not have enough time to charge batteries |
| | C One car at 40-minute headway | \$930,000 | \$1,370,000 | Adequate Charge Time | Poor Service & Awkward schedule |
| | D No Weekend service | \$572,000 | \$1,517,000 | Reduce Cost by 28% | Impacts Tourism |
| | E One car at 30-minute headway Union Station to Methodist Hospital (Beckley Stop) | \$968,000 | \$1,332,000 | Satisfies Federal requirements | Poor Service & Isolates Bishop Arts |
| | F CANCEL Streetcar Service | \$2,300,000 | Near \$0 | Negligible O&M Cost | NCTCOG Takes Over OR Repay \$26M TIGER Grant |



Determine the Funding Direction



- Reduce or Cancel Service & Cost – *Not Recommended*
- Pursue General Fund supplement
- Pursue Advertising



Staff Recommendation



- Pursue General Fund Supplement in FY 21 & FY 22
- Pursue Advertising Opportunities





Dallas Streetcar Funding

**Transportation and Infrastructure
Committee**

Gus Khankarli, PE; Interim Director
Frank Honeycutt, PE; Sr Prog Mgr.
Department of Transportation
City of Dallas





City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-288

Item #: F

Paving Assessment Policy Evaluation

[Robert M. Perez, Ph.D., Director, Department of Public Works]

[Ali Hatefi, P.E., Assistant Director, Department of Public Works]

[Efrain Trejo, Manager II, Department of Public Works]



City of Dallas

Paving Assessment Policy Evaluation

**Transportation and
Infrastructure Committee
February 23, 2021**

Robert M. Perez, Ph.D., Director
Ali Hatefi, P.E., Assistant Director
Efrain Trejo, Manager II
Department of Public Works
City of Dallas

Presentation Overview



- Background
- Issue
- Next Steps
- Discussion





Background



Background



- The State of Texas Transportation Code, Chapters 311 and 313, authorizes cities to improve streets and alleys and make assessments for those improvements.
- On May 3, 1965, the City of Dallas approved the Paving Assessment Policy by Resolution No. 65-2602, which applied to all paving projects funded for construction of unimproved streets.



“Unimproved Street”

- Consists of asphalt, gravel and dirt (without existing curbs)



“Improved Street”

- Consists of concrete paving, sidewalks, drive approaches, and storm drainage



Background



- Many unimproved streets in the City of Dallas were constructed prior to the development of the City’s Paving Design Manual.
- There are currently 808 lane miles of “Unimproved Streets;” estimated at \$1.6B to reconstruct to “Improved Streets.”
- The City addresses unimproved streets utilizing the Assessment Program (Petition, Target Neighborhood and Thoroughfares).

| COUNCIL DISTRICT | UNIMPROVED LM |
|------------------|---------------|
| 1 | 36 |
| 2 | 36 |
| 3 | 54 |
| 4 | 90 |
| 5 | 90 |
| 6 | 113 |
| 7 | 56 |
| 8 | 155 |
| 9 | 53 |
| 10 | 12 |
| 11 | 13 |
| 12 | 11 |
| 13 | 80 |
| 14 | 9 |
| TOTAL | 808 |



Background



- The City's Paving Assessment Policy is applied to all unimproved street paving projects funded for construction through Resolution No. 65-2602 (*petition requires 2/3 approval by residents*).
- Alley Assessments are issued through Resolution No. 74-1272 (*petition requires 2/3 approval by residents*).
- Target Neighborhood Paving Project assessments issued through Resolution 90-4037 (*added to bond program through sitting Council Member*).



Background



- \$3.1M in revenues collected over the last 10 years.

| FISCAL YEAR | TOTAL PROJECT COST | ASSESSMENT LEVIED | PERCENTAGE |
|--------------|------------------------|-----------------------|--------------|
| 2020 | \$4,722,087.25 | \$283,406.75 | 6.00% |
| 2019 | \$1,047,136.50 | \$64,642.61 | 6.17% |
| 2018 | \$5,179,691.57 | \$241,146.53 | 4.66% |
| 2017 | \$6,739,866.94 | \$213,474.23 | 3.17% |
| 2016 | \$10,345,313.91 | \$357,764.19 | 3.46% |
| 2015 | \$2,858,803.00 | \$269,193.00 | 9.42% |
| 2014 | \$522,705.00 | \$20,739.00 | 3.97% |
| 2013 | \$6,141,158.00 | \$542,206.00 | 8.83% |
| 2012 | \$4,812,557.00 | \$169,347.00 | 3.52% |
| 2011 | \$9,363,087.00 | \$941,083.00 | 10.05% |
| TOTAL | \$51,732,406.17 | \$3,103,002.31 | 6.00% |

Note: The percentage represents the property owners' assessment costs based on the total project costs.



Background



- A typical residential assessment is as follow:
 - (50' Pvmt.) x (\$128.29) = **\$6,414.50**
 - (40' Walk) x (\$11.46) = **\$458.40**
 - (10' Dr.(20.77 S.Y)) x (\$69.78) = **\$1,449.33**
- A standard 50' wide lot is **\$8,322.23** before the enhancement study.
- An enhancement study is conducted to determine any enhance value to each property based upon the proposed improvements.



Background



- After enhancement study, assessments may range from **\$2,080** to **\$4,161** for a standard 50' wide lot.
- Assessments are typically 3%-6% of project cost and shared by residents abutting the project.
- CDBG funding is available to cover assessments for residents in eligible census tracks.
- Collection of assessments begins 30 days after improvements are completed and monthly payment options are available.



Peer City Review – Levy of Assessments

| Rank | Place name | 2019 Census Estimates | Levying Assessments |
|------|--------------------------------|-----------------------|---------------------|
| 1 | Houston | 2,320,268 | Yes |
| 2 | San Antonio | 1,547,253 | No |
| 3 | Dallas | 1,343,573 | Yes |
| 4 | Austin | 978,908 | No |
| 5 | Fort Worth | 909,585 | Yes |
| 6 | El Paso | 681,728 | No |
| 7 | Arlington | 398,854 | Yes |
| 8 | Corpus Christi | 326,586 | Yes |
| 9 | Plano | 287,677 | No |
| 10 | Laredo | 262,491 | No |



Background



- Over the last ten years, a total of \$3.1M of levied assessments for paving improvements.
- Funds collected from assessments are utilized to partially fund the Sidewalk Replacement Program and part of equity funds for Council Districts.





Issue





- On December 9, 2020, City Council voted to defer two assessment hearings until the Transportation and Infrastructure Committee could advise on the Paving Assessment Policy.
- Amend/Revoke the Assessment Policy, Resolution 65-2602 (and alley and target neighborhood assessment resolutions)?
- Continue with existing assessment processes?





Next Steps



Next Steps



- Council Action if recommended to repeal/revoke:
 - Based on recommendation it would take approximately two months for implementation.
 - If assessment policies are revoked, all previous assessment projects would not be amended.
 - Once levied and the improvements completed, collection of the assessment with interest is required.
 - If resolutions are recommended for amendment, subsequent resolution must be approved by City Council.





Discussion





City of Dallas

Paving Assessment Policy Evaluation

**Transportation and
Infrastructure Committee
February 23, 2021**

Robert M. Perez, Ph.D., Director
Ali Hatefi, P.E., Assistant Director
Efrain Trejo, Manager II
Department of Public Works
City of Dallas



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-289

Item #: G

Department of Aviation Mobility Improvement Update
[Mark Duebner, Director, Department of Aviation]



City of Dallas

Department of Aviation Mobility Improvement Update

**Transportation and
Infrastructure Committee
February 23, 2021**

Mark Duebner, Director
Department of Aviation
City of Dallas

Presentation Overview



- Background/History
- Purpose
- Issues/ Operational or Business Concerns
- Operational Impact
- Proposed Action
- Next Steps



Background/History



- The Master Plan Update for Dallas Love Field Airport, approved by Dallas City Council in 2018, identified several quality-of-life improvements and recommendations based on feedback from residents and community stakeholders
- Improvements are intended to provide a more walkable neighborhood and improve pedestrian circulation and safety through enhanced pathways and bike connectivity
- Improvements will be achieved through a phased approach eventually providing a continuous trail in and around the airport



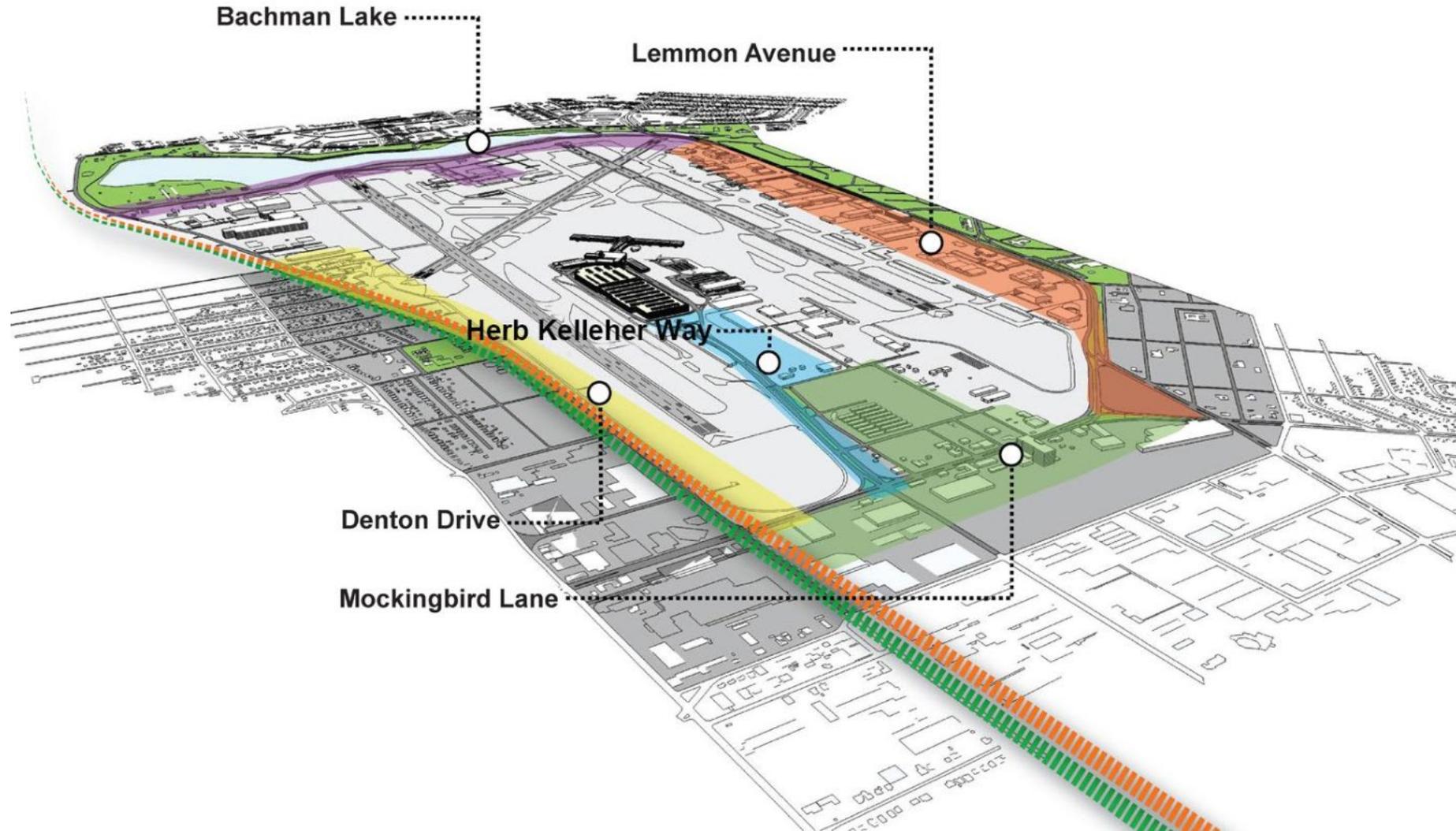
Purpose



- Construct quality of life improvements in and around the airport
- Build pedestrian and bicycle trails and improve safety for pedestrians and bicyclists
- Create a distinct “Love Field District” feel through enhanced streetscape and signature lighting
- Undertake phased enhancement projects to ultimately build a “Love Field Loop Trail” around the airport
- Improvements to encourage alternate transportation modes; enhance pedestrian and bicycle experience; improve intersection and roadway safety; and overall “quality of life” experience



Improvement Areas



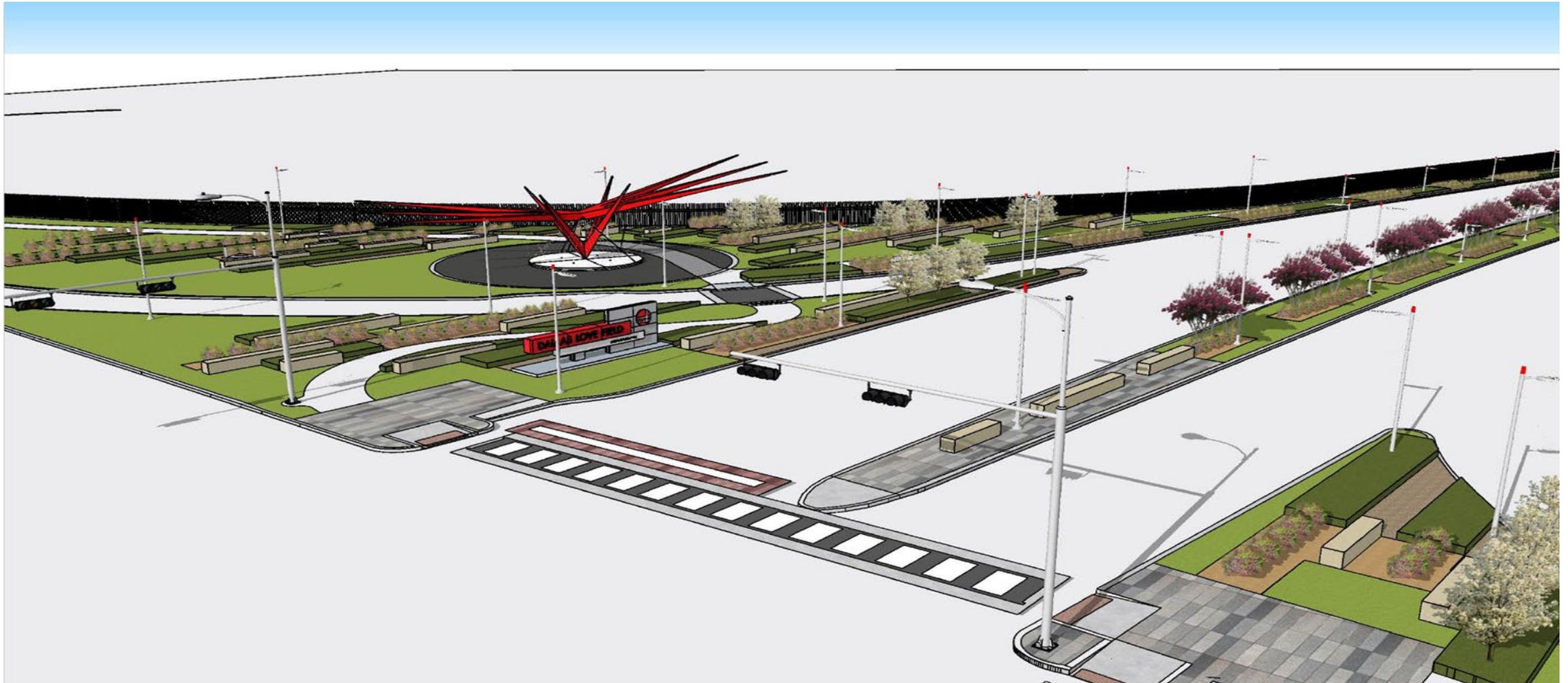
Entry Road Enhancement Project



- The Entry Road Enhancement project is the first phase of the Love Field Loop trail – a quality of life improvement roadway project
- Schedule to begin construction in Spring 2021
- The project will construct enhanced sidewalks, landscape and streetscape improvements, decorative energy efficient smart streetlights, high visibility crosswalks, signage and public art on Herb Kelleher Way



Entry Road Enhancements Project



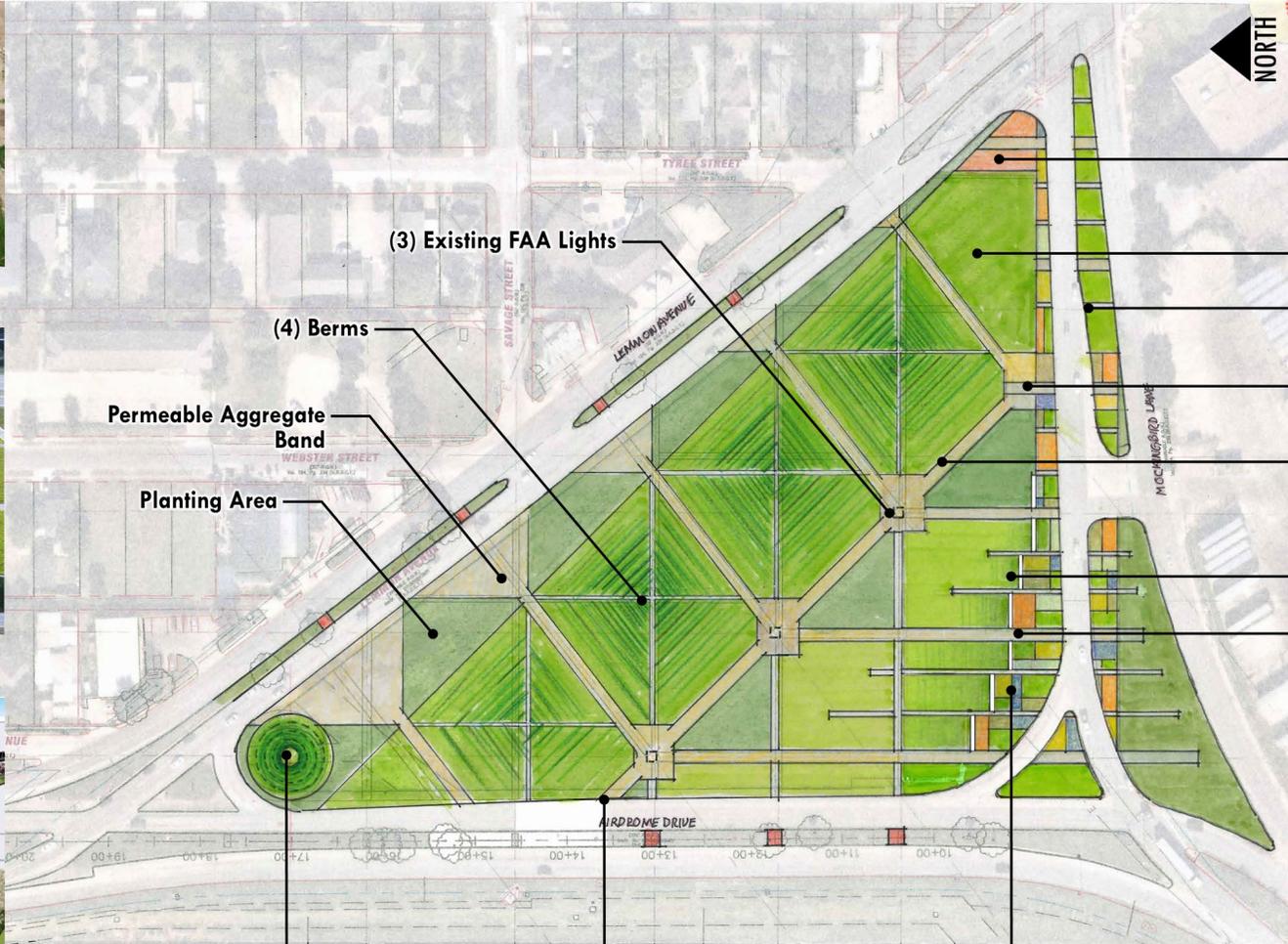
Lemmon Avenue Streetscape Enhancements Project



- Second Phase of Love Field Loop Trail
- Construct quality of life improvements on Lemmon Avenue from Mockingbird to Shorecrest including:
 - Pedestrian and bicycle trails connect to Bachman Lake
 - Landscaping, gateway features, and public art
 - Decorative LED street and pedestrian lighting
 - Intersection safety improvements including new traffic signals, pedestrian refuge and high visibility crosswalks
 - Enhanced bus shelters and wayfinding signs
 - Neighborhood pocket parks



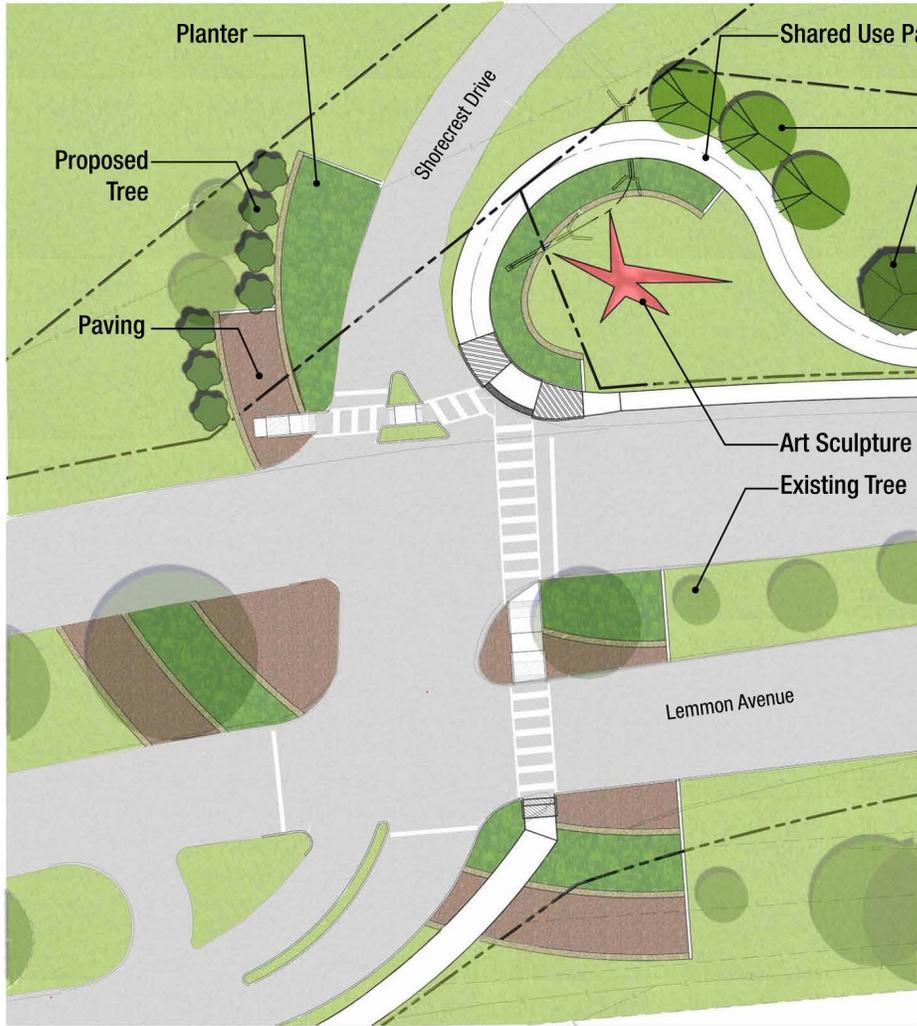
Primary Gateway Feature



- (3) Existing FAA Lights
- (4) Berms
- Permeable Aggregate Band
- Planting Area
- Future Art Opportunity
- Access Point for Existing FAA Lights
- Future Art Opportunity (Planting, Aggregate and Hardscape Pattern)
- Future Art Opportunity
- Turf Area
- Hardscape Band
- Access Point for Existing FAA Lights
- Aggregate Drive for Access
- Walls with Berming (Turf)
- Permeable Aggregate Band

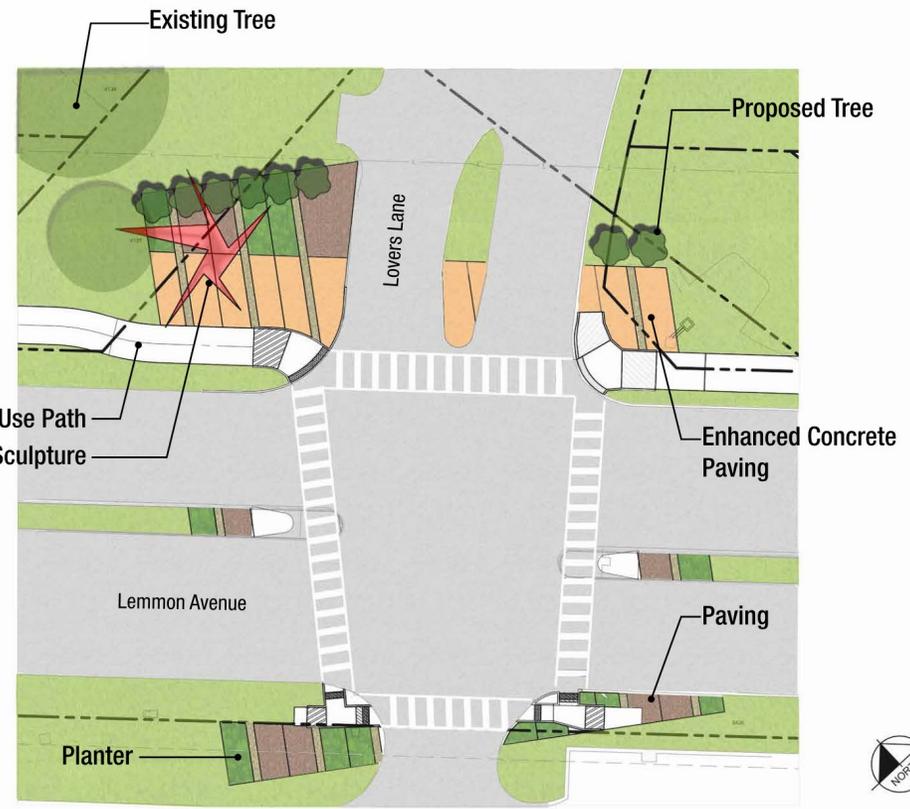
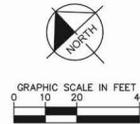


Intersection Improvements



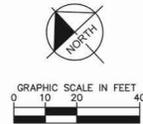
SHORECREST DRIVE SECONDARY GATEWAY ENLARGEMENT
SCALE: 1" = 20'

B



LOVERS LANE SECONDARY GATEWAY ENLARGEMENT
SCALE: 1" = 20'

A

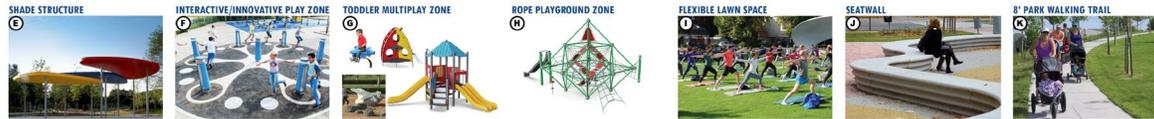


Parks Master Plan



MIDWAY MANOR PARK - MASTER PLAN

OCTOBER 13, 2020



LEMMON AVENUE STREETScape ENHANCEMENTS

NORTH NEIGHBORHOOD PARK - MASTER PLAN

OCTOBER 13, 2020



LEMMON AVENUE STREETScape ENHANCEMENTS



Coordination and Public Engagement



- Internal Stakeholder Coordination - Park & Recreation, Transportation, Office of Environmental Quality, Public Works, Planning & Urban Design, Dallas Water Utilities, Office of Arts and Culture
- Other Agency Coordination –DART, NCTCOG and Federal Aviation Administration (FAA)
- Outreach Meeting– 50 participants shared feedback on preferred concepts, park amenities and pedestrian improvements
- Online Public Input Survey – 96 respondents
- Updates provided to community stakeholders through Quarterly Good Neighbor Program meetings and newsletters



Public Outreach Efforts



BIKE RACKS



SMART BUS SHELTERS



SHADE STRUCTURES



DISTRICT BUS SHELTERS



Next Steps



- Design to be complete Fall 2021
- Coordination with the Office of Cultural Affairs for two public art pieces
- Have an artist under contract Fall 2021
- Construction tentatively scheduled for Early 2022



Other On-going Projects



- **Love Field Loop Trail Planning** – Develop vision for next phase of the trail in partnership with National Parks Service, NCTCOG and various public and private stakeholders
- **Ledbetter Streetscape Enhancements Project** – First of multiple phases of project to construct a pedestrian trail around Dallas Executive Airport



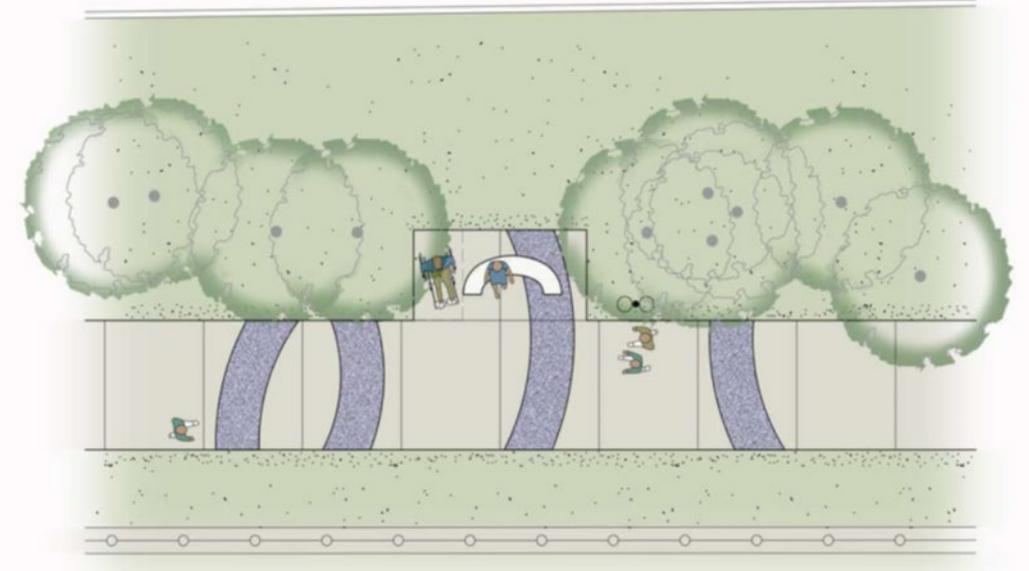
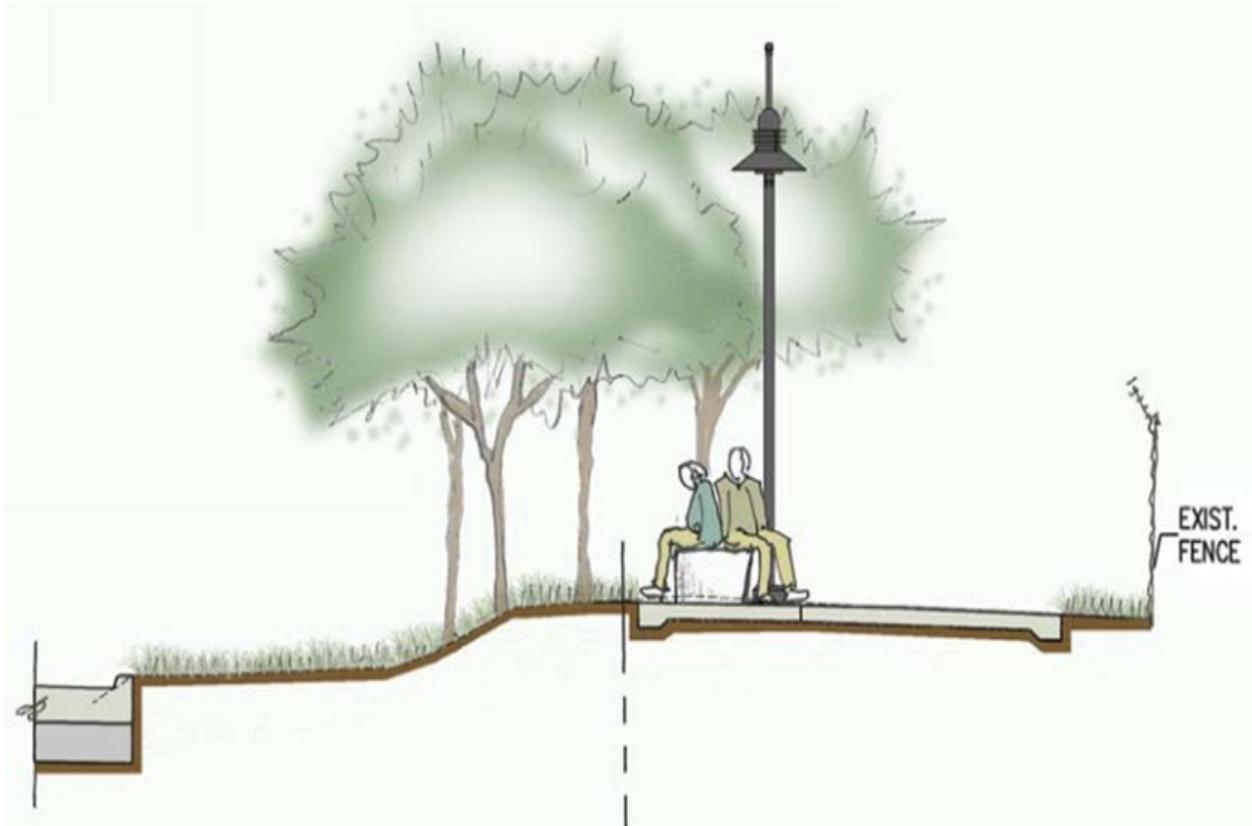
Ledbetter Streetscape Enhancements



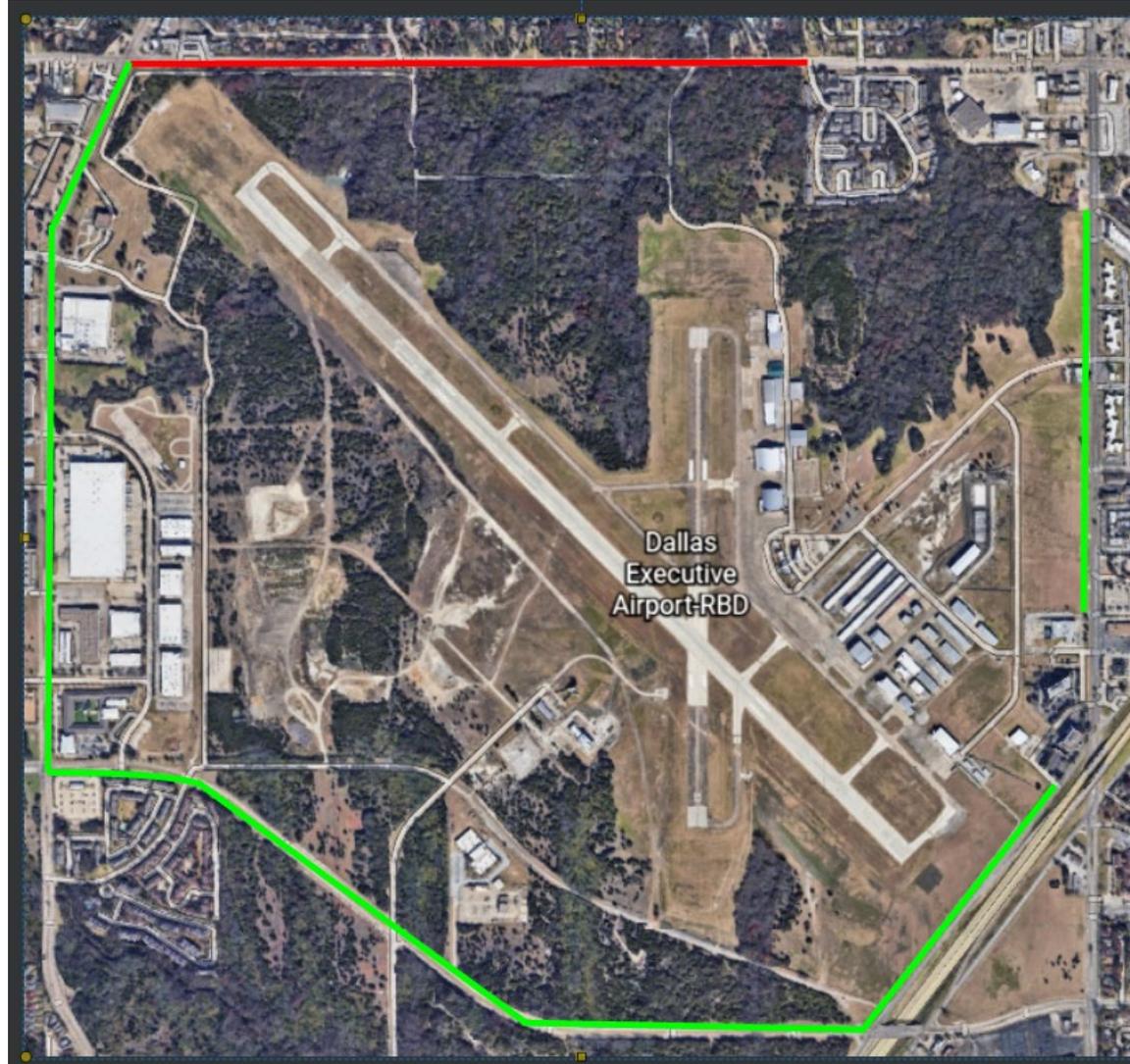
- Design and construct streetscape enhancements on Ledbetter Drive to create a distinct “Dallas Executive Airport” identity
- Overall goal is to construct pedestrian pathways adjacent to roadways around the airport to provide access to a safer, more walkable, bicycle and transit friendly community
- Enhance pedestrian experience: sidewalks, landscaping, enhanced seating areas and pedestrian lighting
- Public Art Opportunity – Wall Mural specific to neighborhood characteristics
- Improvements to take place only on airport property



Design Concept



DEA Perimeter Trail



Next Steps



- Design to be complete Summer 2021
- Coordination with the Office of Cultural Affairs for public art
- Coordination with TXDOT
- Construction to commence in 2022





QUESTIONS





City of Dallas

Department of Aviation Mobility Improvement Update

**Transportation and
Infrastructure Committee
February 23, 2021**

Mark Duebner, Director
Department of Aviation
City of Dallas



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-290

Item #: H

Briefing by Memorandum: Vision Zero: Update on Action Plan Development
[Majed Al-Ghafry, P.E., Assistant City Manager]

Memorandum



CITY OF DALLAS

DATE February 19, 2021

TO Honorable Members of the Transportation and Infrastructure Council Committee

SUBJECT **Vision Zero: Update on Action Plan Development**

Background

This memo is intended to provide the Transportation and Infrastructure Council Committee with an update on the City's progress towards developing a Vision Zero Action Plan by December 2021, as directed by City Council in December 2019 (Resolution 191900). The Vision Zero Action Plan will provide a roadmap for achieving zero traffic deaths and a 50 percent reduction in severe injuries by 2030.

The development of the Vision Zero Action Plan is being spearheaded by the Department of Transportation; however, it will be a multi-department effort that will be guided by an inter-departmental and inter-agency Task Force. The development of the Action Plan will involve several tasks, which include:

1. Project Initiation
2. Community and Stakeholder Engagement
3. Crash Data Analysis
4. Inventory of Existing Policies, Programs, Practices, and Funding
5. Best Practices Assessment
6. Vision Zero Goals, Strategies, and Implementation Plan
7. Draft Report

Progress

Progress to date includes:

- A crash data analysis conducted by the Office of Data Analytics and Business Intelligence to identify those factors most closely associated with fatal and severe injury crashes.
- A draft High Injury Network developed by the Department of Transportation. The High Injury Network identifies the most dangerous streets for people walking, bicycling, and driving.
- The Office of Communications, Marketing and Outreach has begun creating branding and promotional materials for Dallas' Vision Zero effort.

Next Steps

Staff plans to convene a Vision Zero Task Force beginning in February 2021. It is anticipated that the Task Force will consist of representatives from various departments

DATE February 19, 2021
SUBJECT **VISION ZERO: UPDATE ON ACTION PLAN DEVELOPMENT**

and agencies that have a role or interest in improving the safety of the traveling public in Dallas.

Members of this Task Force will include, but are not limited to, the following departments and agencies:

- City Manager's Office
- Dallas County Sheriff's Office
- Dallas County Health and Human Services
- Dallas Independent School District
- Dallas Police Department
- Dallas Area Rapid Transit (DART)
- Department of Transportation
- Department of Public Works
- Department of Sustainable Development and Construction
- Injury Prevention Center of Greater Dallas at Parkland

The Department of Transportation staff will brief the Transportation and Infrastructure Council Committee in late Spring to share staff's progress and receive input on the development of the plan, which also includes a planned public survey and other engagement efforts.

Should you have questions, please contact Ghassan Khankarli, Interim Director of the Department of Transportation.



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

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

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



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-291

Item #: I

Briefing by Memorandum: Monthly Update of Public Works Program Performance - December 2020
[Majed Al-Ghafry, P.E., Assistant City Manager]

Memorandum



DATE February 19, 2021

CITY OF DALLAS

Honorable Members of the Transportation and Infrastructure Committee: Adam McGough (Chair), Adam Medrano (Vice Chair), Tennell Atkins, Adam Bazaldua, Lee Kleinman, Cara Mendelsohn, Chad West

SUBJECT **Monthly Update of Public Works Program Performance – December 2020**

Background

To provide the Transportation and Infrastructure Committee with a monthly report of Public Works' program performance measures, to include financial information, please see the following data for December 2020:

| FY 21 Infrastructure Management Program (IMP) Projects - General Fund | | | | | | | |
|---|----------------------------|------------------------------|--------------------|-------------------|----------------------|----------------------|----------------------|
| Program | Number of Planned Projects | Number of Projects Completed | Planned Metrics | Completed Metrics | Program Budget | Program Expenditures | Program Encumbrances |
| Streets | 1,044 | 67 | 664.00 Lane miles | 55.90 Lane miles | \$ 65,008,936 | \$ 4,424,072 | \$ 21,377,019 |
| Alleys | 108 | 11 | 12.50 Linear miles | 1.28 Linear miles | \$ 1,600,000 | \$ - | \$ - |
| Sidewalks | 33 | 6 | 24.00 Linear miles | 2.50 Linear miles | \$ 9,747,780 | \$ - | \$ 21,487 |
| Bridges | 3 | 0 | 3 Bridges | 0 Bridges | \$ 1,000,000 | \$ - | \$ 19,500 |
| Total | 1,188 | 84 | N/A | N/A | \$ 77,356,716 | \$ 4,424,072 | \$ 21,418,006 |

| FY 21 Bond Projects | | | | | | | |
|---------------------|----------------------------|------------------------------|-------------------|-------------------|----------------------|----------------------|----------------------|
| Program | Number of Planned Projects | Number of Projects Completed | Planned Metrics | Completed Metrics | Program Budget | Program Expenditures | Program Encumbrances |
| Streets | 156 | 33 | 92.61 Lane miles | 29.31 Lane miles | \$ 49,546,128 | \$ 9,188,744 | \$ 9,188,744 |
| Alleys | 52 | 0 | 8.41 Linear miles | 0.00 Linear miles | \$ 7,455,916 | \$ - | \$ 1,698,274 |
| Sidewalks | 3 | 1 | 1.00 Linear miles | 0.25 Linear miles | \$ 954,266 | \$ - | \$ - |
| Bridges | 2 | 0 | 2 Bridges | 0.00 Bridges | \$ 611,321 | \$ - | \$ 91,610 |
| Total | 213 | 34 | N/A | N/A | \$ 58,567,631 | \$ 9,188,744 | \$ 10,978,629 |

| Total General Fund and Bond Programs | | | | | | | |
|--------------------------------------|----------------------------|------------------------------|--------------------|-------------------|-----------------------|----------------------|----------------------|
| Program | Number of Planned Projects | Number of Projects Completed | Planned Metrics | Completed Metrics | Program Budget | Program Expenditures | Program Encumbrances |
| Streets | 1,200 | 100 | 756.61 Lane miles | 85.21 Lane miles | \$ 114,555,064 | \$ 13,612,816 | \$ 30,565,763 |
| Alleys | 160 | 11 | 20.91 Linear miles | 1.28 Linear miles | \$ 9,055,916 | \$ - | \$ 1,698,274 |
| Sidewalks | 36 | 7 | 25.00 Linear miles | 2.75 Linear miles | \$ 10,702,046 | \$ - | \$ 21,487 |
| Bridges | 5 | 0 | 5 Bridges | 0.00 Bridges | \$ 1,611,321 | \$ - | \$ 111,110 |
| Total | 1,401 | 118 | N/A | N/A | \$ 135,924,347 | \$ 13,612,816 | \$ 32,396,635 |

Performance Notes

Public Works has 1,401 projects planned for FY 2021 and through December 2020, 118 of those projects have been completed. Of the total \$135.9M programmed dollars for FY 2021, through December 2020, Public Works expended \$13.6M (10.0% of total budget) and had encumbered \$32.4M. In addition to the 118 projects completed through December 2020, there are a total of 389 projects currently under construction. A mild winter and favorable weather have assisted in the continued productivity of Public Works' projects.

Given this overview of Public Works' efforts through December 2020, the January 2021 update of this report will be provided to the Transportation and Infrastructure Committee as part of the March 2021 committee meeting and subsequent reports will follow each month. Should you have

DATE February 19, 2021

SUBJECT **Monthly Update of Public Works Program Performance – December 2020**

questions or would like other data included in the monthly report, please contact Robert M. Perez, Director of Public Works.



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

- c:
- | | |
|---|--|
| T.C. Broadnax, City Manager | Jon Fortune, Assistant City Manager |
| Chris Caso, City Attorney | Joey Zapata, Assistant City Manager |
| Mark Swann, City Auditor | Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services |
| Biliera Johnson, City Secretary | M. Elizabeth Reich, Chief Financial Officer |
| Preston Robinson, Administrative Judge | M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion |
| Kimberly Bizzor Tolbert, Chief of Staff to the City Manager | Directors and Assistant Directors |



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-357

Item #: J

Update on the City's Response to February 2021 Inclement Weather Emergency



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-296

Item #: K

Discussion on the Ordering of a Bond Election for Transportation and Infrastructure to be Held in the City of Dallas on May 1, 2021



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-283

Item #: L

Interagency Transportation Report - February 2021
[Ghassan Khankarli, P.E., Interim Director, Department of Transportation]

INTERAGENCY TRANSPORTATION REPORT – FEBRUARY 2021

RTC / TxDOT / DART / Dallas County/ NTTA / DRMC / DFW Airport / HSR



DALLAS NAMED GOLD AWARD WINNER BY DALLAS-FORT WORTH CLEAN CITIES COALITION

In February, the City of Dallas was recognized as a "Gold Award" winner by the Dallas-Fort Worth Clean Cities Coalition for efforts to reduce emissions and improve the fuel efficiency of its fleet.

NEW MILESTONE PROJECT POLICY ADOPTED BY RTC

At their February meeting, the RTC approved a new policy for Milestone Projects.

Milestone Projects are RTC funded projects that have not been implemented by local governments.

NCTCOG staff recommended a policy to ensure completion of Milestone Projects. The new policy would require local governments to provide NCTCOG staff with quarterly reports detailing steps for advancing the project. NCTCOG staff will evaluate the reports to determine the likelihood of the project moving forward without significant delays. NCTCOG staff will likely recommend RTC eliminate funding for projects with a significant risk of completion.

TxDOT 2022 UNIFIED TRANSPORTATION PROGRAM

At their January meeting, the Texas Transportation Commission ("Commission") approved the funding levels for the 2022 Unified Transportation Program, which included the impacts of the pandemic.

Many people were expecting a large drop in funding levels. However, because of strong Proposition 1 and Proposition 7 numbers and the increase in federal funding, the UTP funding level is actually \$122 M over 2021 levels. This is incredibly good news, and shows an increase in Categories 2,4, 5 and 7, which are the categories that flow to the Metro areas, in excess of \$800 M.

Below are two slides from the Commission briefing: the first one shows the revised financial forecast and the second one shows the draft distribution strategy. The full briefing can be seen at: <https://ftp.txdot.gov/pub/txdot/commission/2021/0128/4.pdf>

Revised Impacts of Financial Forecast on DRAFT UTP Distribution

| Changes to Forecast | Prior 10 Year Impact to UTP (\$B) | New 10 Year Impact to UTP (\$B) | New Changes to UTP Funding | 2021 UTP | 2022 UTP | Diff (\$B) |
|---|-----------------------------------|---------------------------------|----------------------------|----------|----------|------------|
| FY2031 Addition and FY2021 Removal (before other adjustments) | \$0.9 | \$0.9 | UTP Funding Distributions | \$68.5 | \$68.7 | \$0.2 |
| Federal Adj. (Redistribution & Rebalancing) | \$0.9 | \$0.9 | Cat 3 Local Funding | TBD | TBD | TBD |
| Estimated Federal COVID Relief * | - | 0.7 | | | | |
| State Motor Fuel Tax Reductions | (\$1.5) | (\$1.5) | | | | |
| Prop 1: 10 Yr Recalculation & CRE/BRE Updates | (\$2.5) | (\$1.0) | | | | |
| Prop 7: Motor Vehicle Sales Tax Reduction | (\$1.1) | (\$0.6) | | | | |
| Prop 7: Other Adjustments (Debt Service Savings, Rebalancing, & Interest) | \$0.5 | \$0.5 | | | | |
| Adjustment for Cat 3 State Funding | \$0.3 | \$0.3 | | | | |
| Changes between 2021 & 2022 Forecast | (\$2.5) | \$0.2 | | | | |

DRAFT 2022 UTP Distribution Strategy

| | Category and Description | Required Minimums | Other Strategic Distributions | 2022 UTP Draft Distribution Recommended Strategy | |
|--|--------------------------|---|-------------------------------|--|-------------------------|
| Category Types ■ Preservation/Rehab. ■ Mobility/Connectivity ■ Federal Programs ■ State/Rider Req. ■ TTC Discretionary | 1 | Preventive Maintenance & Rehabilitation | - | \$13,926,300,000 | \$13,926,300,000 |
| | 2 | Metro and Urban Corridor Funding | - | \$10,012,237,562 | \$10,012,237,562 |
| | 4R | Statewide Connectivity (Regional) | - | \$5,406,806,295 | \$5,406,806,295 |
| | 4U | Statewide Connectivity (Urban Congestion) | - | \$4,605,629,266 | \$4,605,629,266 |
| | 5 | Congestion Mitigation and Air Quality | \$2,322,790,000 | | \$2,322,790,000 |
| | 6 | Bridge | \$386,020,000 | \$3,200,540,000 | \$3,586,560,000 |
| | 7 | Federal Metropolitan Mobility | \$5,036,156,366 | | \$5,036,156,366 |
| | 8 | Safety | \$2,763,130,000 | \$666,620,000 | \$3,431,750,000 |
| | 9 | Transportation Alternatives | \$910,500,000 | | \$910,500,000 |
| | 10 | Supplemental Transportation Projects | \$624,036,355 | | \$624,036,355 |
| | 11 | District Discretionary | \$665,000,000 | \$411,500,000 | \$1,096,500,000 |
| | 11ES | Energy Sector | - | \$2,136,680,000 | \$2,136,680,000 |
| | 12 | Strategic Priority | - | \$10,556,223,462 | \$10,556,223,462 |
| | 12Cl | Strategic Priority (Texas Clear Lanes) | - | \$5,000,000,000 | \$5,000,000,000 |
| | | Total Distribution | \$12,729,634,743 | \$55,924,538,647 | \$68,654,173,390 |
| | 3 | Non-traditional | | | TBD |
| | | Total UTP | | | TBD |



NORTHAVEN TRAIL CONNECTION PROJECT (BRIDGE AT I-75)

TxDOT's portion of the Northhaven Trail Connection Project, including the US75 bridge and related ramp structures and the bridge over White Rock Creek, is scheduled for letting in February 2021.



This project was approved in the 2017 Bond Program under Proposition B (Parks & Recreation) and is a joint effort between the City of Dallas, Dallas County, the North Central Texas Council of Governments, and TxDOT to close a critical gap in the City of Dallas trail system by connecting the Northaven Trail on the west side of US 75 to the Cottonwood Creek and White Rock Creek Trails on the east side of the highway.

This project of dedicated bicycle and pedestrian connections from the eastern terminus of the Northaven Trail to the planned bridge that will span US 75. On the east side of the highway another bridge will span White Rock Creek completing the final connection to the Cottonwood Creek and White Rock Creek Trails. Though just over one-half mile in length, this project, once complete, will connect over 20 miles of trails within the City of Dallas.

This project of dedicated bicycle and pedestrian connections from the eastern terminus of the Northaven Trail to the planned bridge that will span US 75. On the east side of the highway another bridge will span White Rock Creek completing the final connection to the Cottonwood Creek and White Rock Creek Trails. Though just over one-half mile in length, this project, once complete, will connect over 20 miles of trails within the City of Dallas.

TXDOT WINTER WEATHER PREPARATIONS

You probably know that TxDOT uses chemicals during ice and snow events, but here's a little more information on how it works.

Before an ice/snow event they place liquid based anti-icers to help prevent ice formation.

During an ice/snow event, they use various salt-based granular de-icers to help melt ice that has already formed on the road.



Granular De-Icer (used during event)

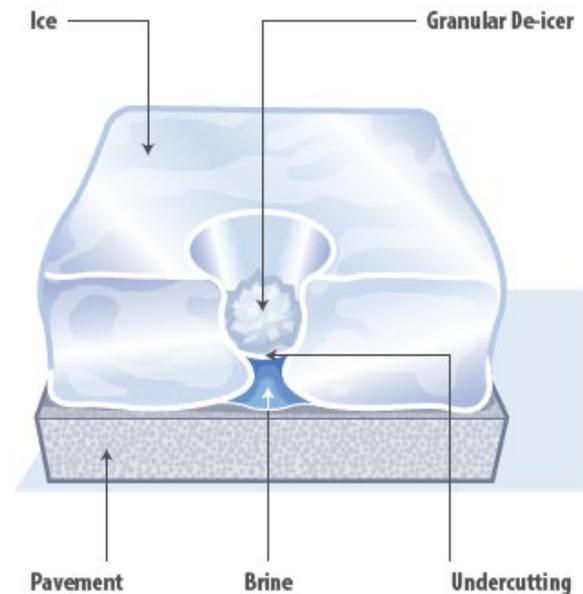


Liquid Salt (used before event)

How do the chemicals work?

Granular de-icers (like salt) lower the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt contacts the ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



D2 SUBWAY

The current status of the project development activities include the completion of Final Environmental Impact Statements/Record of Decision and incorporation of final FTA staff and legal comments, 30% design completion, Section 106 Programmatic Agreement signed by DART, FTA and Texas Historical Commission, completion of determinations based on City Council approval of park easements, and pending City Council action to approve project FTA Notice of Availability (NOA) of FEIS/ROD in Federal Register. FEIS/ROD must be complete to request entry into next phase of Engineering.

City of Dallas staff are working with DART and NCTCOG to identify and address issues and bring a recommendation to City Council Transportation and Infrastructure Committee.

The DART Committee-of-the-Whole was briefed on D2 on February 9, 2021. DART staff indicated they need Dallas City Council approval to advance D2 Subway no later than March 24, 2021 to avoid risks to FTA review schedule and core capacity grant eligibility.

DARTZOOM BUS NETWORK REDESIGN: RIDERSHIP/COVERAGE RATIO

In January 2021 the Board was briefed on the most recent iteration of the draft network. The draft network contains fewer routes than the current network. The reason for the reduction in routes stems from the reduction in shorter “feeder routes” and a number of routes that are set to be replaced by GoLink service. Feeder routes are often replaced by longer, combined routes that have more crosstown functionality. Meanwhile, the number of GoLink Zones nearly doubles in the draft network.

| Parameter | Current Network | Draft Network |
|-------------------------|-----------------|---------------|
| DART-Funded Routes | 121 | 77 |
| Shuttle Routes | 19 | 19 |
| DART GoLink Zones * | 15 | 28 |
| Special GoLink Zones ** | 3 | TBD *** |

There would be 18 Core Frequent Routes in the draft network, compared to seven in the current system. Core Frequent Routes operate every 15 minutes in peak hours and 20 minutes midday, never less than every 30 minutes, and have wider service hours (4am-1am). An additional 11 routes would operate every 15 minutes in peak hours and ever 30 minutes all other times.

All local routes would have both Saturday and Sunday service; many current routes do not operate on Sunday or both Saturday/Sunday. Thirteen GoLink zones would have Saturday service and 6 zones would have Sunday service; currently only one zone has weekend service.

DART Zoom Bus Network Redesign Project schedule:

- ~~20Q1 Oct-Dec 2019 Project Kickoff Work on Draft Choices Report~~
- ~~20Q2 Jan-Mar 2020 Network Concept Design Public Involvement, Round 1~~
- ~~20Q3 Apr-Jun 2020 Public Involvement, Round 1~~
- ~~20Q4 Jul-Sep 2020 Ridership/Coverage Balance~~
- ~~21Q1 Oct-Dec 2020 Ridership/Coverage Balance * Develop Draft Bus Network Plan~~
- 21Q2 Jan-Mar 2021 Complete Draft Bus Network Plan * Initiate Service Change Process
- 21Q3 Apr-Jun 2021 Combined Public Involvement
- 21Q4 Jul-Sep 2021 Approve Service Changes * Approve Bus Network Plan

2045 TRANSIT SYSTEM PLAN

Staff from the City of Dallas Transportation and Planning & Urban Design departments provided DART with comments on the draft goals and actions for the plan. There appear to be many areas of alignment with the draft *Connect Dallas* plan, including a greater focus on bus rapid transit on key corridors, improving last-mile connections such as sidewalks around bus stops, and making adjustments to infrastructure to improve bus speed and reliability. For more information, visit: <https://www.dart.org/about/expansion/transitsystemplan.asp>

UPCOMING DART MEETINGS

There is a DART Board meeting scheduled for February 23, 2021, and an upcoming meeting scheduled for March 9, 2021.



Master Agreement for MCIP

City staff and County staff are in discussions regarding revisions to the Major Capital Improvements Project Master Agreement and will be coming to Council for consideration later this spring.



The NTA Board of Directors held their annual retreat at the Gaylord Texas Resort on January 22nd and 23rd.

The next regularly scheduled Board meeting on Wednesday, February 17th at 10:00 AM.



Representative Yvonne Davis was the keynote speaker at the February 5, 2021 DRMC meeting.

Representative Davis reiterated what other speakers have said as it relates to operations at the Capitol this session – each representative's office has its own protocols, hours, and visiting rules, and anyone visiting elected officials should call the offices to understand their particular protocols.

Representative Davis is the longest serving member of the House Transportation Committee. She discussed the importance of securing funding for transportation projects – especially projects in the North Texas region and emphasized the role of big transportation projects in the economic recovery from the pandemic.

2019 Airport of the Year



DFW Airport Board Briefed on Concessions Relief Plan

The DFW Airport Board received a briefing on a proposal to provide concessionaires relief related to the pandemic. The main component of this plan would extend current concessions leases by an additional two years. This extension is applicable to all concession categories. Additionally, concessionaires have the option to voluntarily leave their lease up until September 2021. Finally, the percentage rent increase scheduled for March 2021 has been deferred until September 2023. In total, the Airport board will be providing over \$100 million in relief through these actions. These proposals will be brought to the board at the March board meeting for board approval.

Airport Board Re-Elects Officers

The Airport Board held its officer elections at its regular board meeting. The board voted, unanimously, to reelect Matrice Ellis Kirk as chair, Henry Borbolla as Vice Chair, and Gloria Tarpley as secretary. Their second term is for one year.

The next Board Meeting will be Thursday, March 4, 2021. For more information, including agendas and actions, please visit www.dfwairport.com/board.



**TEXAS
CENTRAL**

Texas Central is finalizing negotiations with primary contracting partners for the execution phase of design/build agreements. This includes consideration of the execution plans and how they will fulfill Texas Central's Business & Workforce Opportunity Program. Detailed utilization plans will be prepared by Texas Central's partners once they commence work under their execution phase agreements.



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-284

Item #: M

Committee Forecast

| Transportation and Infrastructure Committee Forecast | | |
|--|--|--|
| Committee Date | Briefing Item/Report | Presenters(s) |
| March 23, 2021 <i>Meeting moved due to Council Recess</i> | Interagency Transportation Report | |
| | Committee Forecast | |
| | Proposed Street Developer Impact Fees | Robert Perez, Director, Department of Public Works |
| | Traffic Signal Infrastructure Strategy & Data Exchange Policy | Ghassan Khankarli, Interim Director, Department of Transportation |
| | Advanced Water Metering Technology | Terry Lowery, Director, Dallas Water Utilities |
| | Briefing by Memorandum: Monthly Updates for Public Works Program Performance | Robert Perez, Director, Department of Public Works |
| April 19, 2021 | Interagency Transportation Report | |
| | Committee Forecast | |
| | Vision Zero Implementation Update | Ghassan Khankarli, Interim Director, Department of Transportation |
| | Principles of Streetcar Master Planning | Ghassan Khankarli, Interim Director, Department of Transportation |
| | Briefing by Memorandum: Monthly Update of Public Works Program Performance | Robert Perez, Director, Department of Public Works |
| May 17, 2021 | Interagency Transportation Report | |
| | Committee Forecast | |
| | Briefing by Memorandum: Monthly Update of Public Works Program Performance | Robert Perez, Director, Department of Public Works |
| June 14, 2021 <i>Meeting moved due to City Council Inauguration</i> | Interagency Transportation Report | |
| | Committee Forecast | |
| | Briefing by Memorandum: Monthly Update of Public Works Program Performance | Robert Perez, Director, Department of Public Works |
| August 16, 2021 | Interagency Transportation Report | |
| | Committee Forecast | |
| | Curb Lane Management | Ghassan Khankarli, Interim Director, Department of Transportation |
| | Parking Meter Upgrades | Ghassan Khankarli, Interim Director, Department of Transportation |
| | Briefing by Memorandum: Monthly Update of Public Works Program Performance | Robert Perez, Director, Department of Public Works |

Please note: This forecast lists expected briefings and does not include all memos or reports that may be forthcoming. This forecast is subject to change.