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CITY SECRETARY
DALLAS, TEXAS

City of Dallas

210879

POSTED CITY SECRETARY
DALLAS, TX

1500 Marilla Street,
Council Chambers, 6th Floor
Dallas, Texas 75201



Transportation and Infrastructure Committee

October 18, 2021

1:00 PM

2021 CITY COUNCIL APPOINTMENTS

COUNCIL COMMITTEE	
ECONOMIC DEVELOPMENT Atkins (C), Arnold (VC), McGough, Narvaez, Resendez, West, Willis	ENVIRONMENT AND SUSTAINABILITY Blackmon(C), Ridley (VC), Arnold, Bazaldua, Resendez, Schultz, West
GOVERNMENT PERFORMANCE AND FINANCIAL MANAGEMENT Mendelsohn (C), Willis (VC), Atkins, Bazaldua, McGough, Ridley, West	HOUSING AND HOMELESSNESS SOLUTIONS Thomas (C), Moreno (VC), Arnold, Blackmon, Mendelsohn, Ridley, Schultz
PUBLIC SAFETY McGough (C), Mendelsohn (VC), Atkins, Moreno, Resendez, Thomas, Willis	QUALITY OF LIFE, ARTS, AND CULTURE Bazaldua (C), West (VC), Arnold, Blackmon, Narvaez, Ridley, Thomas
TRANSPORTATION AND INFRASTRUCTURE Narvaez (C), Atkins (VC), Bazaldua, Mendelsohn, Moreno, Schultz, Willis	WORKFORCE, EDUCATION, AND EQUITY Schultz (C), Thomas (VC), Blackmon, McGough, Moreno, Narvaez, Resendez
AD HOC JUDICIAL NOMINATING COMMITTEE Resendez (C), Arnold, Bazaldua, Ridley, Thomas, West, Willis	AD HOC LEGISLATIVE AFFAIRS Atkins (C), McGough, Mendelsohn, Narvaez, Willis
AD HOC COMMITTEE ON COVID-19 RECOVERY AND ASSISTANCE Thomas (C), Atkins, Mendelsohn, Moreno, Ridley	AD HOC COMMITTEE ON GENERAL INVESTIGATING & ETHICS Mendelsohn (C), Atkins, Blackmon, McGough, Schultz

(C) – Chair, (VC) – Vice Chair

Handgun Prohibition Notice for Meetings of Governmental Entities

"Pursuant to Section [30.06](#), Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección [30.06](#) del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section [30.07](#), Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección [30.07](#) del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

"Pursuant to Section [46.03](#), Penal Code (places weapons prohibited), a person may not carry a firearm or other weapon into any open meeting on this property."

"De conformidad con la Sección [46.03](#), Código Penal (coloca armas prohibidas), una persona no puede llevar un arma de fuego u otra arma a ninguna reunión abierta en esta propiedad."

Note: A quorum of the Dallas City Council may attend this Council Committee meeting.

This Council Committee meeting will be held by video conference and in the Council Chambers, 6th Floor at City Hall.

The Public is encourage to attend the meeting virtually, however, City Hall is available for those wishing to attend the meeting in person following all current pandemic-related public health protocols.

The meeting will be broadcast live on Spectrum Cable Channel 16 and online at bit.ly/cityofdallastv.

The public may also listen to the meeting as an attendee at the following video conference link:

<https://dallascityhall.webex.com/dallascityhall/onstage/g.php?MTID=e69e8bf4531b2f73e128720f51b69a466>

Call to Order

MINUTES

- A [21-2022](#) Approval of September 20, 2021 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

DISCUSSION ITEM

- B [21-2035](#) Recommended Names of the Micro Mobility Working Group

BRIEFING ITEMS

- C [21-2024](#) Curb Lane Management Policy Study
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: [Presentation](#)

- D [21-2025](#) D2 Subway East End Evaluation
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: [Presentation](#)

- E [21-2026](#) All-Way Stop Petition Process at Residential Intersections
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: [Presentation](#)

- F [21-2047](#) Dallas Water Utilities- Nuts and Bolts of DWU
[Terry S Lowery, Director, Dallas Water Utilities]

Attachments: [Presentation](#)

BRIEFING BY MEMORANDUM

- G [21-2028](#) Alley Cleanup and Trail Conversions Program - FY 2022 Implementation Plan
[Robert Perez, Ph.D., Director, Department of Public Works]

Attachments: [Memorandum](#)

REPORTS

- H [21-2029](#) Monthly Update of Public Works Program Performance Report - August 2021
[Robert Perez, Ph.D., Director, Department of Public Works]

Attachments: [Report](#)

- I [21-2030](#) Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: [Report](#)

FORECAST

- J [21-2031](#) 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]

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: September 20, 2021

Convened: 1:03 p.m.

Adjourned: 2:59 p.m.

Committee Members Present:

Omar Narvaez, Chair
Tennell Atkins, Vice Chair
Jesse Moreno
Jaynie Schultz
Gay Donnell Willis
Cara Mendelsohn
Adam Bazaldua

Committee Members Absent:

N/A

Other Council Members Present:

Chad West
Adam McGough
Paula Blackmon

Presenters:

Majed Al-Ghafry, P.E., Assistant City Manager, City Manager's Office
Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Mark Duebner, Director, Department of Aviation
Elaine Flud Rodriguez, General Counsel, Dallas Fort Worth International Airport
Sarah Standifer, Assistant Director, Dallas Water Utilities
Kevin Spath, Assistant Director, Office of Economic Development
Robert Perez, Director, Department of Public Works

AGENDA

Call to Order (1:03 p.m.)

A. Approval of the August 16, 2021 Transportation and Infrastructure Committee Meeting Minutes

Presenter(s): Omar Narvaez, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes from the August 16, 2021 Transportation and Infrastructure Committee meeting.

Motion made by: Gay Donnell Willis
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Jesse Moreno
Item passed on a divided vote:
Item failed on a divided vote:

B. Discussion Regarding DART Board Representative Workshop

Presenter(s): Majed Al-Ghafry, Assistant City Manager

Action Taken/Committee Recommendation(s): Staff provided the committee with an overview discussion of having a DART Board Representative workshop. Chairman Narvaez suggested meeting every quarter to report to DART Board members for discussion. Information only.

C. The State of Dallas' Aviation Department

Presenter(s): Mark Duebner, Director, Department of Aviation

Action Taken/Committee Recommendation(s): Staff provided a presentation overview of the State of Dallas' Aviation Department. The presentation provided a Department Overview, Budget and Revenue, Pandemic Impact and Recovery, Data Analytics, Capital Program, Car Rental Services, Non-aeronautical Development, Dallas Executive Airport and Outreach and Engagement. Committee members asked questions regarding

parking rate comparisons, locations, timing of campaign, the Good Neighbor program, Fire Station 2, capital projects and fuel lines. All questions and concerns were answered by staff. Information only.

D. Briefing by Memorandum: DART Waterline Easements and DFW Airport

Presenter(s): Elaine Flud Rodriguez, General Counsel, Dallas Fort Worth International Airport

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

E. Briefing by Memorandum: Dockless Vehicle Update & Micromobility Working Group

Presenter(s): Ghassan Khankarli, Director, Department of Transportation

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Mayor Pro Tem West suggested that the dockless vehicle program needs to be addressed as soon as possible, and to consider bikes along with scooters regarding docking stations. Chairwoman Blackmon suggested that Council Members representing the Central Business District be represented on the working group. Information only.

F. Briefing by Memorandum: Rush Hour Parking Restrictions in Central Business District

Presenter(s): Ghassan Khankarli, Director, Department of Transportation

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

G. Briefing by Memorandum: Article V. Section 51A, 5.100-5.105 "Floodplain" Ordinance Revision and Update

Presenter(s): Sarah Standifer, Assistant Director, Dallas Water Utilities

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Council Member Mendelsohn asked questions regarding flooding and drainage studies. Mayor Pro Tem West asked questions regarding taking out heavily forested areas and flood rate insurance maps. Staff addressed all questions and concerns. Information only.

H. Briefing by Memorandum: Public Street Lighting Improvement Project in Grand Park South TIF District

Presenter(s): Kevin Spath, Assistant Director, Office of Economic Development

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

I. Interagency Transportation Report

Presenter(s): Ghassan Khankarli, Director, Department of Transportation

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

J. Monthly Update of Public Works Program Performance Report- July 2021

Presenters(s): Robert Perez, Director, Department of Public Works

Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

K. Committee Forecast

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

Adjourn (2:59 p.m.)

APPROVED BY:

ATTESTED BY:

Omar Narvaez, Chair
Transportation & Infrastructure Committee

Keiondra Johnson, Coordinator
Transportation & Infrastructure Committee



City of Dallas

Curb Lane Management Policy Study

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Director
Department of Transportation
City of Dallas

Kathryn Rush, Chief Planner
Department of Transportation
City of Dallas

Presentation Overview



- Background
- What is Curb Lane Management?
- Why Manage the Curb?
- Policy Purpose
- Policy Study Scope of Work
- Draft Policy Document Outline
 - Chapter 1 – Existing Conditions Review
 - Chapter 3 – Meter Rate Setting Policy
 - Chapter 4 – Curb Management Policy
- Next Steps





Background

Connect Dallas:
The *Connect Dallas* Strategic Mobility Plan (SMP) recommended the development of a curb lane management policy, which will advance the core Driving Principles of the SMP.

PROACTIVELY MANAGE THE CITY'S CURBSIDE MOBILITY ASSETS

Implementation and Responsible Parties

The Mobility Management Working Group would fall under the **Department of Transportation**, although input from the **Department of Aviation** (where current vehicle-for-hire authority lies) will be important. Infrastructure projects that result from the Curb Management plan would be coordinated with the **Department of Public Works**.

WHAT DOES THIS LOOK LIKE?

The District of Columbia DOT's ParkDC program is an innovative approach to managing the District's curb assets. The program has initiated pilots ranging from dynamic parking pricing to TNC pick-up/drop-off zones.



SPECIFIC ACTIONS:

1. Create a Mobility Management Working Group that oversees parking, vehicle for-hire regulation, dockless mobility regulation, Mobility-as-a-Service, and transportation technology innovations under one umbrella
2. Conduct a citywide Curb Management plan that considers all curb uses (parking, mobility, pick-up/drop-off, delivery, etc.)
3. Update parking meter rates and introduce dynamic pricing to better manage parking utilization in paid parking districts



Background



- City Council approved supplemental agreement to the Strategic Mobility Plan contract on September 23, 2020, to develop curbside management policy.
- Planning process began in November 2020.



What is Curb Lane Management?



- **Curb Lane or Curb Space:** The space at the curb – usually the outside travel lane or sidewalk, where movement meets access.
- **Users and uses of the curb lane include:**
 - Mobility: vehicle travel lanes, bike lanes, dedicated bus lanes, sidewalks
 - Access for People: short-term parking, bus stops, bicycle or scooter parking, passenger drop-off, valet
 - Access for Commerce: commercial loading
 - Activation: parklets, food trucks
 - Greening: street trees, planter boxes
 - Storage: longer-term on-street parking



Source: NCTCOG, 2020



What is Curb Lane Management? (cont.)



- **Curb Management:** The act of prioritizing, assigning, and enforcing uses of the curb space.
- **Curb and Parking Management Policy:** Identifies how City staff should prioritize and allocate uses of the curb, and price the curb to achieve the desired results.

*Policy Example:
City of Seattle's Flex
Zone/Curb Use Priorities
– based on surrounding
land use*

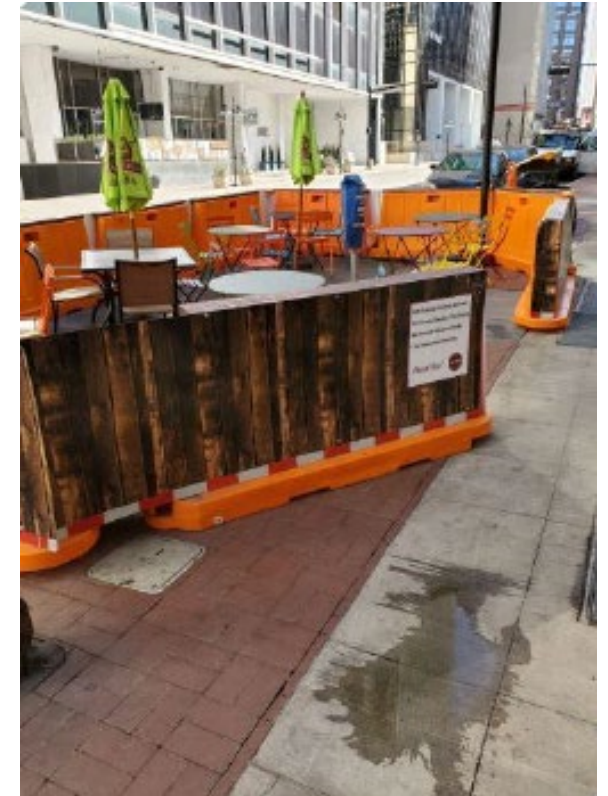
	Residential	Commercial & Mixed Use	Industrial
1	Support for Modal Plan Priorities	Support for Modal Plan Priorities	Support for Modal Plan Priorities
2	Access for People	Access for Commerce	Access for Commerce
3	Access for Commerce	Access for People	Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening



Why Manage the Curb?



- It is a limited public resource
- It has high proximity value
- It is no longer only a space for parking vehicles. More users and modes are competing for it than ever before.
 - Bicycles and bike lanes
 - Rideshare
 - Dockless scooters
 - Delivery vehicles
 - Pop-up dining (parklets)



Why Manage the Curb? (cont.)



Environmental Sustainability

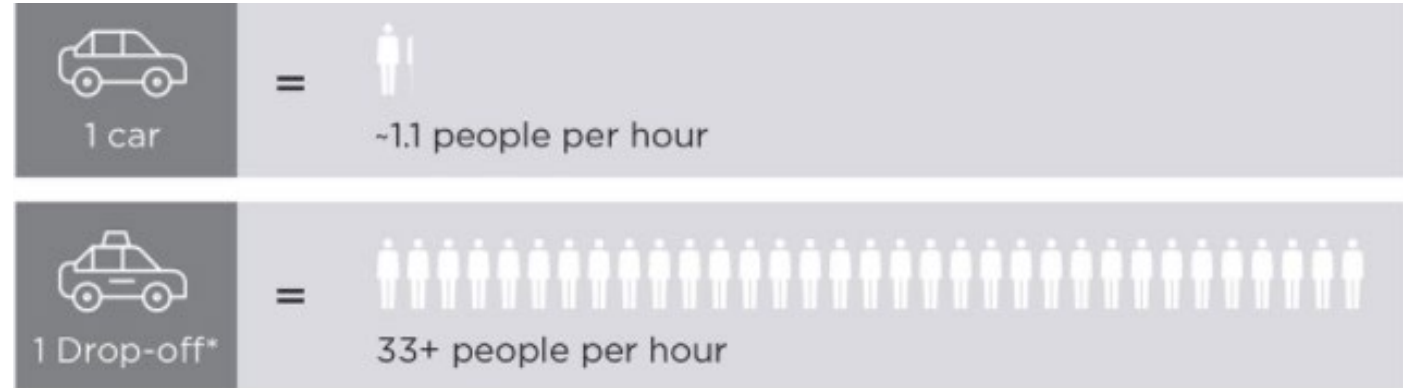
- Historically, SOV parking has been prioritized when a road has excess street capacity.
- Prioritizing the use of the curb lane for multi-modal operations where it has been identified as a priority is key to advancing the CECAP goal of reducing single occupancy vehicle (SOV) mode share, and the overall vision of Connect Dallas.
- Changes to the use of the curb can quickly become politically contentious. A Curb Lane Management Policy will help to define the public good (e.g., when a bike lane should be prioritized over on-street parking, or a transit lane prioritized over a valet zone).



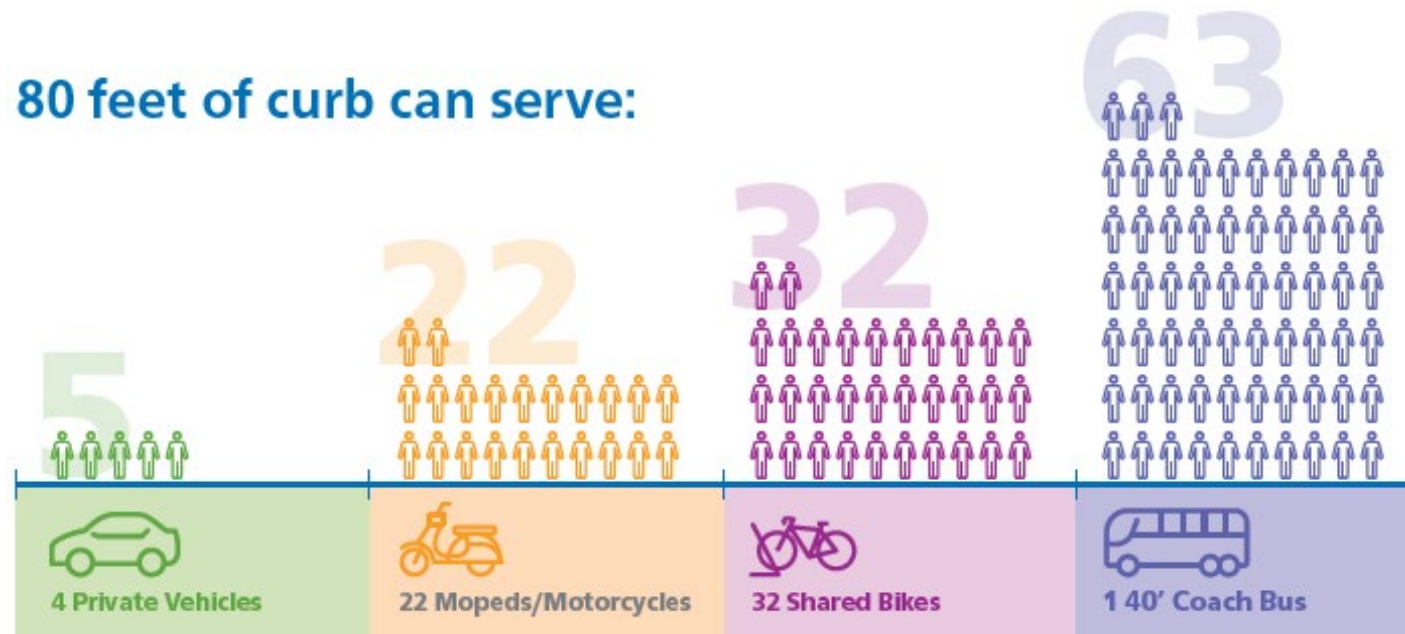
Why Manage the Curb? (cont.)



Some uses of the curb serve more people or are higher value than others



80 feet of curb can serve:



Why Manage the Curb? (cont.)



Economic Vitality

- Proper management of curb space is crucial to the economic vitality of business and commercial districts that lack off-street surface parking and loading.
- Encouraging regular turnover of on-street parking is vital to the success of small local businesses. *Usually requires properly priced metered parking.*



Equity

- Historically, curb space has been assigned piecemeal in response to property and business owners.
- Need to ensure the needs of the broader public are being considered when allocating curb space.
- Unorganized streets or streets that prioritize private vehicles to the detriment of transit can reduce transit reliability.

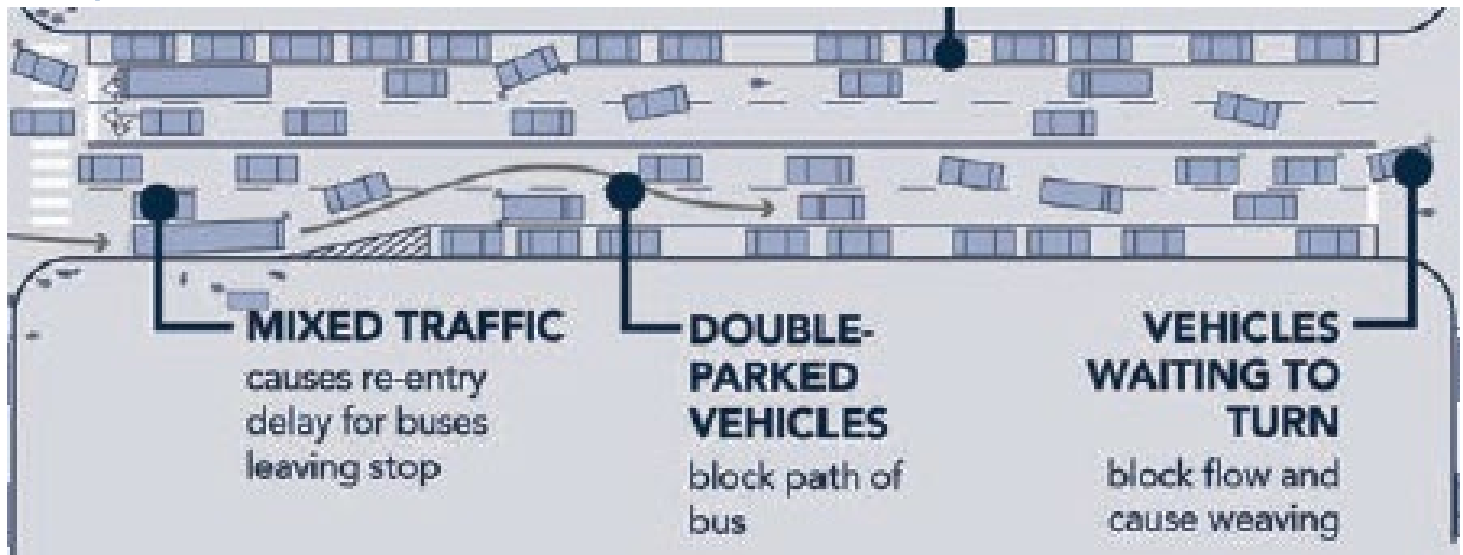


Why Manage the Curb? (cont.)



Safety

- Unorganized streets cause friction between vehicles.
- Organizing a street and curb space allows more efficient flow and operations for transit and general traffic.
- Dedicating space for walking and bicycling improves multi-modal safety.



Source: ITE





Purpose of the Policy

- Define the public interest.
- Set clear priorities for access to the curb based on context and modal needs.
- Incorporate and reflect the changing needs for the curb; provide standards for when and where to accommodate these new interests.
- Simplify the downtown experience for all curb users by making the location and type of uses more predictable.
- Make staff processes more efficient; and provide greater transparency and manage expectations for developers and business owners.
- Establish policies for when to install, remove, and/or re-price metered parking. When new time-limited parking restrictions should be implemented.
- Make it easier for people to find parking by encouraging parking turnover.



Policy Study Scope of Work



City of Dallas Curb and Parking Management Policy



Policy Study Scope of Work (cont.)



Stakeholder Workshops:

Business Associations:

- Downtown Dallas, Inc: Dustin Bullard, Evan Sheets, Jacob Browning
- Uptown Dallas, Inc: Kathy Stewart
- Deep Ellum Foundation: Stephanie Hudiburg
- Bishop Arts Business Association: Amanda Popken

Local & Regional Experts:

- NCTCOG: Travis Liska
- Space Between Design Studio: Patrick Kennedy

Other Partners:

- DART: Steve Patrinick

City Departments

- Transportation:
 - *Parking Management*: Michael Melton, Nauman Akbar
 - *Bicycle Manager*: Jessica Scott
 - *Thoroughfare Manager*: Kimberly Smith
 - *Traffic Operations*: Mahmoud Dibas, Fernando Villareal, Brittany Darah, Ricardo Ramos
 - *Development Services*: David Nevarez, Shaila Avatapalli
- Planning and Urban Design:
 - *Zoning*: Andreea Udrea, Lori Levy
 - *Planning*: Arturo Del Castillo, Daniel Church



Draft Policy Document Outline



- Introduction
- Summary of Recommendations
- Chapter 1: Existing Conditions
- Chapter 2: Peer Review/Best Practices
- Chapter 3: Rate and Policy Setting
- Chapter 4: Curb Management
- Chapter 5: Action Plan Matrix
- Addendum: Dynamic Pricing
- Addendum: Signage
- Addendum: Smart Loading
- Addendum: Parking Benefit Districts

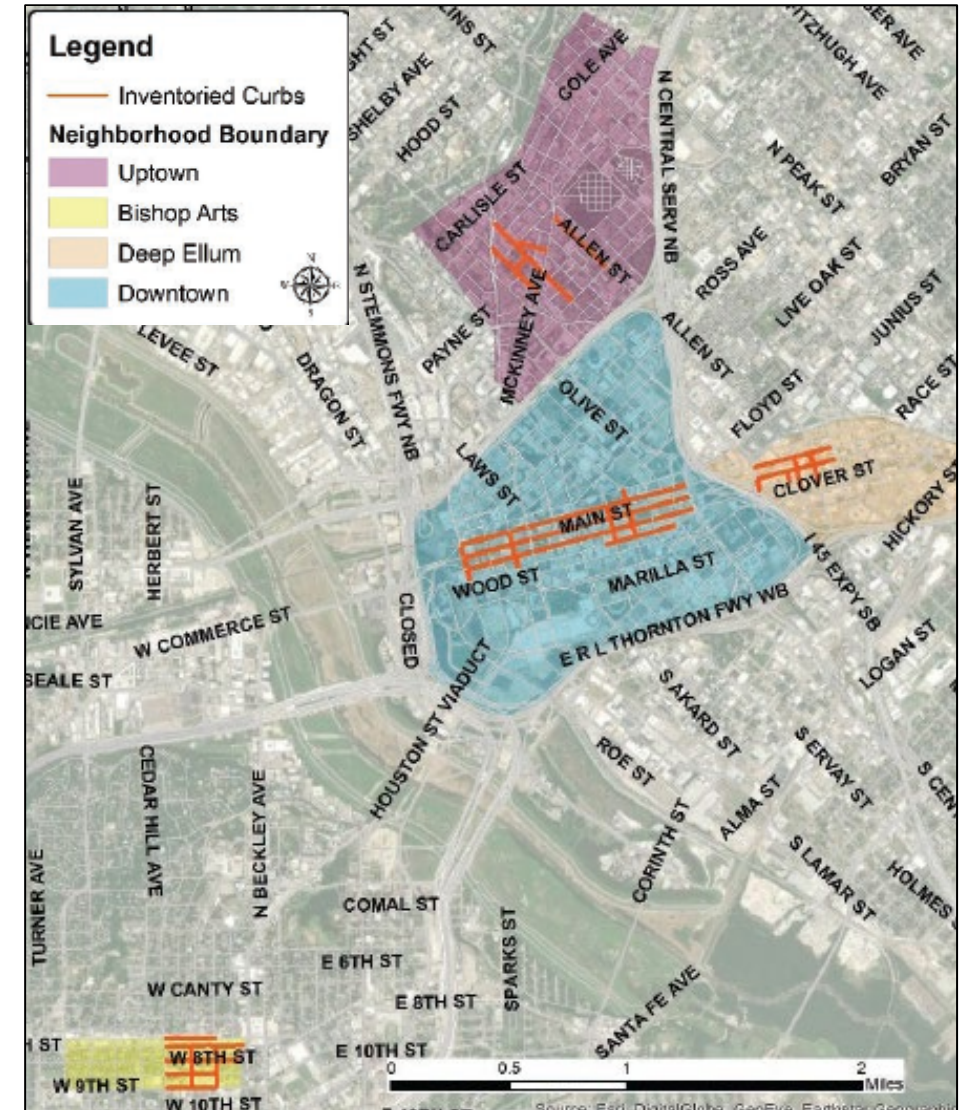




Chapter 1 – Existing Conditions

Curb Use Inventory

- Locations of inventory were recommended by Engineering and Parking staff as having the greatest conflicts and demand for the curb space. Intended to represent the range of conditions and demand for the curb.

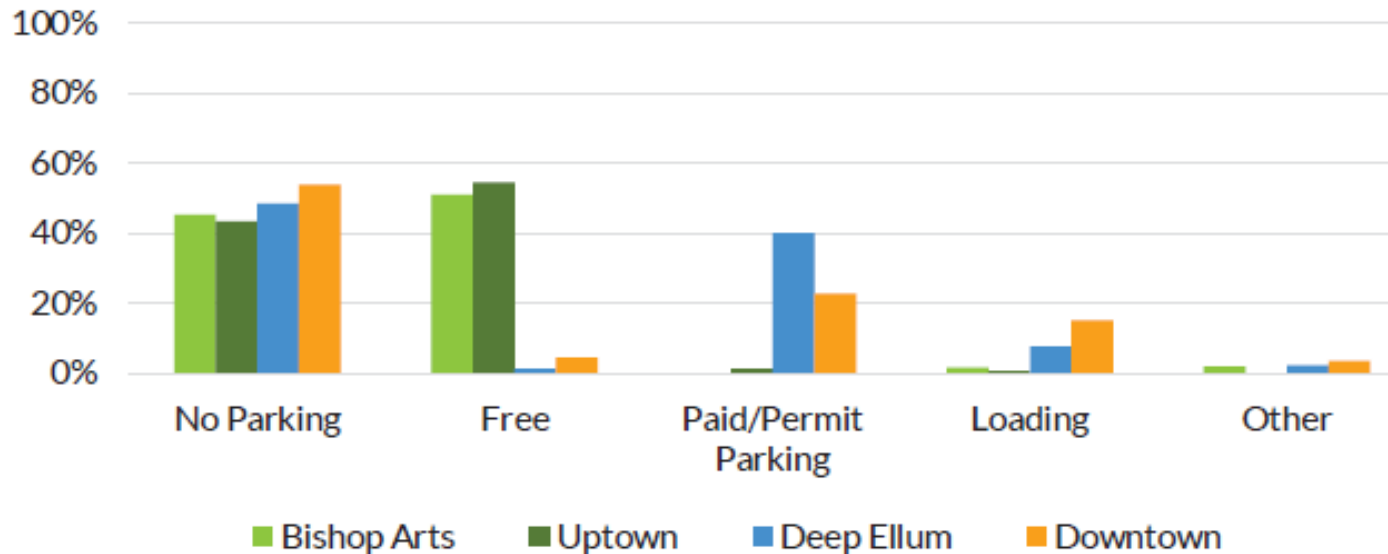


Chapter 1 – Existing Conditions



Curb Use Inventory

Aggregate of Curb Uses by District



Some of the Findings:

- Lack of parking turnover is creating double parking and enforcement issues in most districts. Negatively impacts emergency response times on narrower streets.
- Need for predictable commercial and passenger loading zones.
- Almost no space is dedicated to alternative modes of transportation.





Chapter 1 – Existing Conditions

Metered Parking Regulations

- Approx. 3,600 parking meters
- Rates for most meters have not been updated 10-20 years.
 - 11% have not been updated in over 20 years.
- In other peer cities, rates usually range from \$1-\$5 per hour. \$1 min. typically needed for metered parking to be worth it.

METERED PARKING AREAS	RANGE OF FIXED RATE(S)	TIME RANGE(S)	RANGE OF SPLIT RATE(S)
	VARY BY BLOCK	VARY BY BLOCK	VARY BY TIME OF DAY IN SPECIFIC LOCATIONS
Central Business District (includes West End Historical District and Klyde Warren Park)	\$0.05	7am-6pm 7am-12am 10am-4pm 6pm-12am	Monday-Friday \$1.50 (7am-9am) \$2.00 (9am-6pm) \$2.50 (6pm-12am) Sunday \$2.00 7am-12am
	\$0.10		
	\$0.15		
	\$0.20		
	\$0.25		
	\$0.30		
	\$0.50		
	\$0.60		
	\$1.00		
Baylor	\$0.05	7am-6pm 7am-12am 10am-4pm 6pm-12am	Monday-Sunday \$1.00 (7am-5pm) \$2.00 (5pm-12am)
Cedars	\$0.10		
Deep Ellum	\$0.20		
Infomart	\$0.25		
Jefferson	\$0.30		
Park Central	\$0.50		
Parkland	\$0.60		
Uptown/Victory	\$1.00		
	\$1.25		





Chapter 3 – Meter Rate Setting Policy

Rate and Policy Setting Objectives (DRAFT)

- 1. Foster multiple transportation options and improve downtown economic vitality.
- 2. Support meter system maintenance and operational costs.
- 3. Make travelling in downtown Dallas simple, predictable, and easy.



Connect Dallas recommends the City of Dallas “Update parking meter rates and introduce dynamic pricing to better manage parking utilization in metered parking districts.” The metric for success of the parking meter update is for 85% of parking stalls to be occupied in high-demand locations on an average day.



Chapter 4 – Curb Management Policy



Curb Management Objectives (DRAFT)

1. Reflect the changing needs for the curb as Dallas grows and diversifies.
2. Create livable neighborhoods and thriving business districts that reflect the context of the surrounding area.
3. Manage expectations and simplify the downtown experience for all curb users.



Chapter 4 – Curb Management Policy



Table will identify priority curb uses by land use and roadway context

(Example table below to be filled in with input from stakeholders)

	Arterials	Collectors	Local Streets
Downtown			
Urban Mixed-Use or Main Street			
Urban Neighborhood			
Business Centers			
Industrial Areas			
Commercial Centers or Corridors			
Residential Neighborhoods			

Curb uses:

- **Access** (short-term parking, loading, bus stops)
- **Activation** (parklets, food trucks)
- **Greening** (trees and shrubs)
- **Mobility** (bikeways, sidewalks, transit lanes, travel lanes)
- **Storage** (long-term parking)



Next Steps



- Complete draft document
- Review and revise draft document
 - City staff review and document revisions
 - Stakeholder review
 - Transportation Committee briefing
 - City Council Briefing
 - Public review (Public Hearing and comment period)
- Revise and finalize document
- City Council adoption





Curb Lane Management Policy Study

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Director
Department of Transportation
City of Dallas

Kathryn Rush, Chief Planner
Department of Transportation
City of Dallas





City of Dallas

D2 Subway East End Evaluation

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Ph.D. P.E.,
Director
Department of Transportation

Presentation Overview



- 1-Purpose
- 2-Background
- 3-Evaluation Process Overview
- 4-Results of First Level Screening
- 5-Results of Second Level Screening
- 6-Staff Recommendation
- 7-Next Steps
- 8-Discussion



1 - Purpose



- Present the results of the D2 East End alignment evaluation and staff's recommendation.
- Seek confirmation from members of the TRNI committee on proposed next steps.





2-Background

Master Interlocal Agreement: build a subway in the Downtown CBD (D2) when specific ridership/ headway thresholds are met



1990

9/9/2015 City Council Resolution: endorsed at-grade Jackson Street as the locally preferred alignment (LPA)



2015

9/3/17 City Council Resolution: endorsed Victory/Commerce/ Swiss as the LPA for the subway, with specific provisions.



2017



2007

DART initiates alternatives analysis for D2 alignments



2016

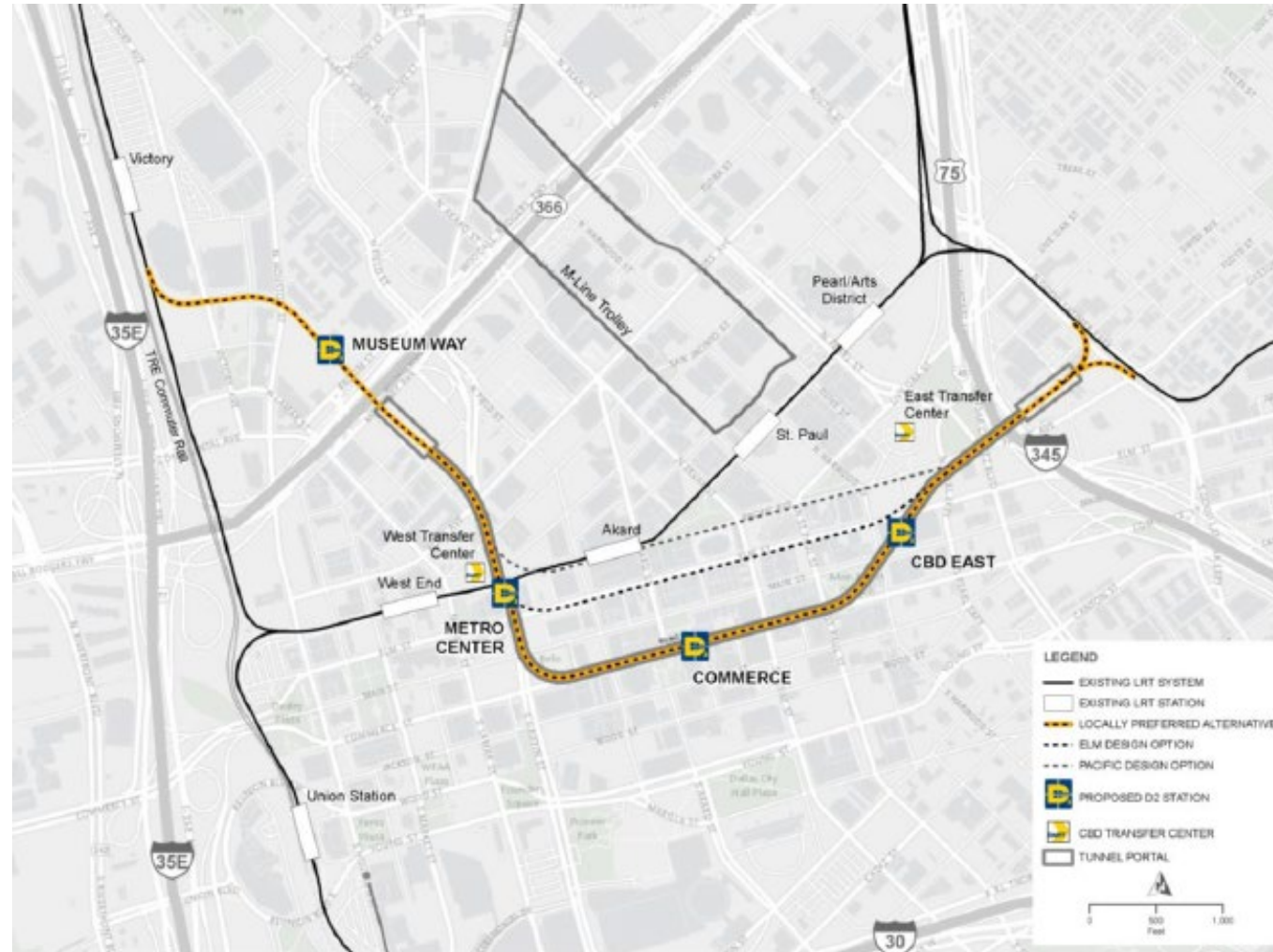
10/11/16 City Council Resolution: construct D2 in a subway through Downtown CBD; D2 is City's highest priority for DART's 2017 20-Year Financial Plan.



2-Background

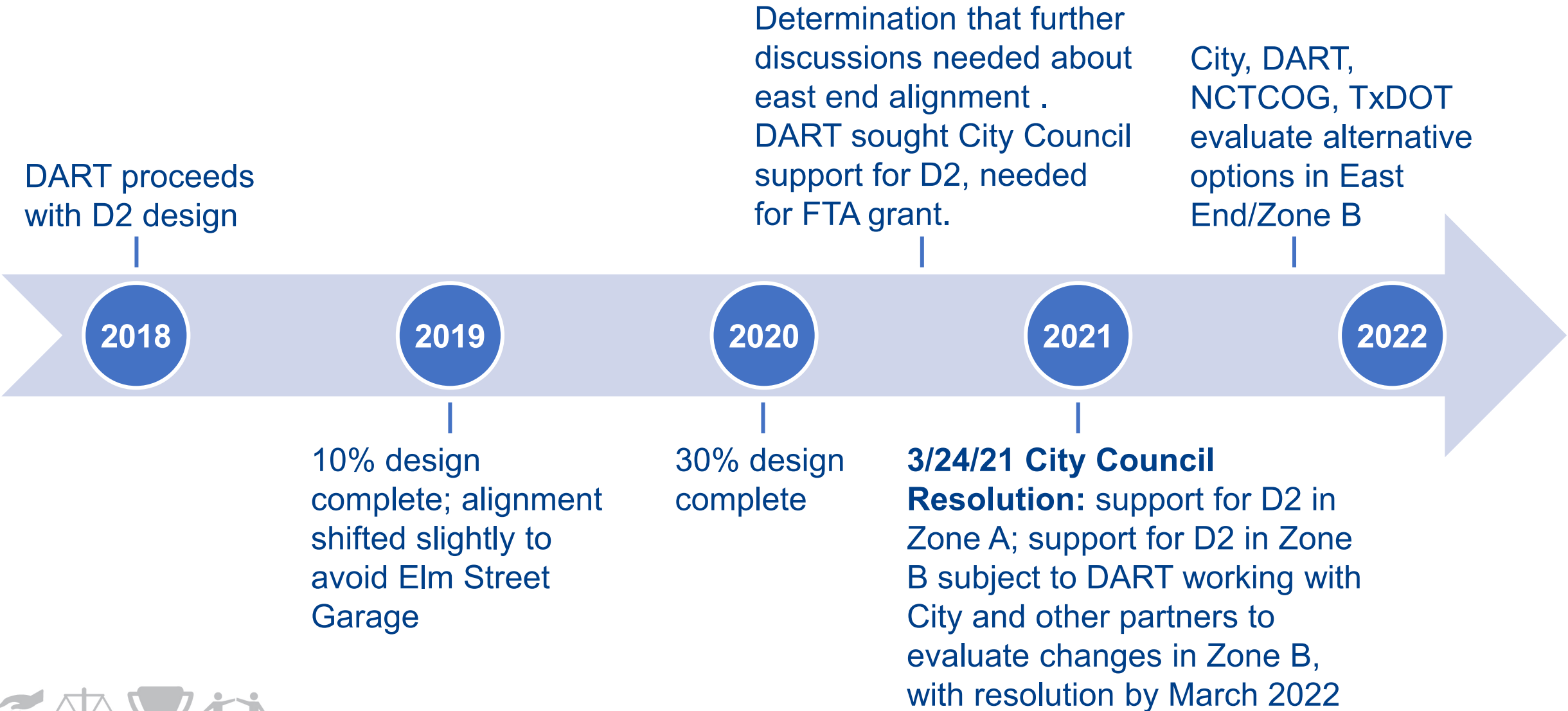


2017 Locally Preferred Alignment

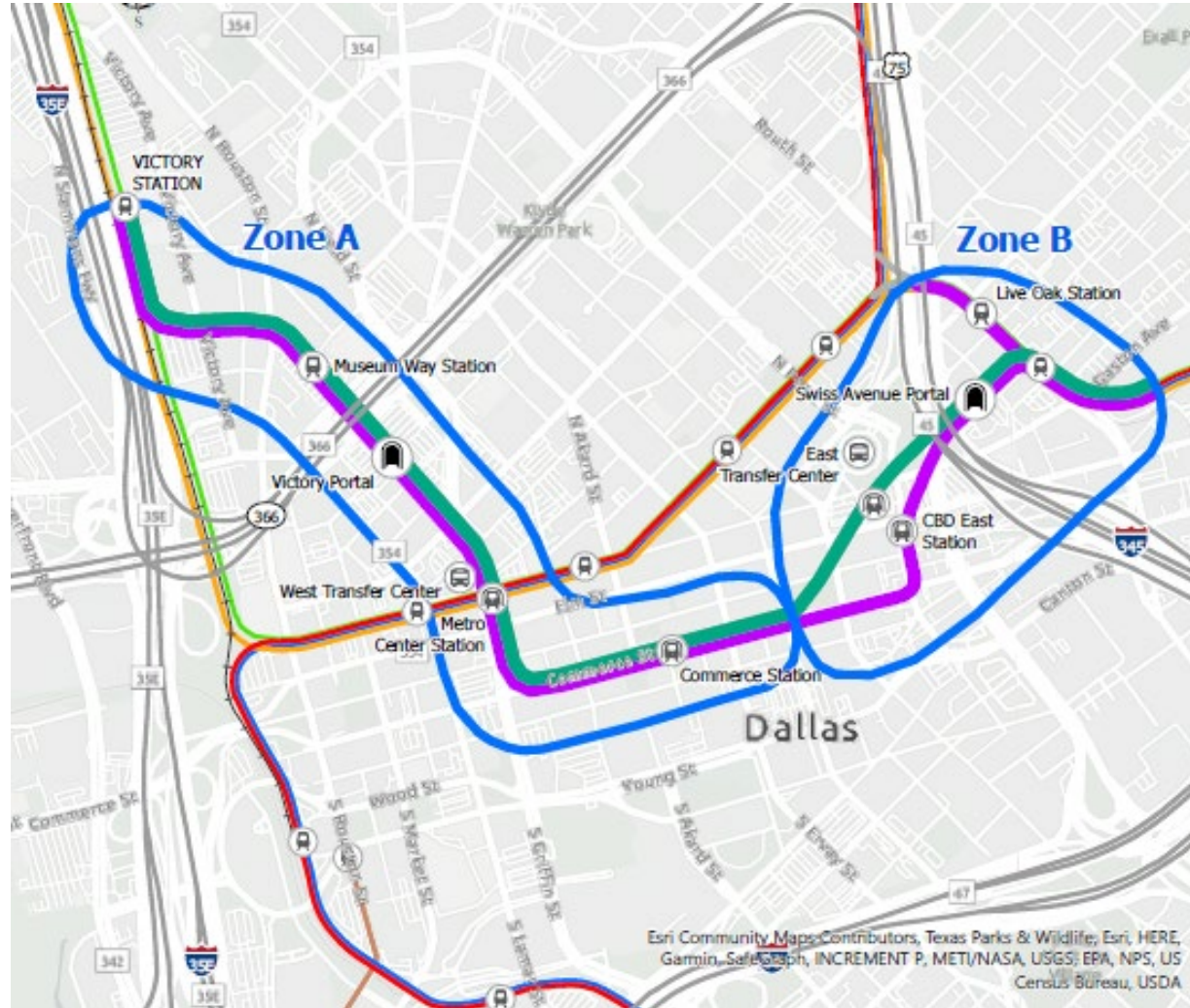






2-Background



2-Background



-  Locally Preferred Alternative - City Council Resolution September 2017
-  DART's Current Proposed Alternative



2-Background



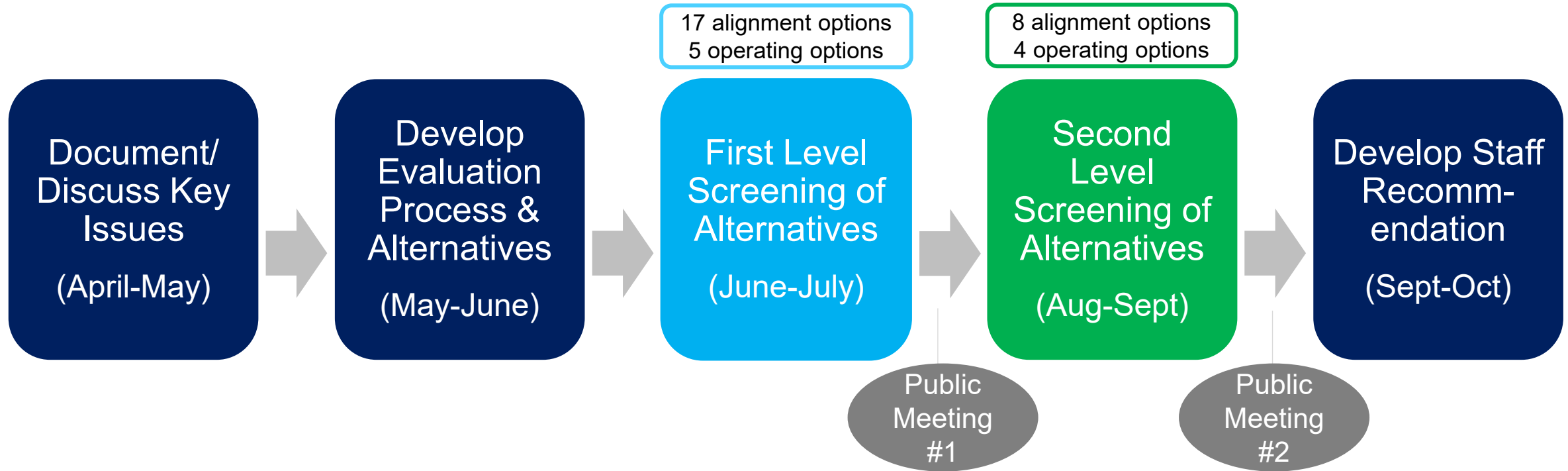
The partnering agencies' staff developed the Vision and identified the Key Issues for Zone B's evaluation, as follows:

Look at D2 Subway, I-345, local street network, and other related infrastructure projects in a coordinated and holistic manner to:

- Minimize right-of-way needs
- Maximize economic development potential
- Reduce the potential for “throw-away” reconstruction of local streets
- Lessen business, property, and travel impacts during construction
- Enhance the city street grid and pedestrian network to reconnect neighborhoods
- Maximize the experience for transit, bicycle, pedestrian, roadway, and freight/goods movement



3-Evaluation Process Overview



KEY DATES

- Staff recommendation by October 2021
- Brief Transportation & Infrastructure Committee in October 2021
- Draft Interlocal Agreement(s) by and between the City, DART, NCTCOG, and TxDOT, by January 2022
- City Council resolution no later than **March 2022**



3-Evaluation Process Overview



- Alternatives were compared to the 30% design of the D2 Subway included in the April 2021 Final Environmental Impact Statement/Record of Decision (FEIS/ROD)
- Evaluation Categories and Stages:

- Evaluation Vision / Project Need and Purpose
- Design and Construction Feasibility

First Level Screening

- Community, Economic, and Environmental Effects
- Transportation Effects
- Temporary (Construction) Effects
- Costs/Funding/Schedule
- Stakeholder Support

Second Level Screening



4-Results of First Level Screening



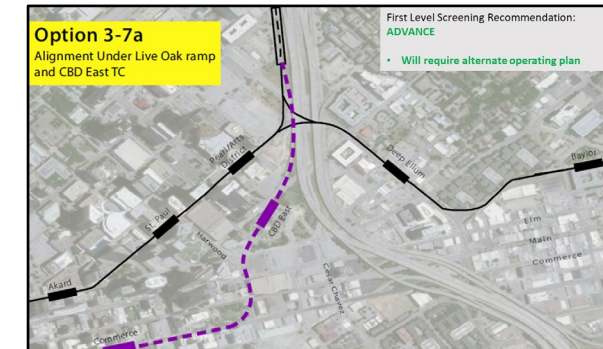
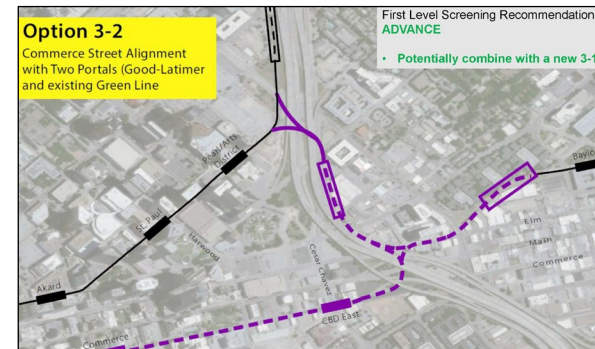
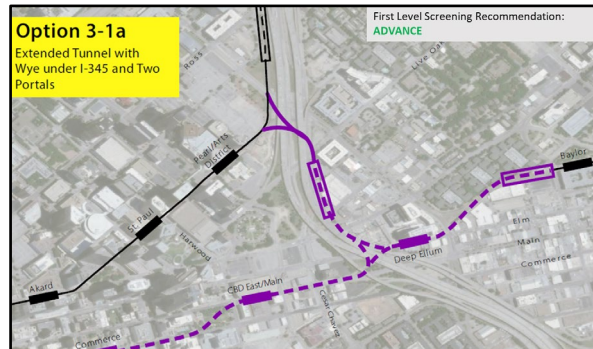
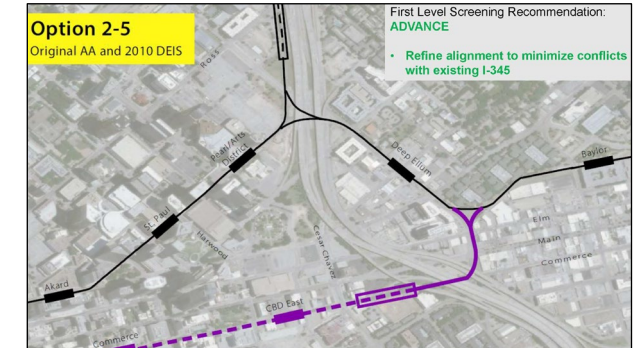
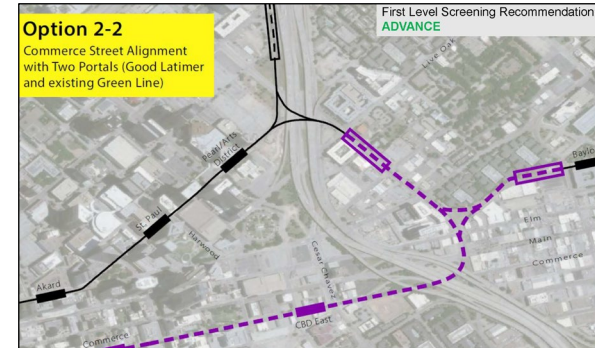
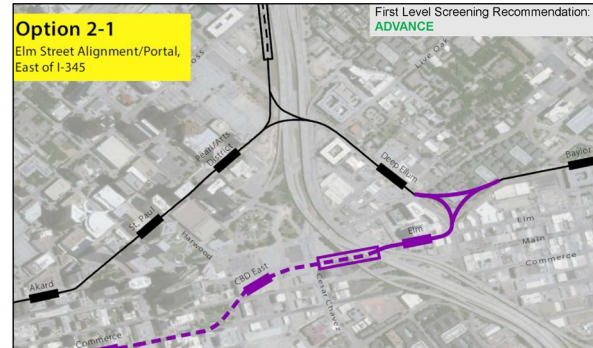
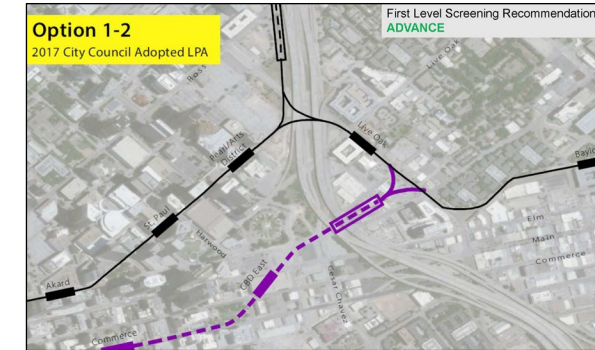
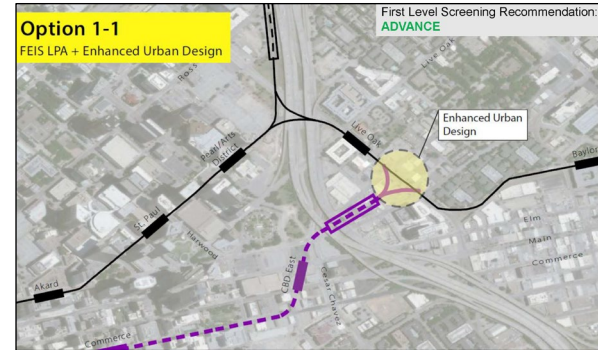
- Presented at Public/Stakeholder Meeting #1 on August 5, 2021.
- Seventeen (17) alignment alternatives were developed, in three “families.”
- As a result of the First Level Screening, it was recommended that eight (8) alternatives be advanced to the second level screening.
- Most stakeholder and public support was for options 3-1a and 3-7a.



4-Results of First Level Screening



Alternatives advanced to second level screening



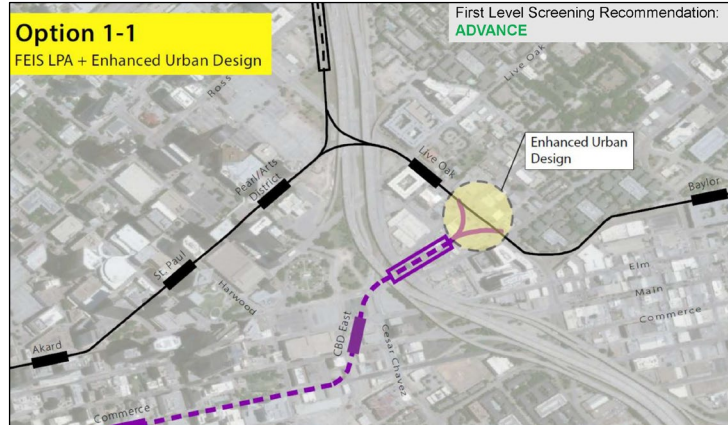
4-Results of Second Level Screening



Alternative	Green	Yellow	Orange	East End Property Impacts	Stations	Economic & TOD Opportunities	Impacts to Riders & EJ	Street Grid/Traffic Impacts	Ped, Bike, and Micro-Transit Safety Effects	Construction Impacts	DART Service Impacts/O&M Considerations	Impacts to Future Design I-345	Project Costs	Operating Costs	FTA Grant Implications	DART Project Schedule	Stakeholder Support
Baseline - FEIS 30% Design	6	4	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	green	green	green	green	
1-1: FEIS LPA + Enhanced Urban Design + West Side Running LRT	8	2	3	orange	green	orange	green	green	green	yellow	yellow	orange	green	green	green	green	
1-2: 2017 City Council Adopted LPA	5	5	3	orange	green	orange	green	yellow	yellow	yellow	yellow	orange	yellow	green	green	green	
2-1: Elm Street Alignment/Portal, East of I-345	3	4	6	orange	green	orange	green	orange	yellow	yellow	yellow	orange	orange	green	orange	yellow	
2-2: Commerce Street Alignment with Two Portals (Good-Latimer and existing Green Line)	4	4	5	yellow	orange	green	orange	green	green	yellow	orange	green	orange	yellow	orange	yellow	
2-5: Original AA and 2010 DEIS	5	6	2	yellow	green	yellow	yellow	orange	orange	green	green	green	green	yellow	yellow	yellow	
3-1a: 2017 City Council LPA with Wye under I-345 and Two Portals	4	3	6	orange	green	yellow	yellow	green	green	orange	orange	green	orange	yellow	orange	orange	
3-2: Commerce Street Alignment with Wye under I-345 and Two Portals	4	2	7	yellow	orange	green	orange	green	green	orange	orange	green	orange	yellow	orange	orange	
3-7a: Alignment Under Southbound I-345 Access Road	7	6	0	green	green	green	yellow	green	green	yellow	yellow	green	yellow	green	yellow	yellow	

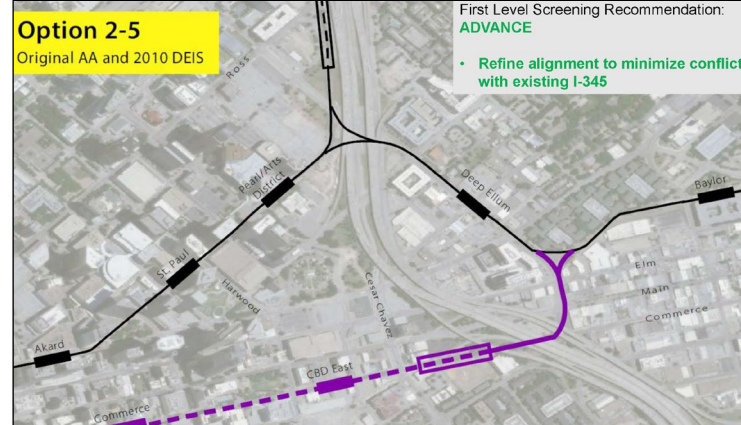


5-Results of Second Level Screening



- Minor refinements to LPA
- Minimal schedule delay
- Minimal D2 cost increase

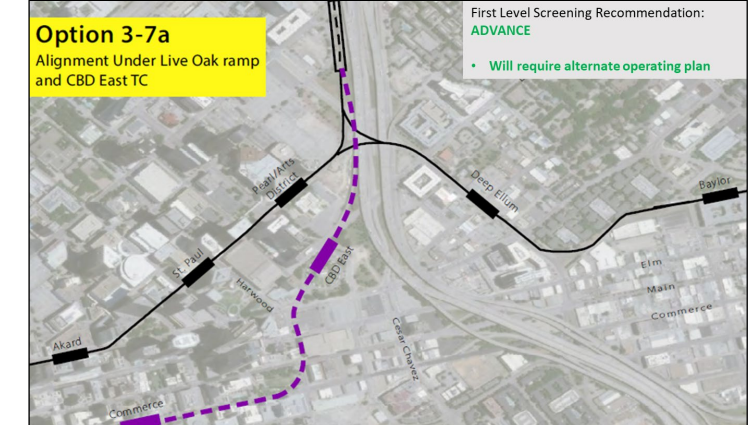
- Number of private property acquisitions required
- I-345 depressed option cannot gravity drain/adds costs
- Further disruption to City street grid



- Minimal acquisition of private property
- I-345 depressed options can gravity drain
- Minimal D2 cost increase

- Inconvenient transfers/access

- Traffic conflicts
- Longer travel time

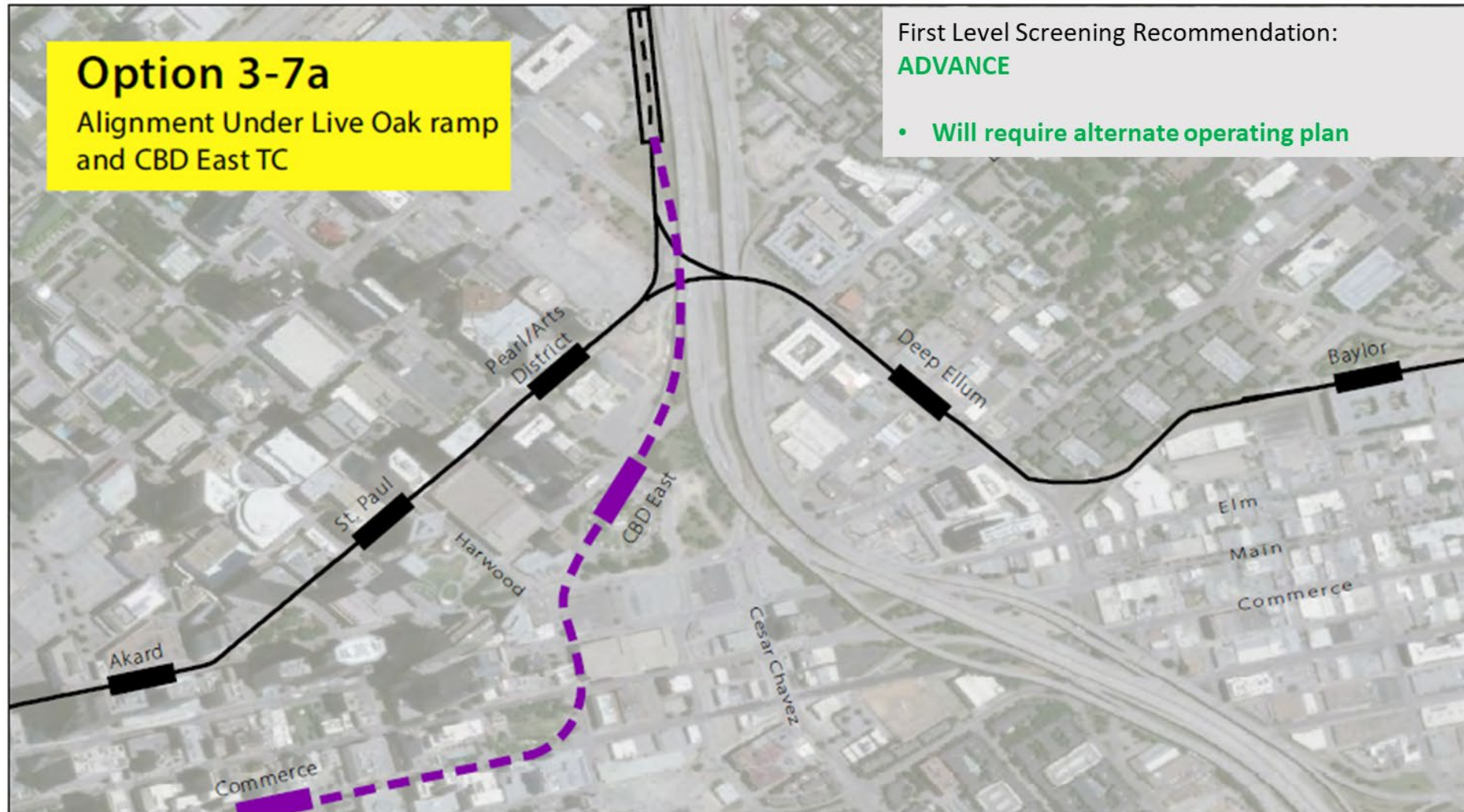


- Minimal acquisition of private property
- No crossing of I-345
- Reduced train/traffic conflicts
- Convenient transfers
- Minimal impact to City street grid

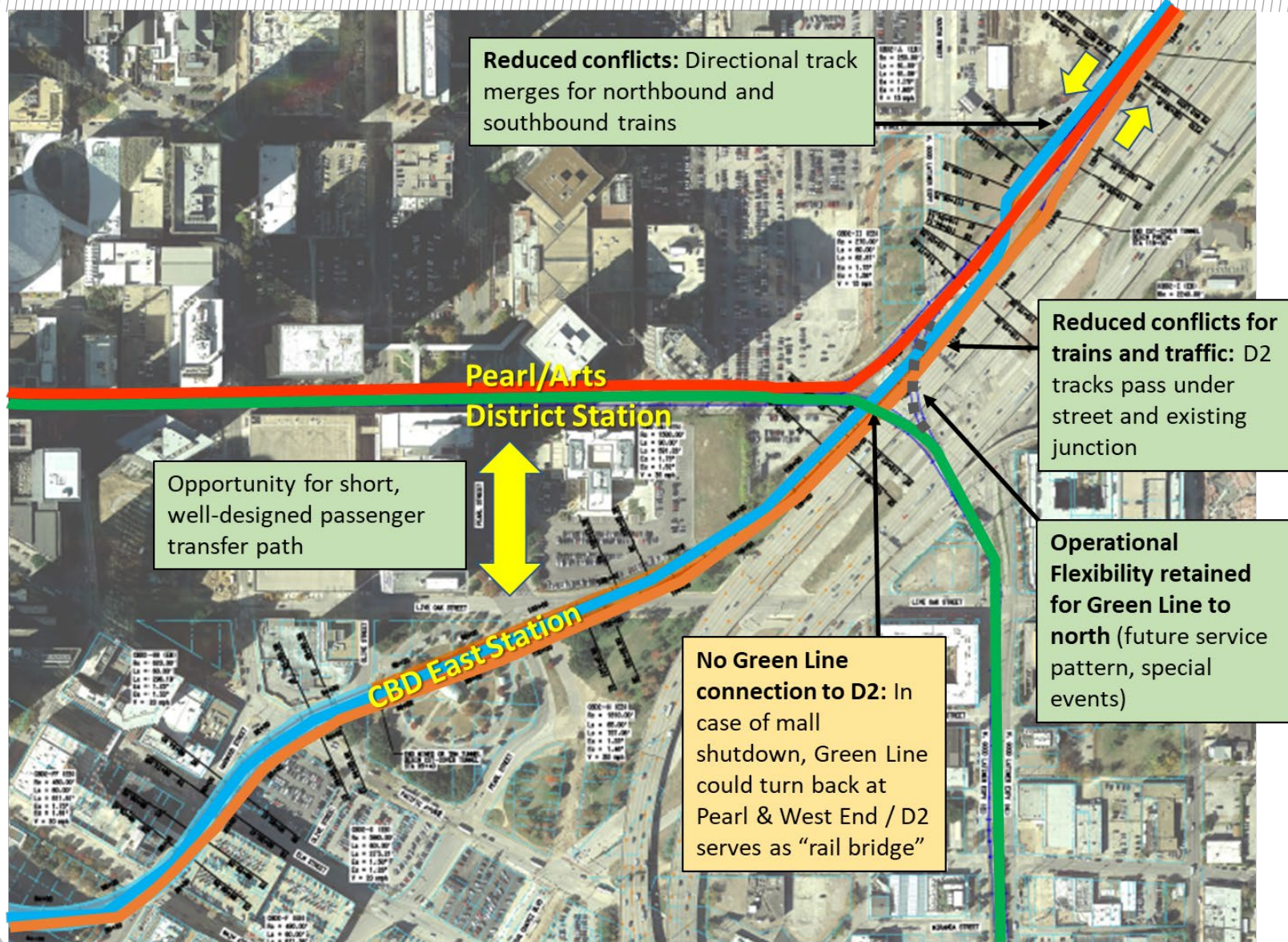
- Some schedule delays
- Minor D2 cost increase (relative)
- Requires adjustments to DART's operation plan



5-Results of Second Level Screening



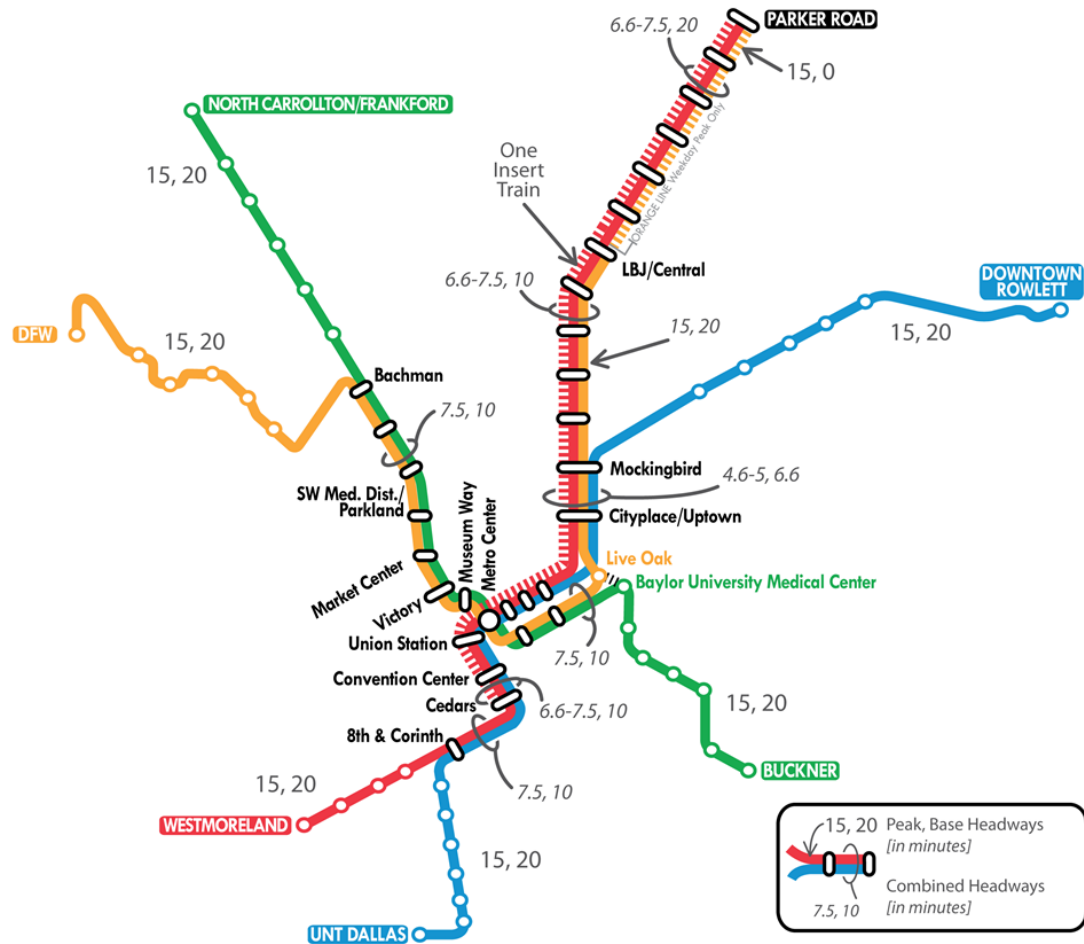
5-Results of Second Level Screening



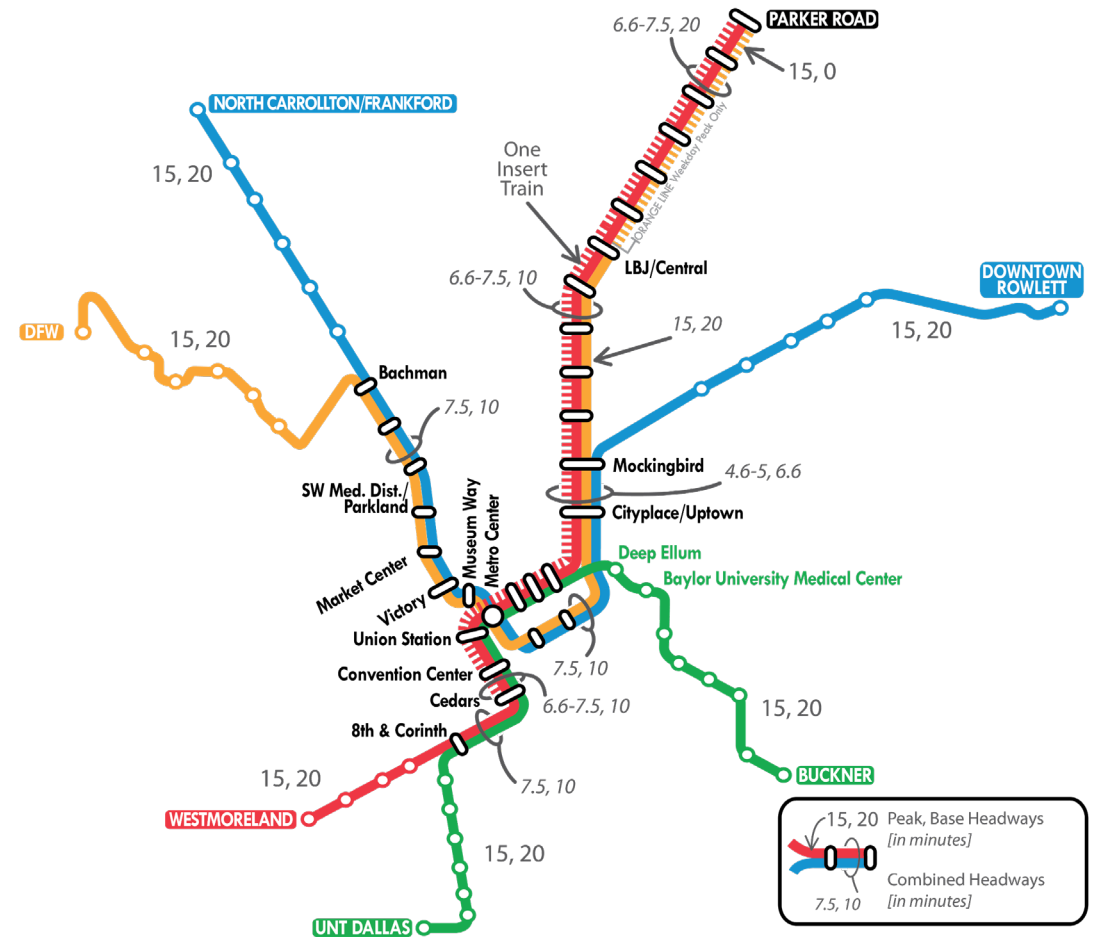
5-Results of Second Level Screening



Operations Under Current D2 Alignment



Operations Under Option 3-7a



6-Staff Recommendation



- Public meeting #2 was conducted on September 29, 2021. Initial public feedback indicated support for alternative 3-7a.
- Alignment Option Recommendation: Based on input from stakeholders, staff from all partner agencies agree on recommending 3-7a as the preferred alignment for the eastern end/Zone B of the D2 alignment.
- The 3-7a alternative presents key opportunities as follows:
 - Allows DART to develop long-range service plan with opportunities for augmented service and new patterns
 - Eliminates any further complications to the city's roadway operational challenges, especially on Good Latimer
 - Mitigates any major impacts to properties and disruptions due to construction activities and accessibility, especially in the Deep Ellum area
 - Provides the necessary flexibility for IH 345 planning effort



7-Next Steps



- Per the March 23, 2021 Resolution, the City's future support for D2 is subject to the following:
 - Obtaining a City Council resolution in support of any proposed changes to the D2 alignment in Zone B.
 - Entering into a mutual binding interlocal agreement between the City, DART, NCTCOG, and TxDOT on selected D2 changes before March 2022.
- Staff Recommendation on Next Steps:
 - Develop and approve City Council resolution and ILA supporting 3-7a in December 2021/ January 2022 timeframe.
 - DART to begin process of environmentally clearing the new alignment, acquiring right-of-way, and proceeding to 30% design.
 - Discussion on timing of D2 construction.



7-Next Steps



- Solicit input from members of the TRNI Committee on staff's recommendation for D2:
 - Alignment option
 - Next steps



8 - Discussion



- General questions/comments/feedback





City of Dallas

D2 Subway East End Evaluation

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Ph.D. P.E.,
Director
Department of Transportation



City of Dallas

All-Way Stop Petition Process At Residential Intersections

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Ph.D. P.E.,
Director
Department of Transportation

Presentation Overview



- 1. Purpose**
- 2. Definition**
- 3. City Ordinances**
- 4. Comparison/Other Cities/National Practice**
- 5. Recommendations**
- 6. Next Steps**
- 7. Discussion/Feedback**



1 - Purpose



- A Council request has been made to discuss Sections 51A-9.401 and 51A-9.403 of the Dallas City Code to consider a potential amendment to the petition process for four-way/all-way stop sign requests at residential intersections to reduce the radius for required property owner and tenant support from a 900-foot radius to a 300-foot radius.
- The purpose of this briefing is to provide background information about the evaluation of all-way stops at residential intersections and to review potential amendments to Section 51A-9.400 of the Dallas City Code concerning all-way stops.



2 - Definition



- Texas Manual On Uniform Traffic Control Devices (TMUTCD) defines traffic control devices as follows:
 - *“Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel”*
- Stop Signs are considered a traffic control devices
- Sec 2.04 of TMUTCD establishes guidance for intersection control based on the following factors:
 - A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
 - B. Number and angle of approaches;
 - C. Approach speeds;
 - D. Sight distance available on each approach; and
 - E. Reported crash experience.





2 - Definition

- Further, Sec 2.04 of TMUTCD establishes guidance for use of YIELD or STOP signs based on the following factors:
 - A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
 - B. A street entering a designated through highway or street; and/or
 - C. An unsignalized intersection in a signalized area.
- In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and other relevant conditions





2 - Definition

- Multi-way stop controls can be used where safety concerns exist for pedestrians, bicyclists, and other road users and is generally applicable where the traffic volumes on the intersecting roads are equal
- Criteria that warrants installation of multi-way (aka all-way) stop signs include:
 - Vehicular volume of approx. 300 vehicles/hour for all roadways/day
 - Combined vehicular/pedestrians/bicycle volumes from the minor streets is approximately 200 units/hour on an average day and 30 seconds average delay on minor street
 - If 85th percentile speed on major streets exceeds 40 mph, the above values are reduced by 30%



2 - Definition



- If none of the criteria is satisfied, other considerations include:
 - A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection
- The above criteria is generally referred to as “Warrant” studies where staff collects data for analysis
- It is important to note that Section 2B.04 of the TMUTCD states that **“YIELD or STOP signs should not be used for speed control.”**



3 - City Ordinances



- City of Dallas Ordinance **SEC. 51A-7.2308. SIGNS WITHIN AND OVER THE PUBLIC RIGHT-OF-WAY** states:
 - Signs may be located within or project over the public right-of-way, subject to the Texas Manual on Uniform Traffic Control Devices
 - The traffic engineer shall review and must approve the location in, projecting over, or overhanging the public right-of-way to ensure that the sign complies with the Texas Manual on Uniform Traffic Control Devices, other city ordinances and state laws, and will not pose a traffic or safety hazard or visibility obstruction
 - For signs in the right-of-way, if there is a conflict between the text of this division and the Texas Manual on Uniform Traffic Control Devices, the Texas Manual on Uniform Traffic Control Devices controls. (Ord. 29392)



3 - City Ordinances



- City of Dallas Ordinance **SEC. 51A-9.400. Four-Way/All-Way Stop Controls at Residential Intersections** addresses the criteria for the installation of multi-way stop signs at residential intersections when the current TMUTCD warrants are generally not satisfied
- City of Dallas Ordinance **SEC. 51A-9.400. Four-Way/All-Way Stop Controls at Residential Intersections guidelines include:**
 - the intersecting streets are residential;
 - the intersecting streets are local;
 - the subject street is not a fire-rescue department emergency response route;
 - the subject street is used by less than 6,000 vehicles per day; and
 - it is in the public interest to grant the application.



3 - City Ordinances



- The current ordinance governing the request for the installation of an 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
- Further, the ordinance provides guidance on the rules governing the calculation of the votes
- The current request is to discuss whether to reduce this 900-foot distance



5 - Comparison/ Other Cities



Municipality	MUTCD	PETITION
Austin, TX	Yes	No
Baltimore, MD	Yes	No
Charlotte, NC	Yes	Yes
Cleveland, OH	Yes	No
Clark County, NV	Yes	No
Denver, CO	Yes	No
El Paso, TX	Yes	No
Fort Worth, TX	Yes	No
Fresno, CA	Yes	No
Houston, TX	Yes	No
Jacksonville, FL	Yes	No
Kansas City, MO	Yes	No
Las Vegas, NV	Yes	No

Municipality	MUTCD	PETITION
Los Angeles, CA	Yes	No
Memphis, TN	Yes	No
Milwaukee, WI	Yes	No
Minneapolis, MN	Yes	No
Oklahoma City, OK	Yes	Yes
Philadelphia, PA	Yes	No
Phoenix, AZ	Yes	No
Portland, OR	Yes	No
Sacramento, CA	Yes	No
San Antonio, TX	Yes	No
San Diego, CA	Yes	Yes
Seattle, WA	Yes	No

*Information provided from prior City of Dallas presentation



5 - Comparison/ Other Cities



- 92% (23/25) municipalities surveyed exclusively use warrant studies to install all-way stops
- 8% (3/25) of the municipalities surveyed allows citizens to petition for all-way stops in residential neighborhoods:
 - Charlotte, NC has a petition area of 1200 feet radius and requires support from 60% of the residents for installation
 - Oklahoma City, OK has a petition radius of 300 feet. A petition with 2/3rd support is required to initiate a warrant study for residential intersections. Staff presents study results to Traffic Commission for action.
- In comparison, Dallas has a 900 feet petition area and requires 2/3rd support for valid petitions

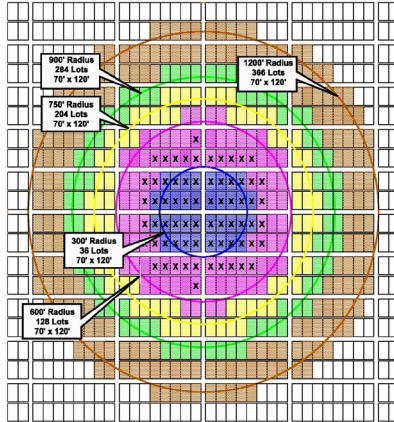




5- Comparison of Various Ranges and Lot Sizes

70X120

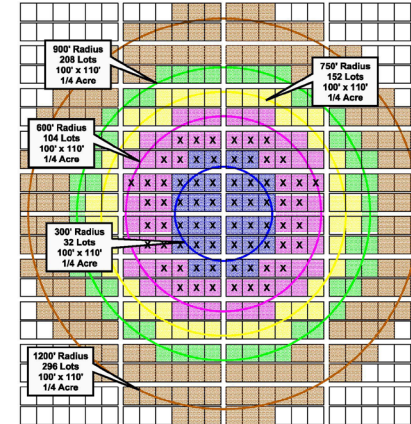
Standard



Lot Size
Std Lot 70' x 120'
1200' Radius = 366
900' Radius = 274
750' Radius = 204
600' Radius = 112
300' Radius = 33
X = One of the 70 Closest Lots

100X110

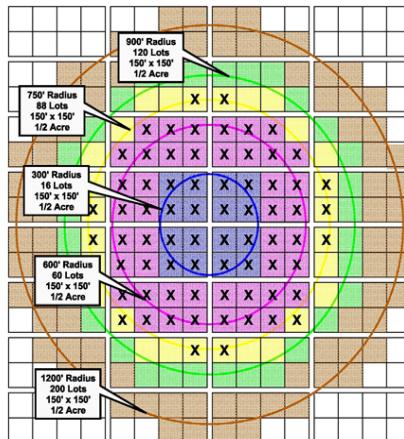
1/4 Acre



Lot Size
1/4 Ac - 100' x 110'
1200' Radius = 296
900' Radius = 208
750' Radius = 152
600' Radius = 104
300' Radius = 32
X = One of the 70 Closest Lots

150X150

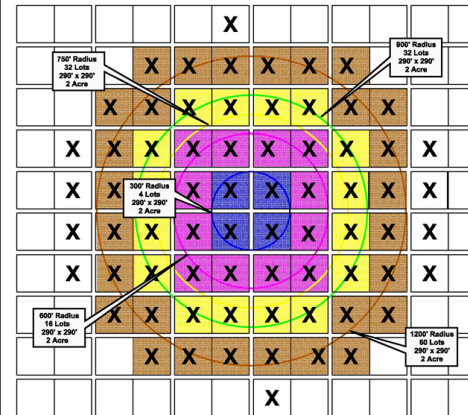
1/2 Acre



Lot Size
1/2 Ac - 150' x 150'
1200' Radius = 200
900' Radius = 120
750' Radius = 88
600' Radius = 60
300' Radius = 16
X = One of the 70 Closest Lots

290X290

2 Acre



Lot Size
2 Ac 290' x 290'
1200' Radius = 60
900' Radius = 32
750' Radius = 16
600' Radius = 4
300' Radius = 4
X = One of the 70 Closest Lots

*Information provided from prior City of Dallas presentation



5 - Comparison of Various Ranges and Lot Sizes



Range	LOT SIZE	STAND.	1/4 AC	1/2 AC	1 AC	2 AC
1200 FEET RADIUS	Number of Properties	366	296	200	104	60
	66.67% Support	244	198	134	70	40
	80% Support	293	237	160	84	48
900 FEET RADIUS	Number of Properties	274	208	120	68	32
	66.67% Support	183	139	81	46	22
	80% Support	220	167	96	55	26
750 FEET RADIUS	Number of Properties	204	152	88	52	32
	66.67% Support	137	102	59	35	22
	80% Support	164	122	71	42	26
600 FEET RADIUS	Number of Properties	128	104	60	32	16
	66.67% Support	86	70	41	22	11
	80% Support	103	84	48	26	13
300 FEET RADIUS	Number of Properties	36	32	16	12	4
	66.67% Support	25	22	11	8	3
	80% Support	29	26	13	10	4

*Information provided from prior City of Dallas presentation



6 - Recommendations



- Considerations to improve the process could include:
 - Expanding the warrant eligibility included in the “Other Considerations” part of Section 2B.07 of the TMUTCD
 - Reducing the radius from 900 ft to 600 ft supplemented by one public meeting, as needed
- Expansion of the warrant eligibility may include:
 - Adopt a further discount of the volume criteria (example: further reduction of 25%) if:
 - Adjoining land uses are commercial
 - There is significant presence of cut-through/pass-through traffic based on origin-destination data
 - Proximity to other existing measures to account for driver's expectations such as existing all-way stops at the adjacent blocks to the intersection in question
 - Relaxation of the minimum sight distance values for qualification
- Develop a scoring system as part of the warrant eligibility process



7 - Next Steps



- Incorporate input/feedback from Transportation and Infrastructure (TRNI) Committee
- Prepare a follow-up memo to TRNI Committee based on feedback, finalizing recommendations and next steps for implementation



8 - Discussion



- General questions/comments/feedback





City of Dallas

All-Way Stop Petition Process At Residential Intersections

**Transportation and
Infrastructure Committee
October 18, 2021**

Ghassan “Gus” Khankarli, Ph.D. P.E.,
Director
Department of Transportation



Appendix



Prior City Presentations



- **June 23, 2014:** The Public Safety Committee (PSC) was briefed
- **December 4, 2014 & January 22, 2015:** Staff presented the proposed amendment to CPC, which recommended denial of the amendment
- **May 26, 2015:** The PSC recommended an alternate amendment, substituting the 900 feet requirement with “70 closest lots”, which was supported by a majority of the members
- **June 24, 2015:** The City Council was briefed - No Action
- **August 15, 2018:** Five-Signature Memo was submitted to replace the 900 feet radius requirement to 70 closest owners or tenants residing within 900 feet of the residential intersection at issue. The Mobility Solutions, Infrastructure & Sustainability Committee reviewed and was not supportive of the change.



Dallas Water Utilities- Nuts and Bolts of DWU

Transportation and Infrastructure
Committee
October 18, 2021

The logo of the City of Dallas, featuring a stylized white 'D' on a dark blue background. Inside the 'D' is a white three-leaf plant. To the left of the 'D' are three horizontal white lines.

City of Dallas

Terry S. Lowery, Director
Dallas Water Utilities
City of Dallas

Purpose



- Provide an overview of Dallas Water Utilities (DWU) including:
 - How DWU is Funded
 - Capital Investments
 - Daily Operations








- ## Proposed Fiscal Year 2021-22 Budget

3

City of Dallas One Water



	ASSETS	CUSTOMERS
	WATER <ul style="list-style-type: none"> • 7 reservoirs, (6 connected) • 5,017 miles of water mains • 3 water treatment plants (900 MGD capacity) • 23 pump stations, 10 elevated and 12 ground storage tanks 	2.5 million treated water customers <ul style="list-style-type: none"> • 1.3 million – Retail (City of Dallas) • 1.2 million – Wholesale • 23 wholesale treated water • 4 wholesale untreated water
	WASTEWATER <ul style="list-style-type: none"> • 2 wastewater treatment plants (280 MGD capacity) • 4,053 miles of wastewater main • 15 wastewater pump stations 	320,000+ retail customer accounts <ul style="list-style-type: none"> • 11 wholesale wastewater
	STORMWATER <ul style="list-style-type: none"> • 8 storm water pump stations (5.7 BGD capacity) • 1,963 miles of storm sewers • 30 miles of levees • 39,000 acres of floodplain 	300,000 storm water accounts <ul style="list-style-type: none"> • 265,979 Residential • 29,470 Commercial





Regulatory Agency Compliance



Federal

- Environmental Protection Agency (EPA)
- United States Army Corps of Engineers (USACE or Corps)
- Department of Homeland Security (DHS)
- U.S. Department of Transportation (DOT)
- Federal Aviation Administration (FAA)
- Federal Deposit Insurance Corporation (FDIC)
- Federal Emergency Management Agency (FEMA)
- Federal Railroad Administration (FRA)
- United States Fish and Wildlife Service (USFWS)

State

- Public Utility Commission (PUC)
- Texas Commission on Environmental Quality (TCEQ)
- Texas Department of Health (TDH)
- Texas Department of Licensing and Regulation (TDLR)
- Texas Parks and Wildlife Department (TPWD)
- Texas Water Development Board (TWDB)



Exceeding Standards



- Texas Optimization Program for water treatment
- National Environmental Laboratory Accreditation Program (NELAP) Certification
- Partnership for Safe Drinking Water
- TCEQ Superior Public Water System
- Standard & Poor's AAA Bond Rating
 - Fitch rating AA+
- American Water Works Association (AWWA) Benchmarking
- National Association of Clean Water Agencies Awards for both wastewater treatment plants





How We are Funded: DWU Operating Budgets



Dallas Water Utilities Operating Budgets



- Dallas Water Utilities is a municipally owned retail and regional wholesale water/wastewater supplier and a regional provider of storm drainage and flood control services
- FY22 Operating Budgets for water, wastewater and stormwater total \$791.7M
- Budget focus maintains infrastructure and conserves resources
 - Costs are driven by infrastructure requirements for both growth and renewal
 - Dallas is responsible for meeting future water requirements for service area
- Since the services we provide are vital to the health and safety of our customers, affordability is a major consideration in budget development



DWU Revenue Requirement



- How much revenue is needed to cover expenses?
 - Development of Operating Budget
 - Analyze usage data: how many customers, meters and usage trends of residential, commercial and industrial customers
 - How much would revenues be with no rate change – Revenues at Current Rates
- How much of the costs should each group of customers pay?
 - Annual Water and Wastewater Retail Cost of Service Study
 - Annual Wholesale Cost of Service Studies reviewed by Wholesale Customer Cities Rate Subcommittee
 - Annual review of DCAD data and sufficiency of Stormwater rates
 - Revenue projection reviewed annually by City Auditor's Office
- After wholesale rates are finalized, what is the retail revenue gap – Retail Revenue Increase



DWU Rate Development



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

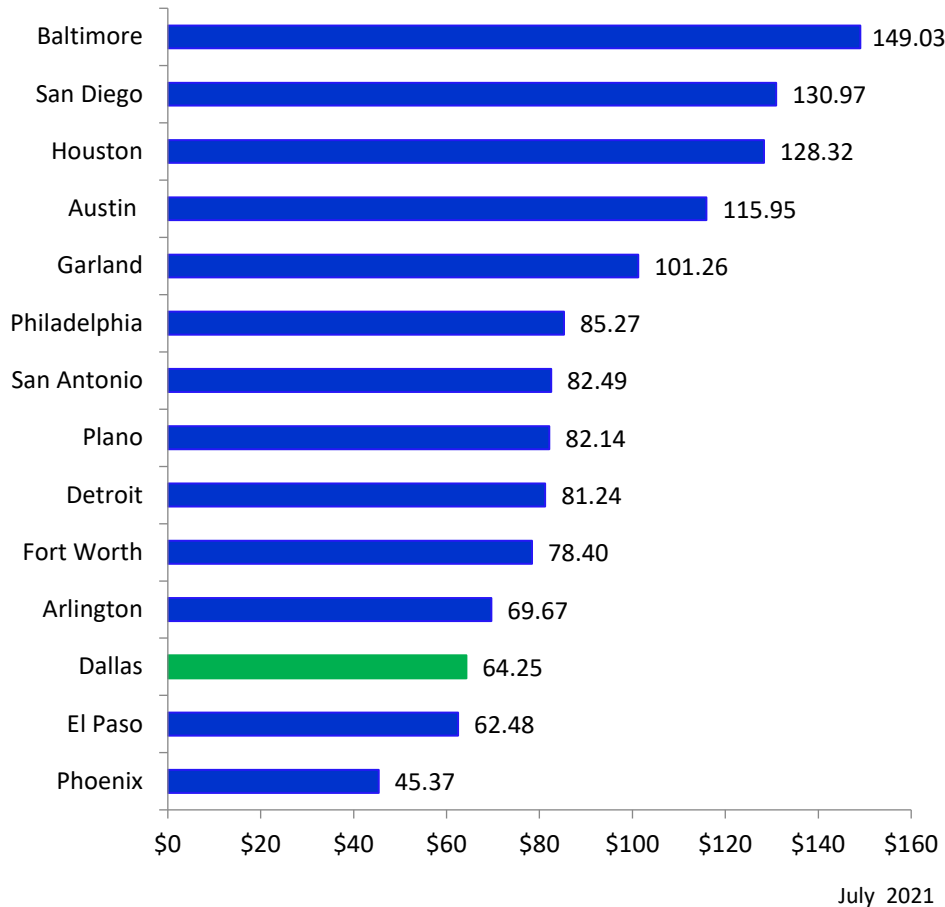
- Wholesale rates are set by 2010 Memorandum of Agreement adopted by City Council and all treated water wholesale customers
- Retail rates are developed to fill any remaining revenue gap using affordability considerations
 - Percent Average Bill to Median Income – EPA Affordability Threshold 2.5% for water and 2.0% for wastewater – DWU actual is 1.43% combined
 - Increasing rate impact as tier usage increases for residential customers, lowest impact to basic water use
- Review and oversight of DWU's financial performance
 - Bond rating agencies evaluation of DWU's financial and operational management and performance
 - Standard & Poor's AAA, highest rating; Fitch AA+
 - Annual external audit of DWU financials
 - Compliance with Financial Management Performance Criteria – 13 criteria specific to DWU established by City Council



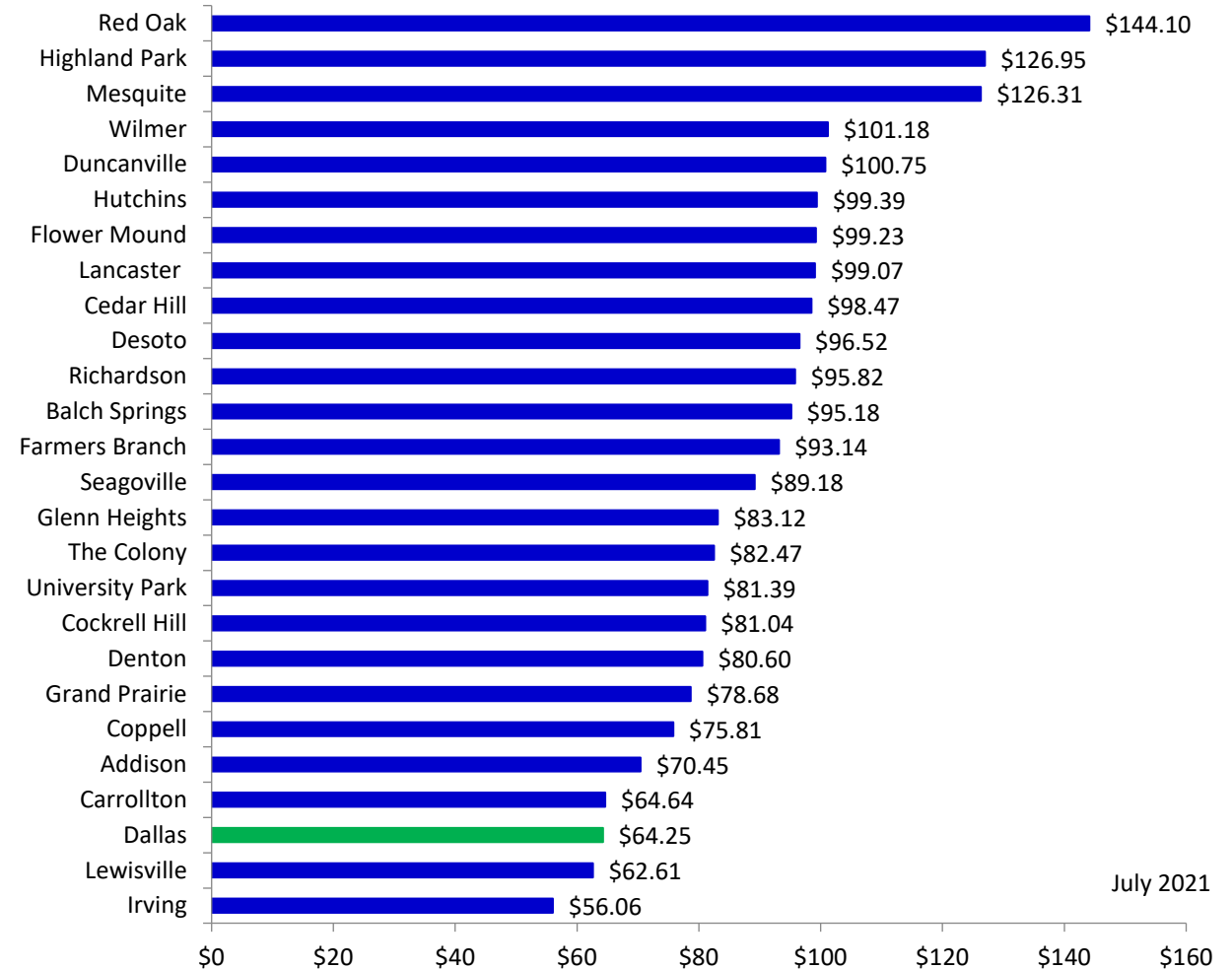
Comparison of Average Water and Sewer Residential Bills



Average Monthly Water & Wastewater Residential Bills
Dallas, Index and Selected Cities
(Based on 5/8" Meter; 8,300 Gallons/Month; 5,300 Gallons Winter Month Average)



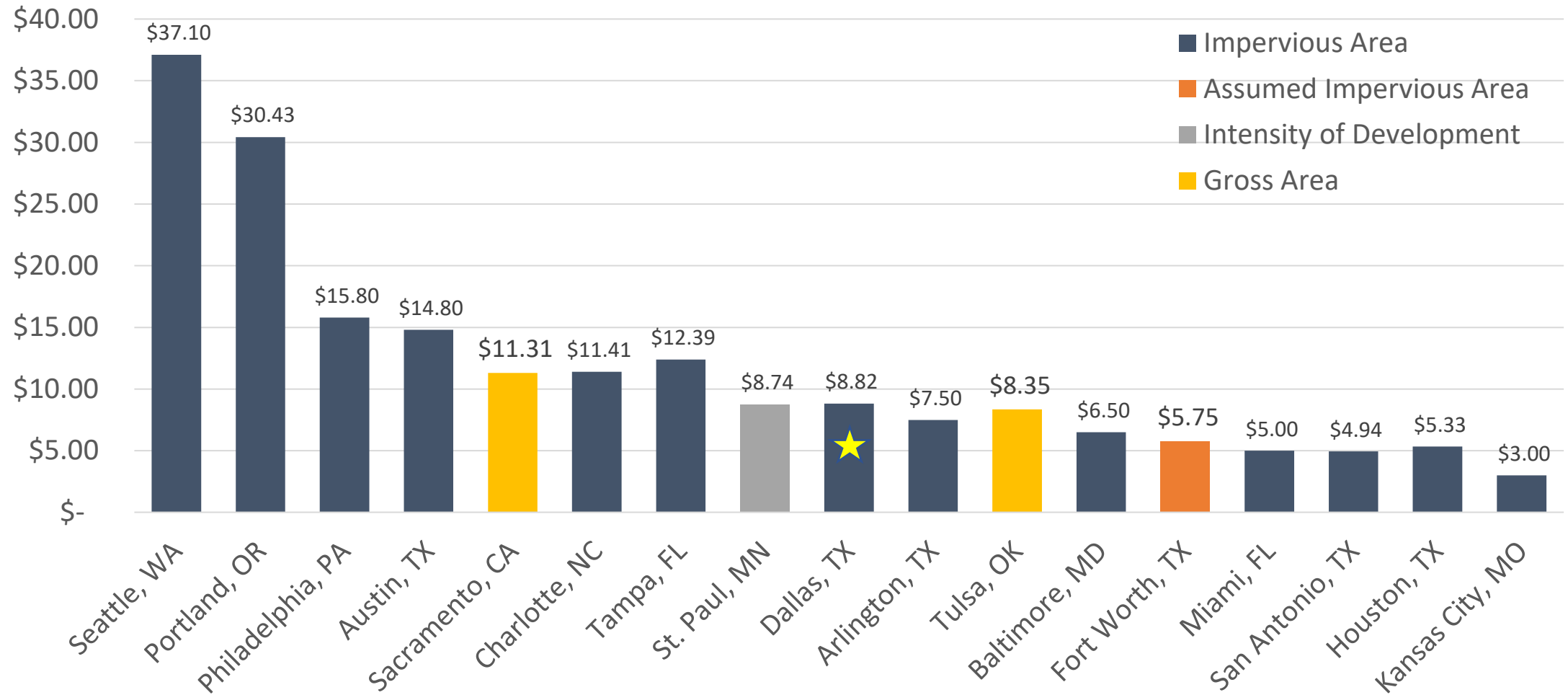
Average Monthly Water & Wastewater Residential Bills
Dallas Rates Compared to Customer Cities
(Based on 5/8" Meter; 8,300 Gallons/Month; 5,300 Gallons Winter Month Average)



National Comparison of Residential Stormwater Fees



Stormwater Average Residential Monthly Fee



Based on Dallas' Tier 2 at 2,001 – 3,500 square feet of Impervious Area





Capital Investments and Long Range System Improvements



Dallas Water Utilities Capital Improvement Program



- Major capital improvements are guided by regulatory changes, work by others, master plans (growth), and rehabilitation/replacement needs
 - Strategic Planning – long range water supply, master plans and studies
 - Project Prioritization and Risk Ratings
- Development of \$3.3B 10-year CIP Plan
- Five-year DWU Financial Forecast developed and includes O&M cost impacts with projected retail revenue increases needed
- Council approves Capital Program funding annually as part of the capital and operating budget process
- Capital Program is typically funded by a combination of cash, short- and long-term debt



Long Range Water Supply Plan



2014 Dallas Long Range
Water Supply Plan to 2070
and Beyond



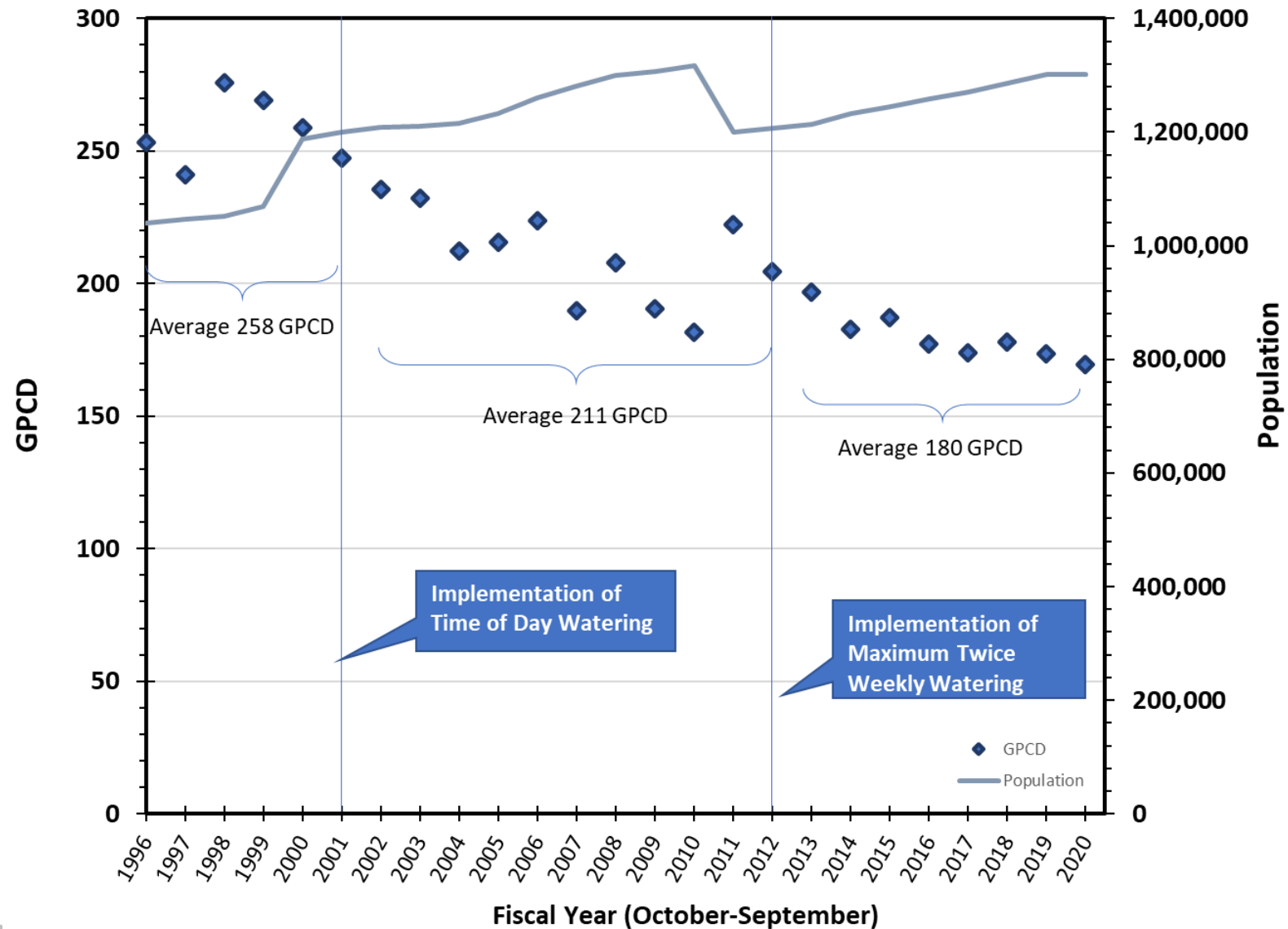
Dallas Water Utilities
City of Dallas, Texas
December 2015

FOR

- Long Range Water Supply Plans (LRWSP) on average are updated every ten years
- The LRWSP update will evaluate:
 - Changes in population and demand projections
 - Changed conditions associated with current water supplies and recommended and alternate water management strategies
- 2014 LRWSP recommended Strategies, Alternate Strategies and Infrastructure Recommendations approved by Council (October 8, 2014)
 - Adopted strategies in Plan designed to meet demands to the year 2070
 - Completion of the Integrated Pipeline Project to connect Lake Palestine extends Dallas' water supply through the year 2050
- Council briefed several times during development and prior to finalization of the Plan and an additional three times since adoption to provide updates on progress
- An update to the LRWSP is being scheduled in 2022



Impacts of Water Conservation Program



Integrated Pipeline (IPL) Project



- Partner - Tarrant Regional Water District
- 350 MGD Total System Capacity
 - 150 Dallas
 - 200 TRWD
- 149.5 miles of 108, 96, and 84 inch pipe
- Three lake pump stations
- Three booster pump stations
- One 450 million gallon balancing reservoir
- Three redundant IPL interconnect facilities



Midlothian Balancing Reservoir



Joint Booster Pump
Station 3 (JB3)



Kennedale Balancing Reservoir
Pressure Control Station



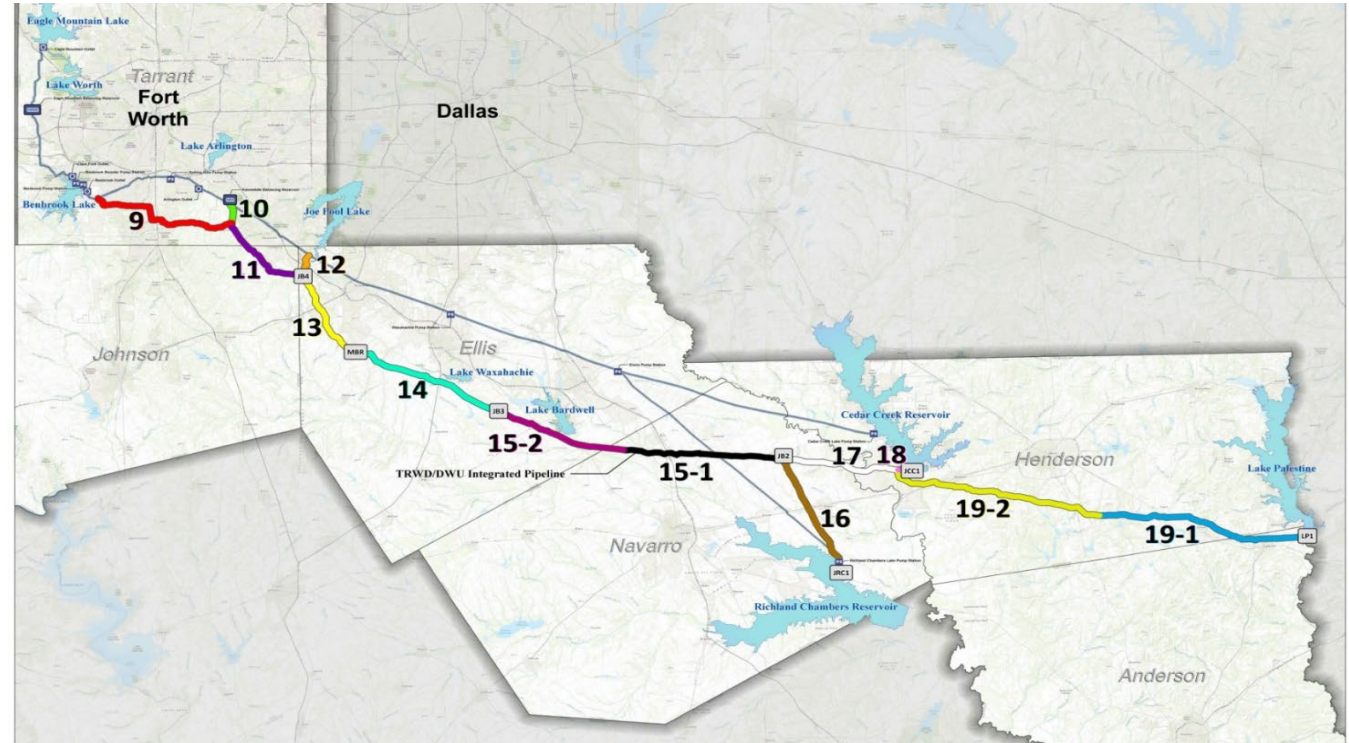
Installation of 108-inch
pipe along Section 17



IPL Project Budget



- Savings
 - \$200 million in capital costs;
 - \$20 million per year in debt service coverage savings for the life of the bonds.
- Redundancy and Reliability by interconnecting TRWD's supply with Dallas' supply
- Dallas' IPL to Bachman Connection alignment study is underway. Next steps are land acquisition and preliminary engineering.



Mill Creek/Peaks Branch/State-Thomas Drainage Relief Tunnel



Cost:

\$272 M (design, construction and construction management)

Benefits:

Reduces flooding on 2,300 acres and 2,200 properties (totaling \$4 Billion in property values)

Next Steps:

Neighborhood Stormwater Infrastructure Cost

- Mill Creek system ~\$110 million
- Peaks Branch system ~\$ 90 million
- East Peaks Branch system ~\$ 55 million



“Big Tex” Tunnel Boring Machine

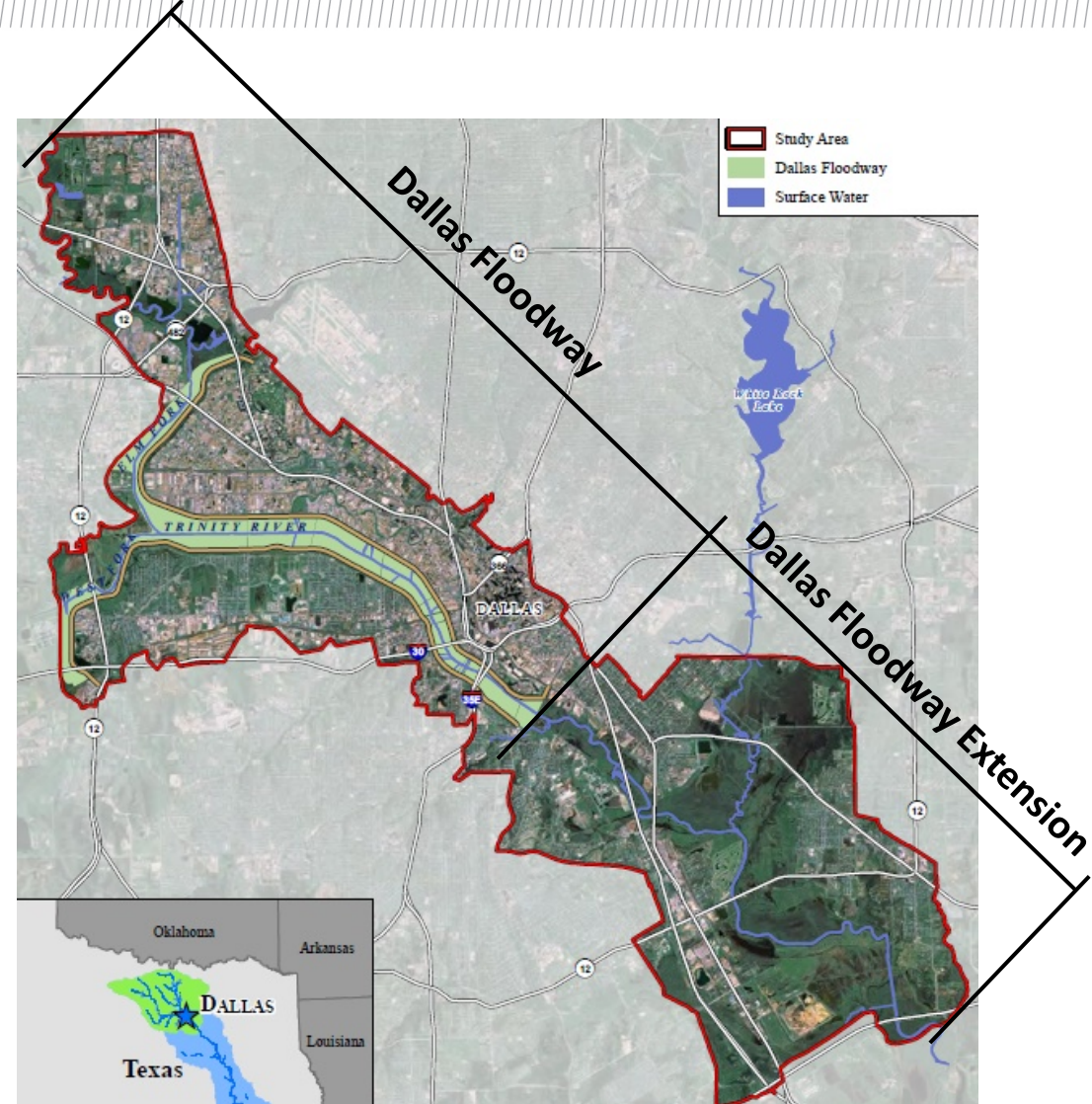




Dallas Levee System



- Dallas Levee System protects:
 - Over 40,000 acres of development outside the levees
 - \$14 Billion in real and personal property
 - Over 400,000 people living in the protected levees
- All flood risk management projects were funded in the Bi-Partisan Budget Bill of 2018



U.S. Army Corps of Engineers Project Update



Dallas Floodway Project - \$223M

- Removal of abandoned ATSF Trestle – Completed February 2021
- Levee Raise & Flattening – Design Build Awarded October 2021
- Interior Drainage Improvements (Pump Stations):
 - Trinity Portland – Anticipated Design Build Award January 2022
 - Charlie – Anticipated Design Build Award February 2022
 - Delta – Anticipated Design Build Award Spring 2022
 - Hampton – Design Underway/Anticipated Construction Award January 2024
- All flood risk management estimated completion December 2026, dependent upon land acquisition and weather

Dallas Floodway Extension Project - \$135M

- Lamar Levee – Design Award Underway/Anticipated Construction Award January 2023
- Cadillac Heights Levee – Design Award Underway/Anticipated Construction Award June 2023
- Projects construction is contingent on City acquiring necessary real estate, relocation of utilities and remediation of lands associated with levee projects
- All flood risk management estimated completion December 2025, dependent upon land acquisition and weather





DWU Daily Operations



Business Operations



Financial Planning

Develops and manages DWU's annual operating budget of approximately \$792M and prepares the annual capital budget averaging \$338M necessary to provide water, wastewater and storm drainage services to about 2.5 million people in Dallas and 27 nearby communities.

Water Planning

Administration of the City's water rights, water storage contracts and water supply contracts, develops and implements the City's long-range water supply plan and drought contingency plan, administers treated and untreated water supply and wastewater contracts between Dallas and its customer cities, reviews and coordinates responses to State and Federal legislation and rule making, develops partnerships for and participates in regional water supply development.

Reporting and Inspections

- 100 % Annual Compliance with Water Rights Permit
 - Annually report water use to TCEQ and TWDB
- Water Conservation Annual Report to TWDB in conjunction with OEQS
- Annual Retail and Wholesale Water and Wastewater Cost of Service Studies
 - Revenue projection reviewed annually by City Auditor's Office
 - Wholesale Studies reviewed by Wholesale Customer Rate Subcommittee
- Financial Accountability
 - Annual audit of DWU financials by external auditor
 - Compliance with Financial Management Performance Criteria – 13 criteria specific to DWU established by City Council
- Evaluation of creditworthiness by bond rating agencies with any debt issuance, typically occurs annually
 - Standard & Poor's AAA, highest rating; Fitch AA+

- Financial Planning
- Water Planning
 - Wholesale Services
- Engineering Services
- Utility Automation & Integration



Capital Improvements



- Capital Services
- Pipeline Project Management
- Water Project Management
- Wastewater Project Management
- Stormwater Project Management

Provides management for capital improvement projects totaling approximately \$300-400M annually from inception through startup. This includes capital planning, professional services, construction administration, and inspection of the required improvements. Ensures adequate water supply and treatment to customers by acquiring/constructing new water and wastewater facilities and improving existing facilities. Stormwater Projects improve storm drainage and reduce the loss of lives and property due to flooding and erosion.

Reporting Fiscal Year 2020-21

- Pipeline Contracts Awarded
 - Water 54.31 miles
 - Wastewater 39.26 miles
 - Exceeded goal of 75 miles
- M/WBE Participation Engineering - 36.17%; Construction - 47.61%



Water Production



- East Side Water Treatment Plant
- Elm Fork Water Treatment Plant
- Bachman Water Treatment Plant
- Lake Ray Hubbard

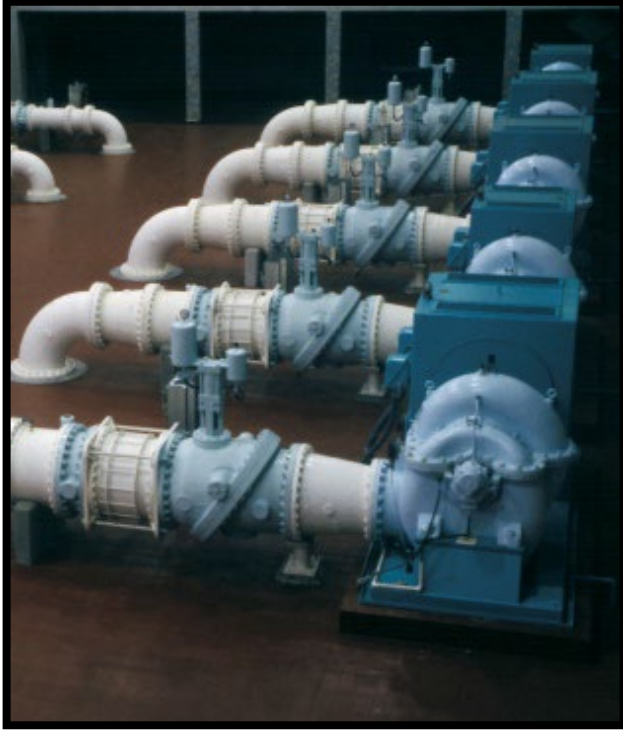
Operate and maintain three water treatment plants with a combined production capacity of 900 million gallons a day, including management of the city-owned raw water source, Lake Ray Hubbard. Producing a reliable supply of high quality water that meets or surpasses all federal drinking water standards requires “real time” monitoring of the treatment process 24 hours a day, 365 days a year. Participates in industry-recognized optimization programs such as the Partnership for Safe Water and Texas Optimization Program requiring the facilities to continuously adhere to more stringent levels of treatment performance.

Performance Measures for Fiscal Year 2020-21

- 100% compliance with all state and federal drinking water regulations
- TCEQ Optimization Program (TOPs)
- AWWA Partnership for Safe Water Program - Water Treatment
- AWWA Utility Benchmarking for Water Operations
- Max day – 686.5 MGD (February 18, 2021)
- Pumpage – 139,364 Million Gallons (1.2% above budget)



Water Delivery



- Distribution
- Pumping
- Water Quality/Source Water Quality
- Material Services

Operation, maintenance and monitoring of potable water system to provide safe treated drinking water and fire protection services. This includes a 24/7 operation and maintenance of pump stations, storage tanks and over 5,000 miles of distribution system. Manages leak detection, water quality management, and back-flow prevention programs to reduce water loss and protect the community.

Performance Measures for Fiscal Year 2020-21

- Main breaks per 100 miles of main – FY21 21.01, (Due to Freeze Event), FY22 Goal is 20 based on Water Distribution Master Plan from over 40 in 2007
- # Miles Main Assessed – FY21 3,351 Miles, Goal is 5,010 miles every 2.5 years - An adopted strategy from Water Conservation Plan
- % Unaccounted Water Loss – FY21 was 3.65%, Decreasing Trend, Goal is <10% for large utilities
- Main Breaks Repaired – 1,054
- Main Leaks Repaired – 267
- Services Repaired – 1,555
- Miles of Water Main – 5,017 miles

Reporting and Inspections

- Annually publish Consumer Confidence Report to Customers
- Water Quality Reporting; Monthly, Quarterly, Annually, Triennially to EPA and TCEQ
- Triennial Public Water System Comprehensive Inspection by TCEQ
- Quarterly, Biennial and Annual Water Quality Testing within public water system by TCEQ



Wastewater Operations



- Central Wastewater Treatment Plant
- Southside Wastewater Treatment Plant
- Wastewater Collection
- Pretreatment and Laboratory Services

Wastewater Operations provides 24/7 operation and maintenance of more than 4,000 miles of pipeline in the sanitary sewer system to ensure the collection and transport of domestic and industrial wastewater. Further, ensures the efficient and effective operation and maintenance of two wastewater treatment plants that treat approximately 68 billion gallons of sewage annually, process and dispose of biosolids and provides reuse effluent water to local area golf courses.

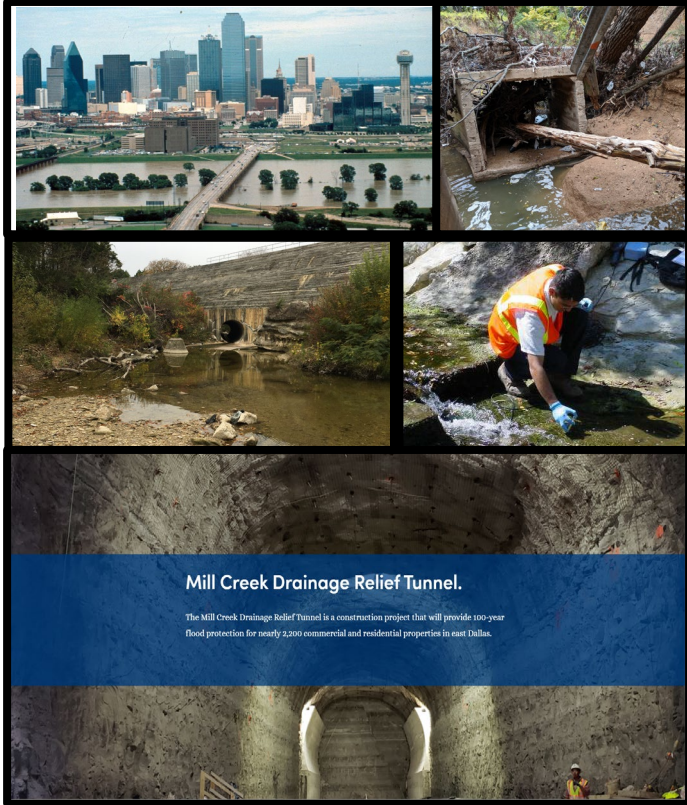
The Pretreatment and Laboratory Services Division provides a robust sewage pretreatment program and analytical / process laboratory support activities.

Performance Measures for Fiscal Year 2020-21

- Average response time to emergency sewer calls of 57.8 minutes with a goal of under 60 minutes
- 0.76 Overflows Per 100 Miles of Pipe with national average of 6.2 per 100 miles
- 1548 miles of sanitary sewer pipe cleaned with annual goal of 1,500 miles annually
- Wastewater Treated – 65.0 BG
- Total Wastewater samples collected and analyzed – 29,016
- 203 miles of Sewer mains inspected with an annual goal of 200 Miles
- Grease Generator Inspections - 2,097
- Miles of Sewer Maintained – 4,057



Stormwater Operations



Enhance the quality of life for Dallas residents through management of the Trinity River watershed, associated with neighborhood and systemwide flood control, floodplain, and surface water quality activities.

Performance Measures for Fiscal Year 2020-21

- Inspected 1,304 outfalls, 12,613 inlets, and 193 miles of storm sewers
- 61,774 cubic yards of debris and floatables removed from storm sewer infrastructure FY21
- Maintained over 40 flooded roadway warning stations and 88 ALERT sites
- Responded to 8,024 service requests
- Maintained the City's CRS 5 floodplain management ranking earning a 25% discount on flood insurance for the residents of Dallas
- Maintained City's eligibility in levee compliance and eligibility for federal flood fighting and rehabilitation in the event of a disaster
- Processed 40 fill permits and floodplain alteration permits
- Dam Inspections in accordance with TCEQ standards
- Annual Table-top Emergency Exercises simulating dam breaches and other hazards

- Flood Control
- Floodplain Management
- Neighborhood Drainage



Customer Operations



- Revenue and Business Systems
- Meter Services
- SAP Business Consulting
- Administrative Systems

Customer Operations provides water meter reading, billing, collection, and customer service activities for more than 300,000 water, wastewater, sanitation, and stormwater utility accounts monthly. Customer Operations manages Special Collections, Administrative Systems Division, Revenue & Business, Management Systems and Business Consulting Division (SAP) for DWU. Customer Operations serves as the liaison with Water Customer Service/311.

Performance Measures for Fiscal Year 2020-21

- Connections
 - Residential 259,761
 - General Service 43,637
 - Municipal 1,274
 - Optional General Service 83
- Total Meter Reads 4,094,950
- Meters Exchanged 29,455
- Meter Leaks Reported/Investigated 8,747
- Move In/Move Outs 91,156
- Meters Inspections 21,685

Reporting and Inspections

- Texas Alcohol Beverage Commission – Monthly report for delinquent license holders
- City Auditor's Office - Third Party Auditor – Annual, Meters to Cash Sampling to ensure Invoicing Accuracy
- Annual external audit on SAP security controls, segregation of duties, access and processes



Summary



- Dallas Water Utilities is an enterprise fund of the City of Dallas and a regional provider of water, wastewater and stormwater services
- Provides services vital to the health, safety, quality of life and economic development of Dallas and the region
- Approximately 1,600 employees dedicated to serving residents 24 hours a day and 365 days a year
- Past investment in Dallas' System has benefited the community well
- Continued investment in Dallas' One Water is essential for the System's future reliability



Dallas Water Utilities- Nuts and Bolts of DWU

Transportation and Infrastructure
Committee
October 18, 2021

The logo of the City of Dallas, featuring a stylized white 'D' on a dark blue background. Inside the 'D' is a white three-leaf plant. To the left of the 'D' is a white square with a stylized 'U' shape inside.

City of Dallas

Terry S. Lowery, Director
Dallas Water Utilities
City of Dallas

Memorandum



DATE October 12, 2021

CITY OF DALLAS

Honorable Members of the Transportation and Infrastructure Committee: Omar Narvaez
TO (Chair), Tennell Atkins (Vice Chair), Adam Bazaldua, Cara Mendelsohn, Jesse Moreno,
Jaynie Schultz, Gay Donnell Willis

SUBJECT **Alley Cleanup and Trail Conversion Program – FY 2022 Implementation Plan**

Background

The FY 2022 Adopted Budget includes \$8.8M of American Rescue Plan Act (ARPA) funds to provide a one-time cleanup of all 1,362 unimproved, non-sanitation alleys. Of those, 40 alleys will also include installation of streetlights, decomposed granite trail alleys (27 projects) and sidewalk trail alleys (13 projects). The \$8.8M of ARPA funds for the cleanup and trail conversion projects are programmed as follows:

1. **(\$4.8M) for One-Time Cleanup of all Unimproved, Non-Sanitation Alleys** There are 1,362 (129 miles) of unimproved, non-sanitation alley segments in need of one-time cleanup and maintenance.
2. **(\$1.1M) to Install a Decomposed Granite Trail in 27 Unimproved, Non-Sanitation Alleys** In addition to the decomposed granite trail, removeable bollards will be placed on both ends of the alleys.
3. **(\$889K) to Install Sidewalks in 13 Unimproved, Non-Sanitation Alleys** Public Works identified 13 of the 40 unimproved alleys that are located within a Homeowner's Association and/or Neighborhood Association without any utilities; therefore, they are prime candidates for 5-foot meandering sidewalk with removable bollard, landscaping, etc. Maintenance agreements need to be established with an HOA, NA, or residents before construction of these trail projects.
4. **(\$2.0M) to Install Lighting in the 40 Converted Alley Segments** with pedestrian lighting estimated at \$10K per pole, which is inclusive of a light pole, foundation, conduit, wiring, etc. and will typically be spaced 100' apart depending on canopy coverage, lumens, etc.

As part of the FY 2022 budget development process, on August 16, 2022, Public Works provided a map of all the alley cleanup and trail conversion projects; this map can be found here: <https://dallasgis.maps.arcgis.com/apps/webappviewer/index.html?id=886df07bceaf4cb49f6d07f9e10fcf04>. In addition to the overall map provided on August 16th, 2021 individual council district maps were provided and are attached to this memorandum.

Given the overview of the alley projects and budget within this program, this memorandum will provide further details on the selection criteria used to select the alley trail conversion projects, the need for a maintenance agreement to proceed with the 13 sidewalk projects, public communication of these projects with other neighborhood improvement programs offered by the departments of Housing and Neighborhood Revitalization and Code Compliance, and a timeline for completion of the cleanup and conversion projects.

Selection of 40 Alleys to Trails and Need for Maintenance Agreement

As a subset of the 1,362 unimproved alleys to be cleaned-up in FY 2022, a total of 40 alleys were selected as trail conversion projects based upon criteria such as:

1. Proximity to schools or transit stops,
2. Areas with high frequencies of illegal dumping,

DATE October 12, 2021
SUBJECT **Alley Cleanup and Trail Conversion Program – FY 2022 Implementation Plan**

3. No rear entry to homes,
4. No water/sewer utilities (gas or utility poles may be present),
5. An active Homeowner's Association (HOA) or Neighborhood Association (NA) for the 13 alleys receiving sidewalks.

Installation of the 13 alley sidewalk trails will require a maintenance agreement with appropriate HOA, NA, or adjacent property owners. Should a maintenance agreement not be reached with the HOA, NA, or residents, the sidewalk will not be installed and a decomposed granite trail will instead be constructed. Should there be no community support for the trail or alley light installation, the trail conversion funds will be transferred to the Public Works Improved Alley Maintenance Program and the lighting funds will be utilized to provide neighborhood street lighting.

Public Communication and Coordination with Housing and Neighborhood Revitalization and Code Compliance

Understanding the criteria used to select the alley trail conversion projects and the larger, citywide alley cleanup effort, prior to starting every alley cleanup project, Public Works will communicate, via door hangers, the start of that work. While more extensive community outreach will be completed through the 40 alley conversion projects, Public Works will coordinate the door hanger messaging, which will be distributed to the adjacent homes of 1,300+ citywide alleys, with the departments of Housing and Neighborhood Revitalization and Code Compliance to educate residents on City programs and codes such as home improvements, sidewalk improvement cost share, and the requirement to provide alley maintenance of unimproved alleys.

The door hangers to be placed on the adjacent homes of the 1,300+ alley cleanup projects, which will be distributed twice before the alley cleanups start, will include website and staff contact information for the neighborhood improvements programs and relevant code language for property maintenance. Additionally, the door hangers will be provided in both English and Spanish.

Program Timeline

As details of the project communication have been provided, below is the project timeline and specific actions to be completed.

November 2021- January 2022

1. Provide briefing memorandum to the Transportation and Infrastructure Committee,
2. Begin ordering streetlights and bollards,
3. Start communication and coordination with the necessary HOAs, NAs, or property owners to complete maintenance agreements for the sidewalk projects and to provide details on the decomposed granite trails and lighting,
4. Coordinate public communication and ongoing maintenance with relevant departments to include Code Compliance, Housing and Neighborhood Revitalization, Transportation, Parks, and Public Works; Code Compliance, Housing and Neighborhood Revitalization, and Public Works program messaging to be included on door hangers ahead of alley cleanup,
5. Start two-step communication with residents of the coming alley cleanup; door hangers to be placed at least 30 days and three days before alley cleanup,
6. Begin cleanup of the 1,362 unimproved, non-sanitation alleys with in-house teams and existing contracts.

February 2022 - September 2022

1. Complete cleanup of all 1,362 unimproved, non-sanitation alleys,
2. Install decomposed granite trails and sidewalks,

DATE October 12, 2021
SUBJECT **Alley Cleanup and Trail Conversion Program – FY 2022 Implementation Plan**

3. Install streetlights in the alleys with trails or sidewalks.

In summary, this memorandum has detailed the budget and implementation plan for the FY 2022 Alley Cleanup and Trail Conversion Program for unimproved, non-sanitation alleys. Public Works will coordinate the public communication of these projects with other neighborhood improvement programs administered by the Department of Housing and Neighborhood Revitalization and relevant property code information administered by the Department of Code Compliance. For reference, the overall project map can be found at the website linked below and individual council district maps are attached. The program will begin in November 2021 and is scheduled to be completed by the end of September 2022. Moving forward, Public Works will provide quarterly program updates to the Transportation and Infrastructure Committee. Between the quarterly program updates, should you have questions, please contact Dr. Robert M. Perez, Director of Public Works.

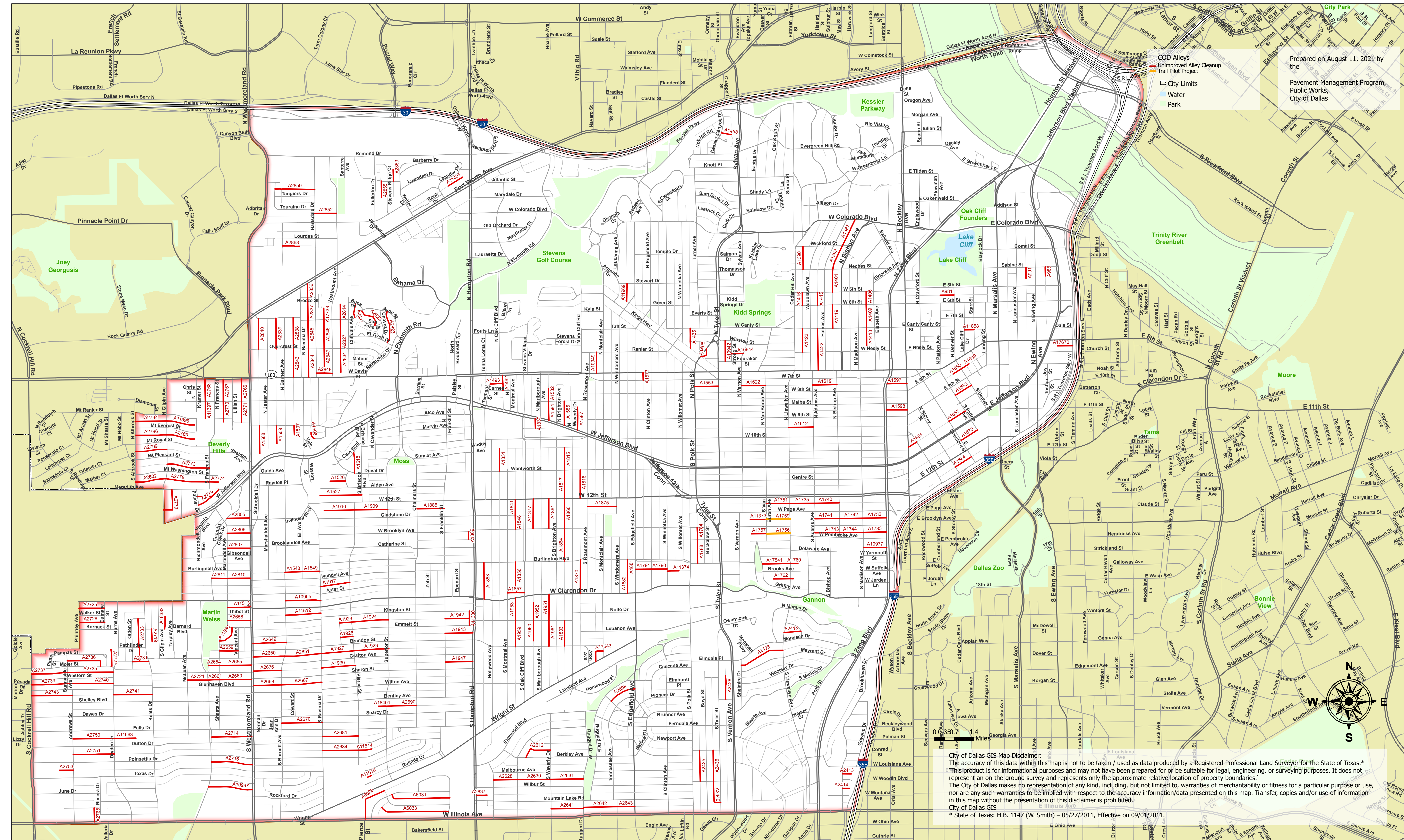
<https://dallasgis.maps.arcgis.com/apps/webappviewer/index.html?id=886df07bceaf4cb49f6d07f9e10fcf04>



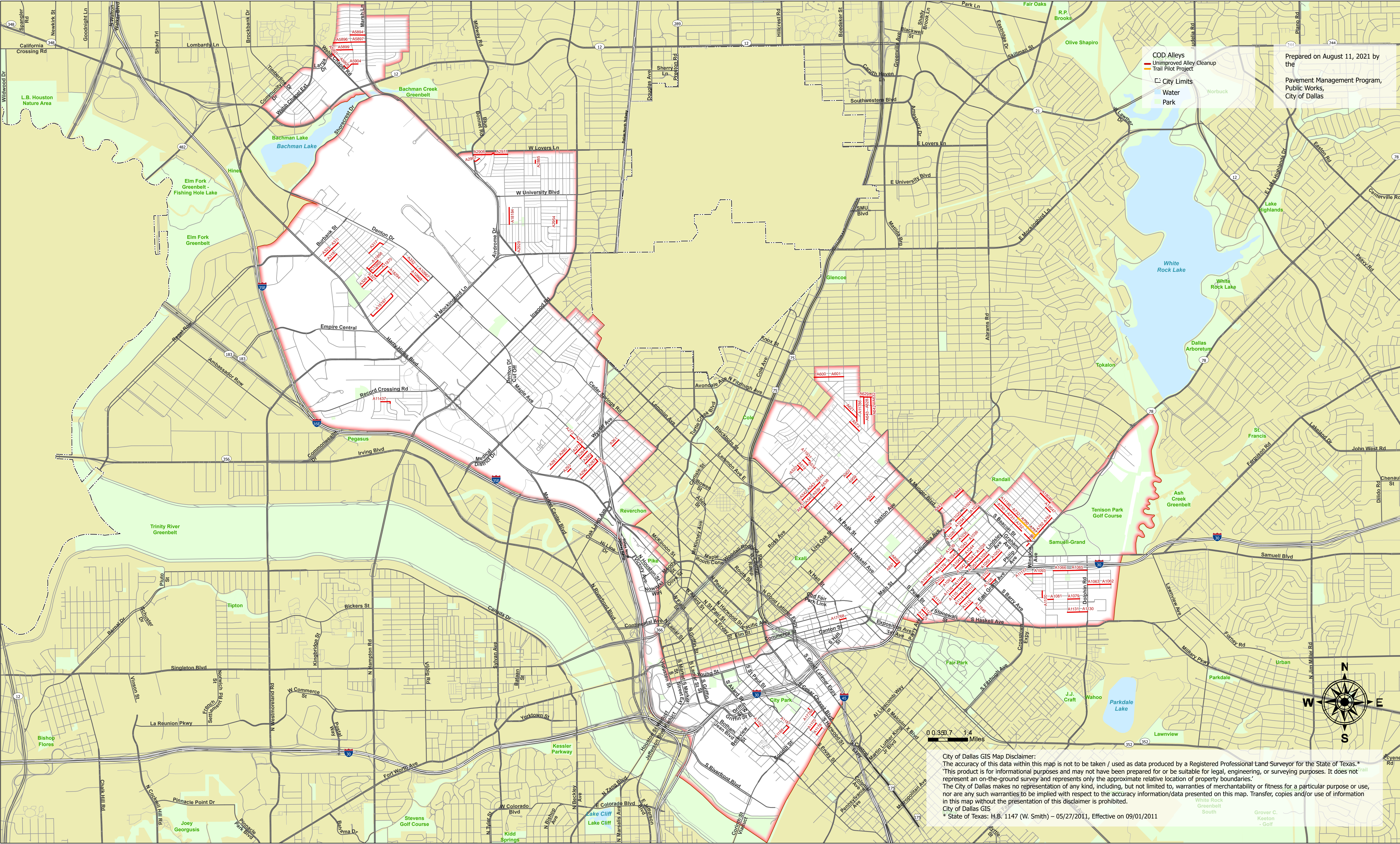
Majed A. Al-Ghafry, P.E.
Assistant City Manager

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

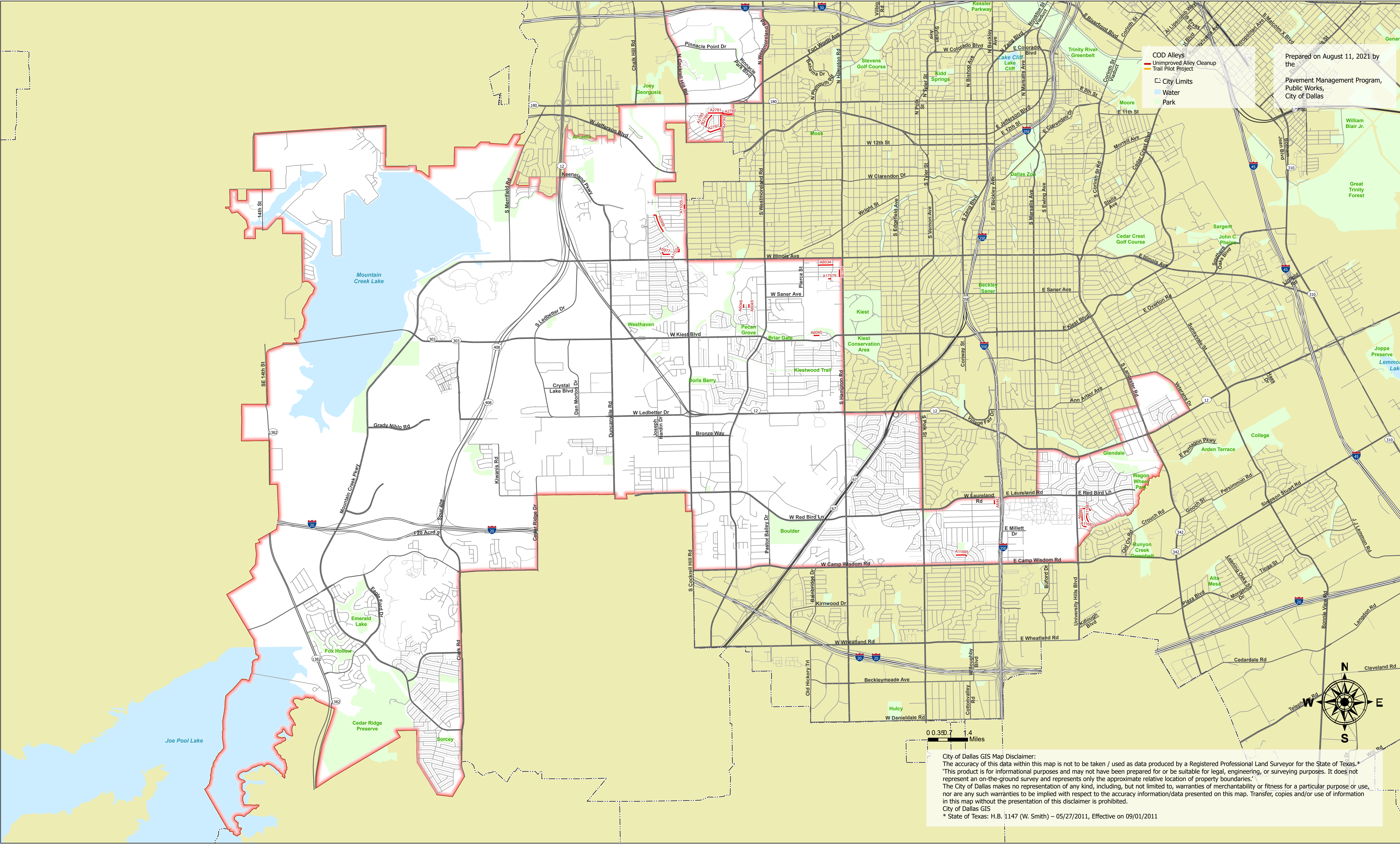
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 1



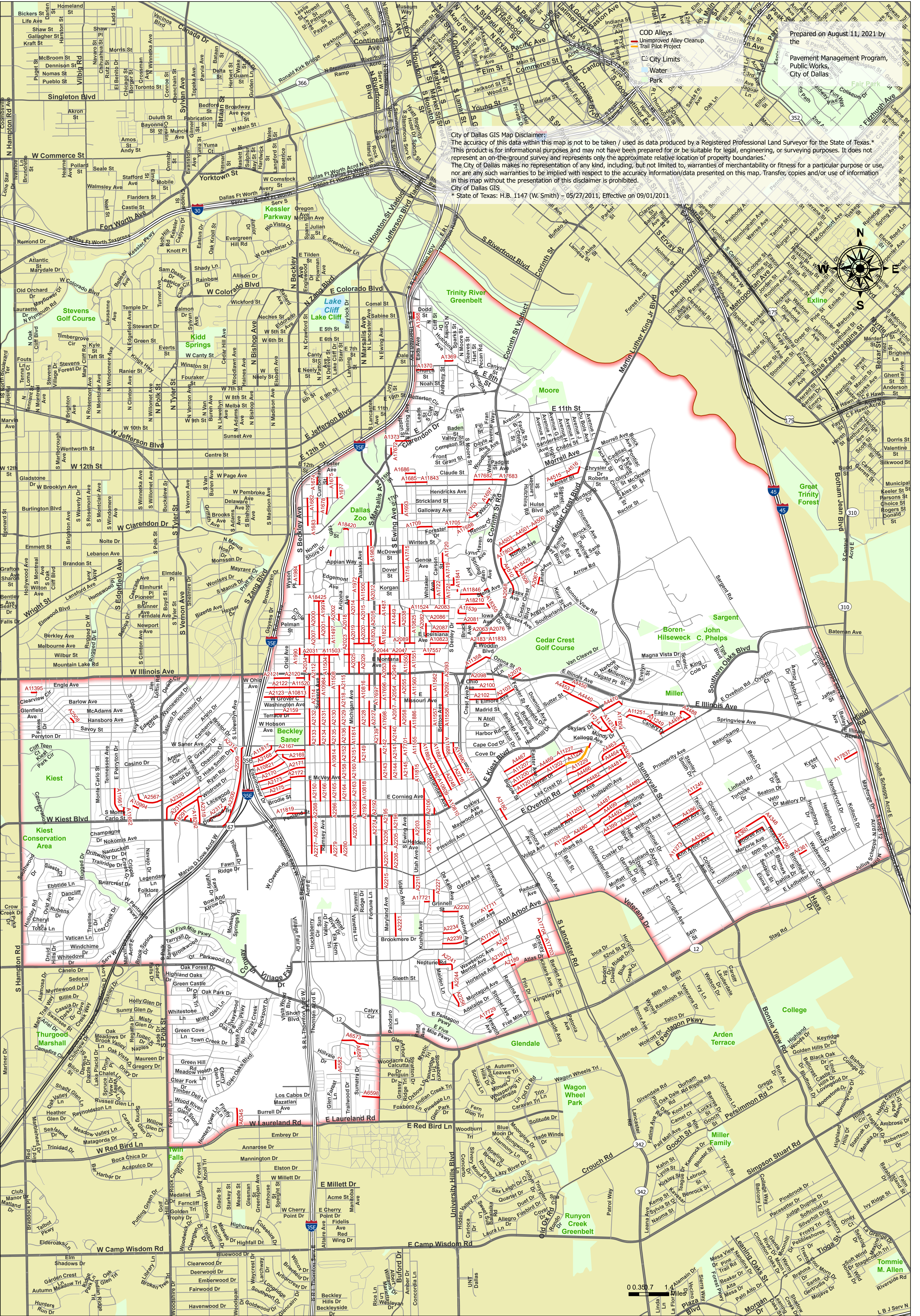
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 2



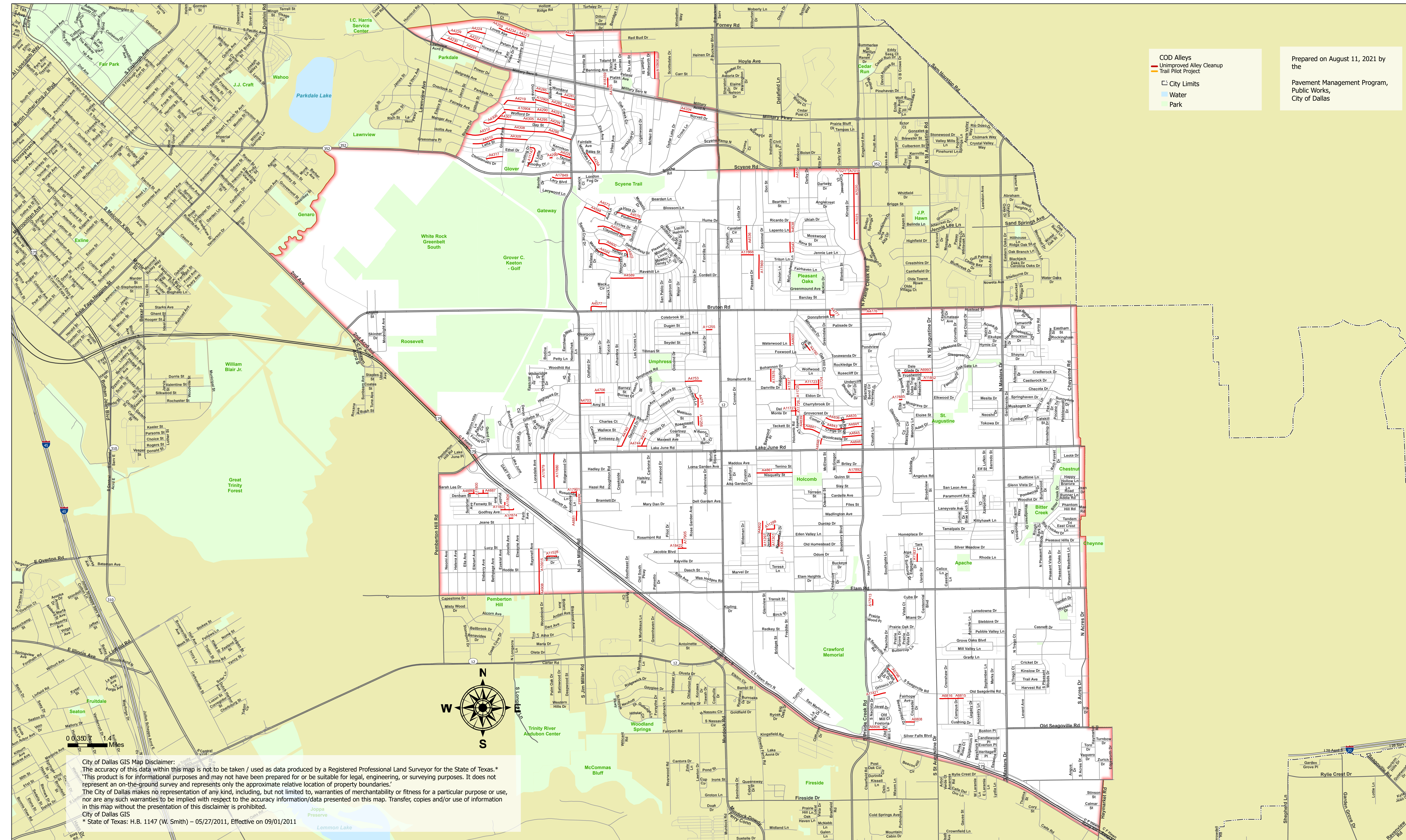
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 3



CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 4



CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 5



COD Alleys
 Unimproved Alley Cleanup
 Trail Pilot Project

City Limits
 Water
 Park

Prepared on August 11, 2021 by the
 Pavement Management Program,
 Public Works,
 City of Dallas

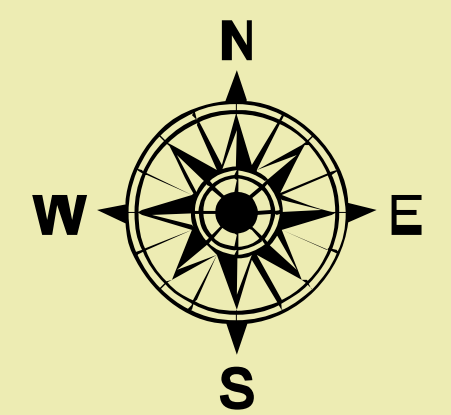
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CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 7

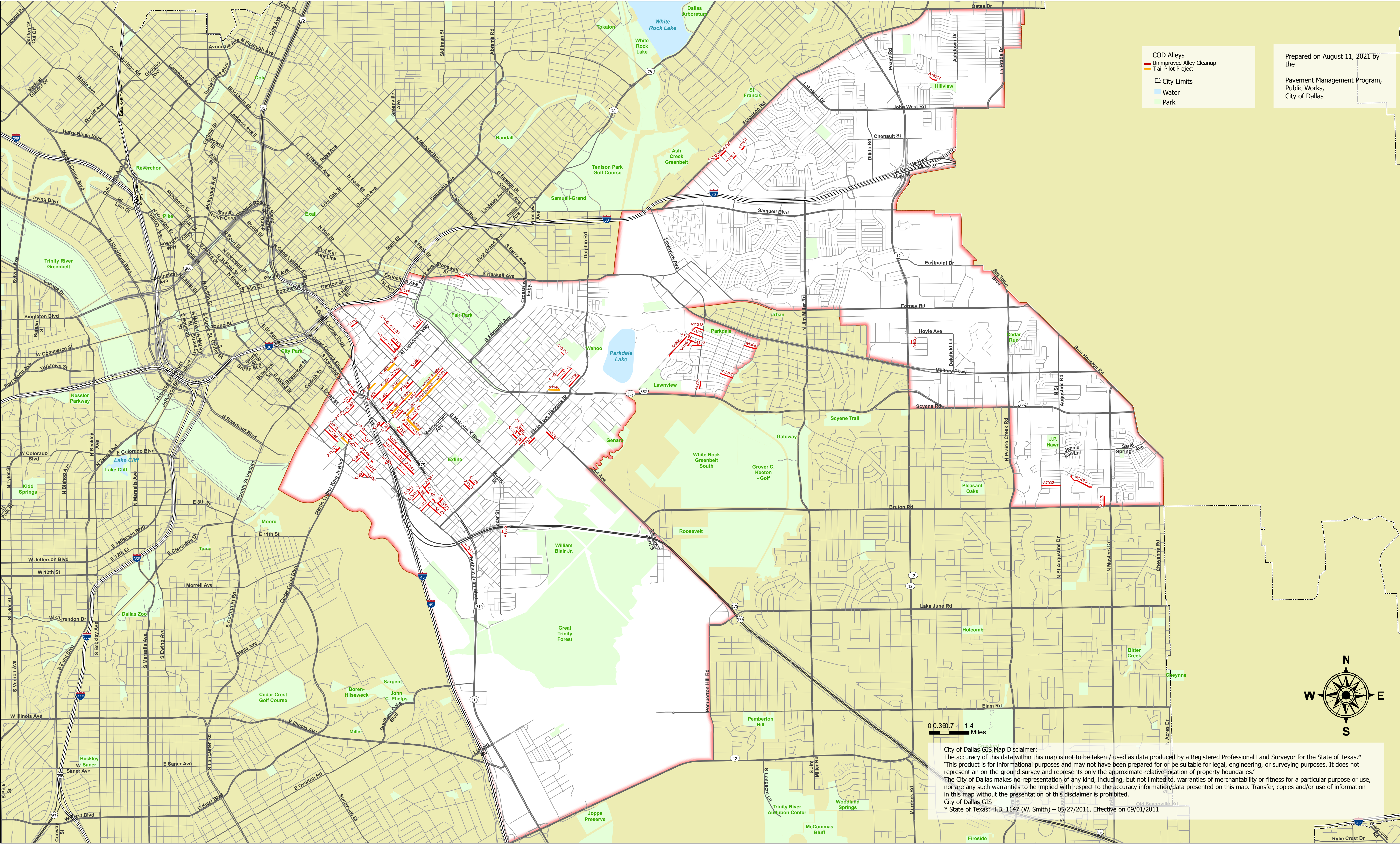
- COD Alleys
- Unimproved Alley Cleanup
- Trail Pilot Project
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Prepared on August 11, 2021 by the
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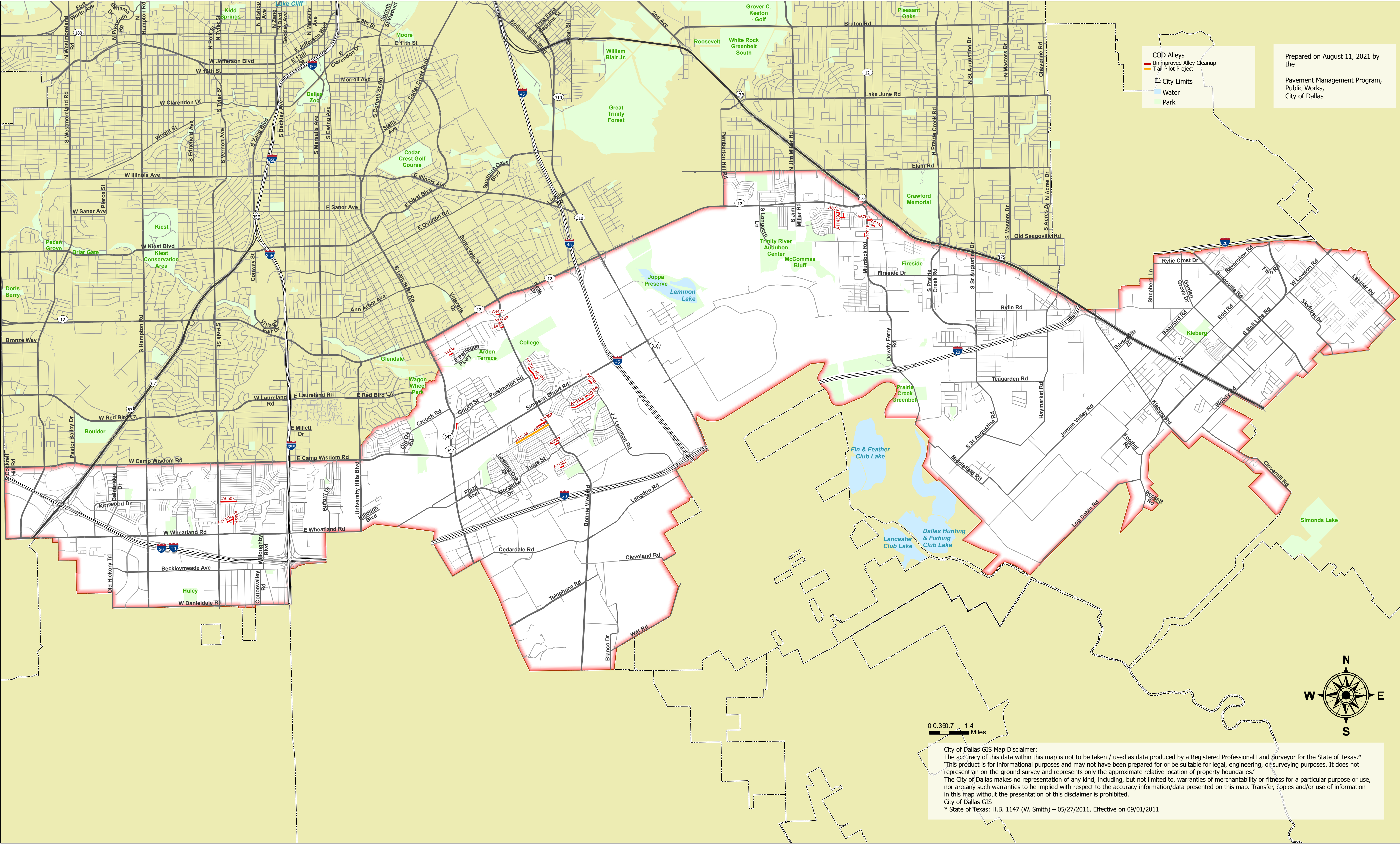


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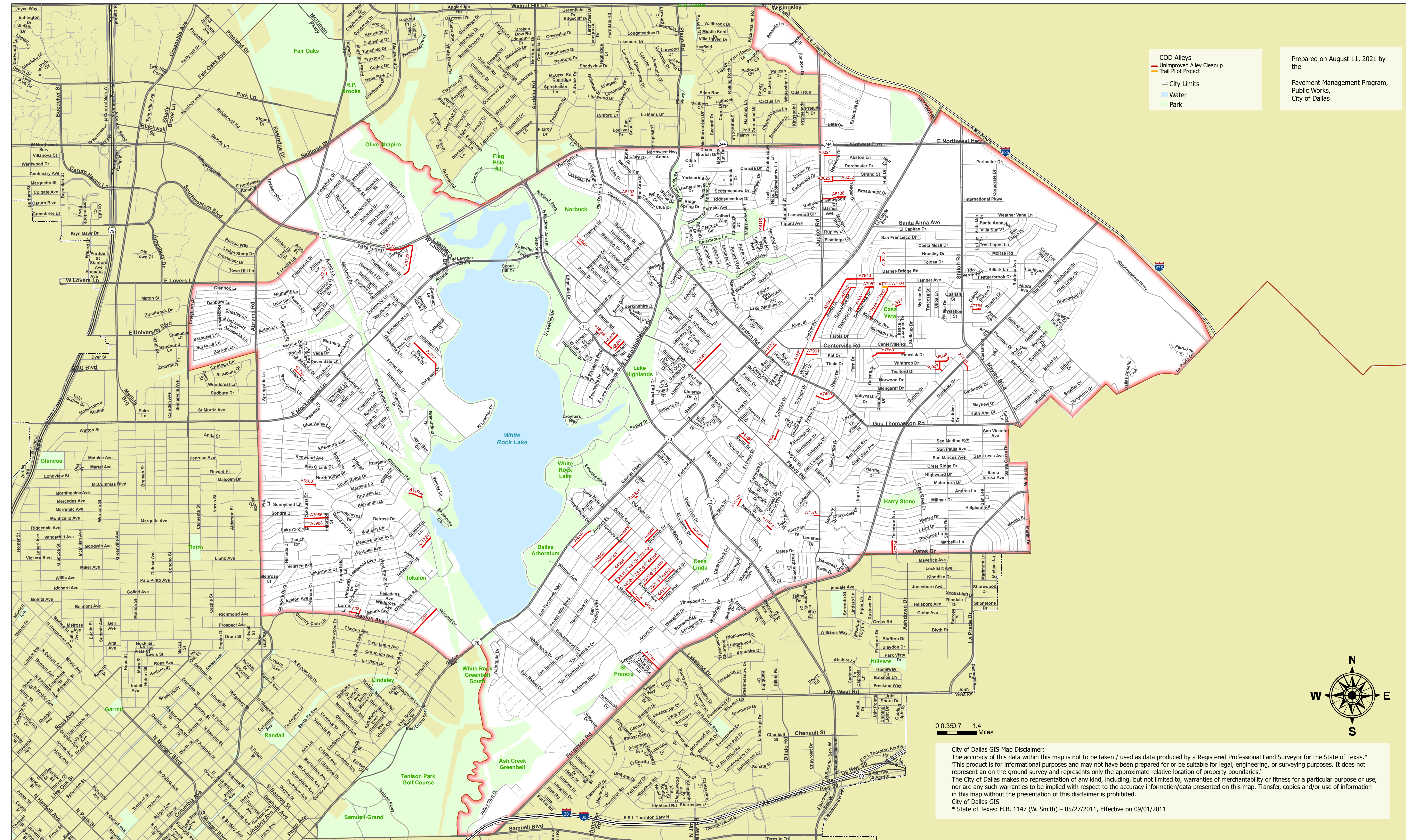
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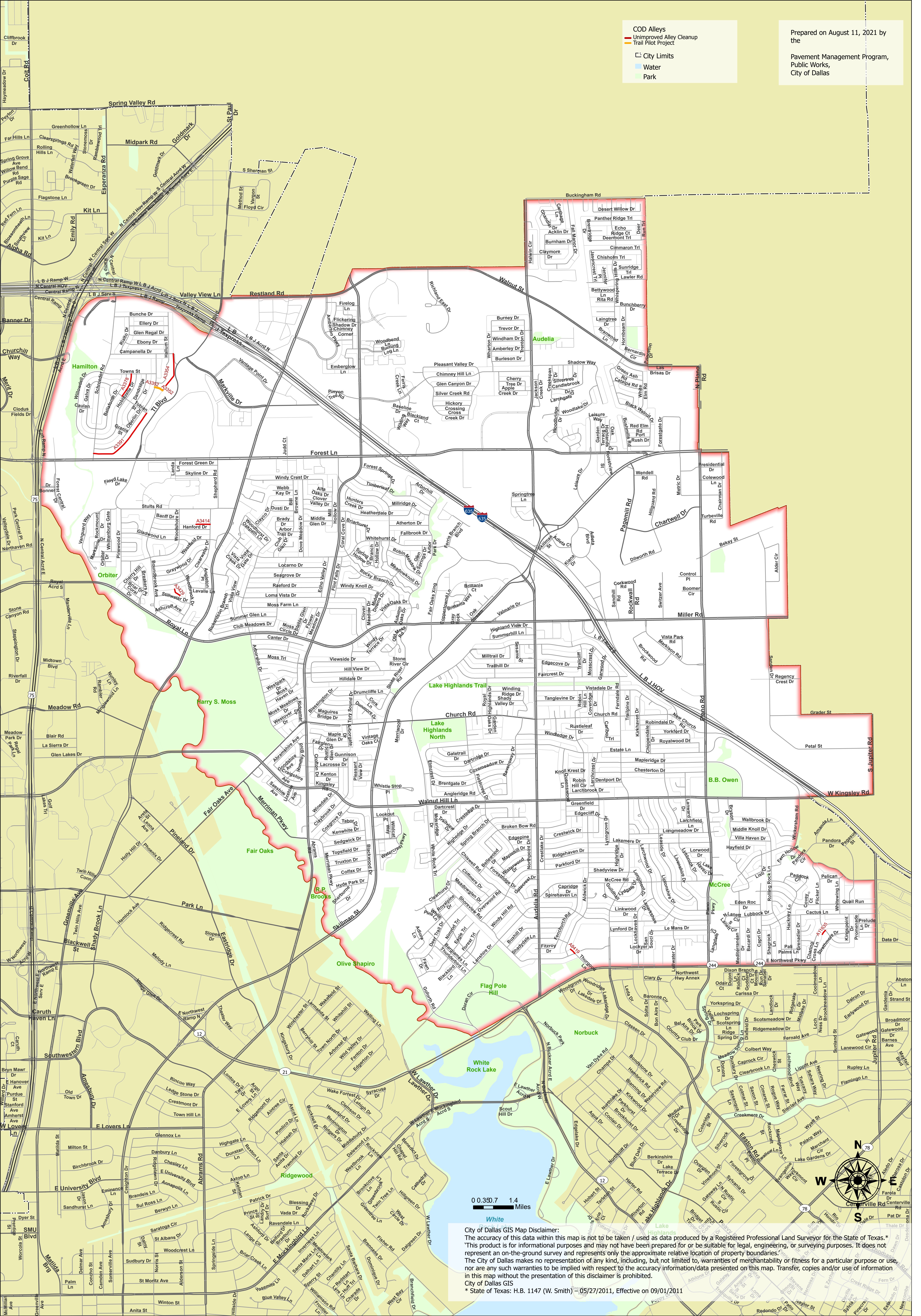
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 8



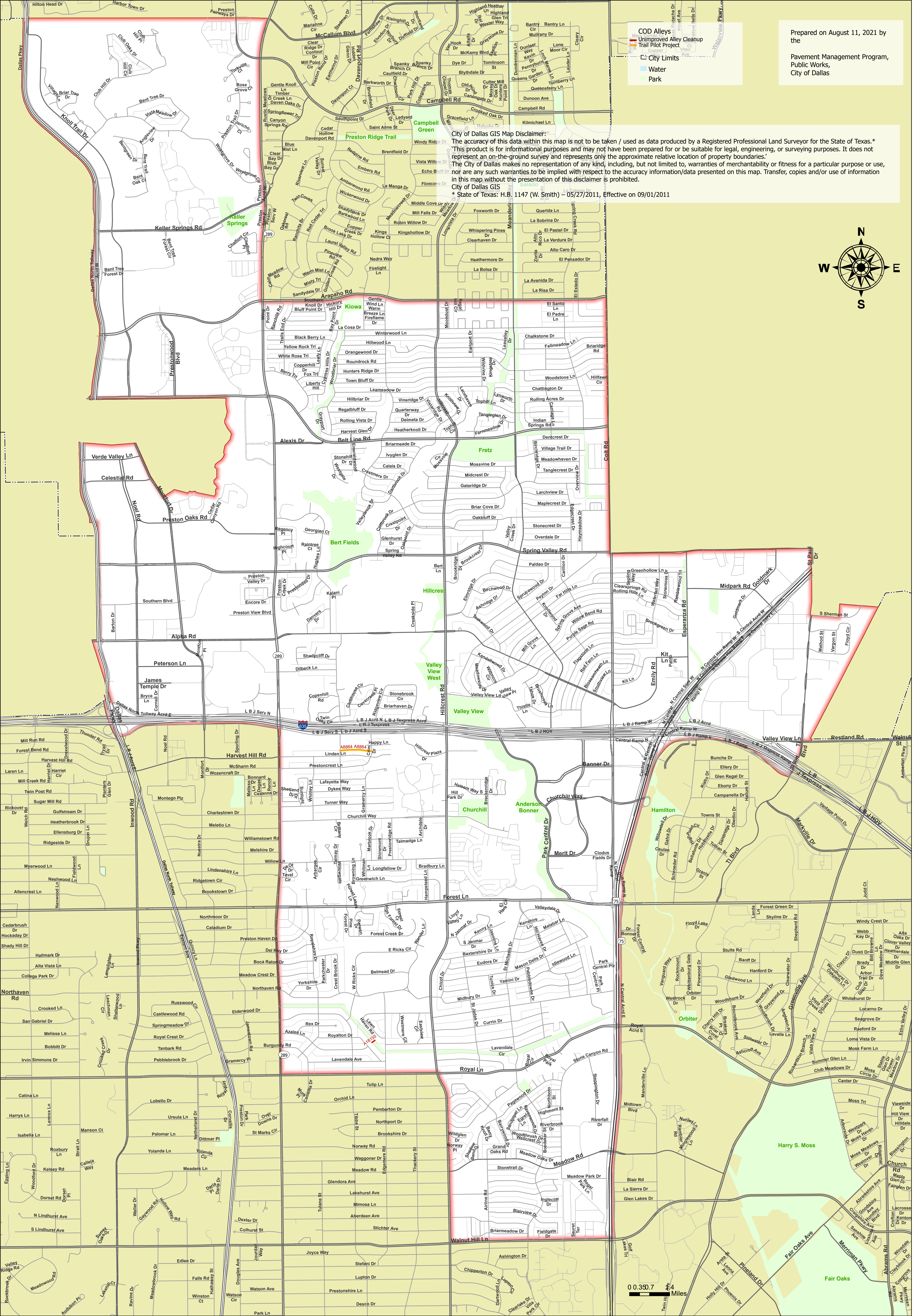
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 9



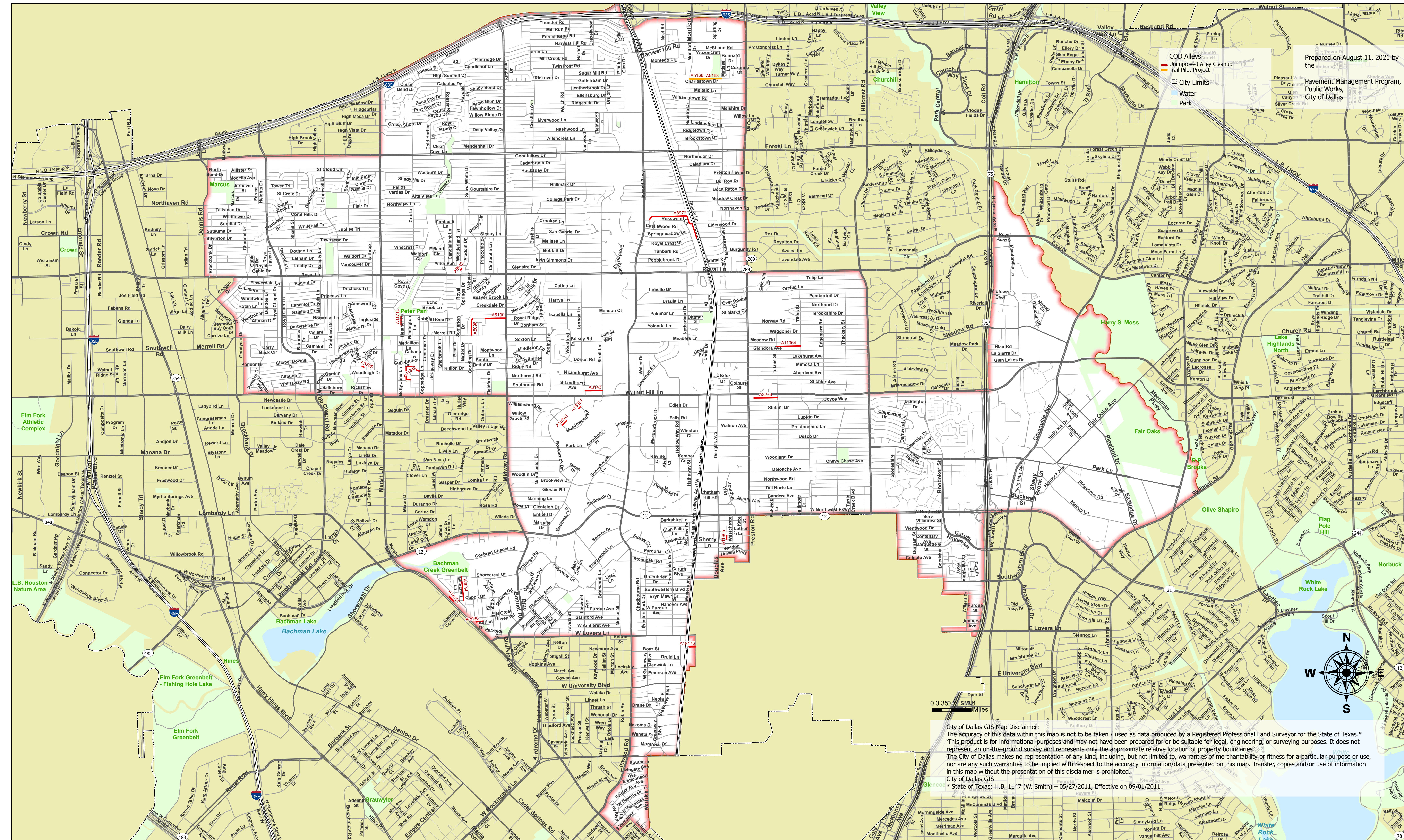
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 10



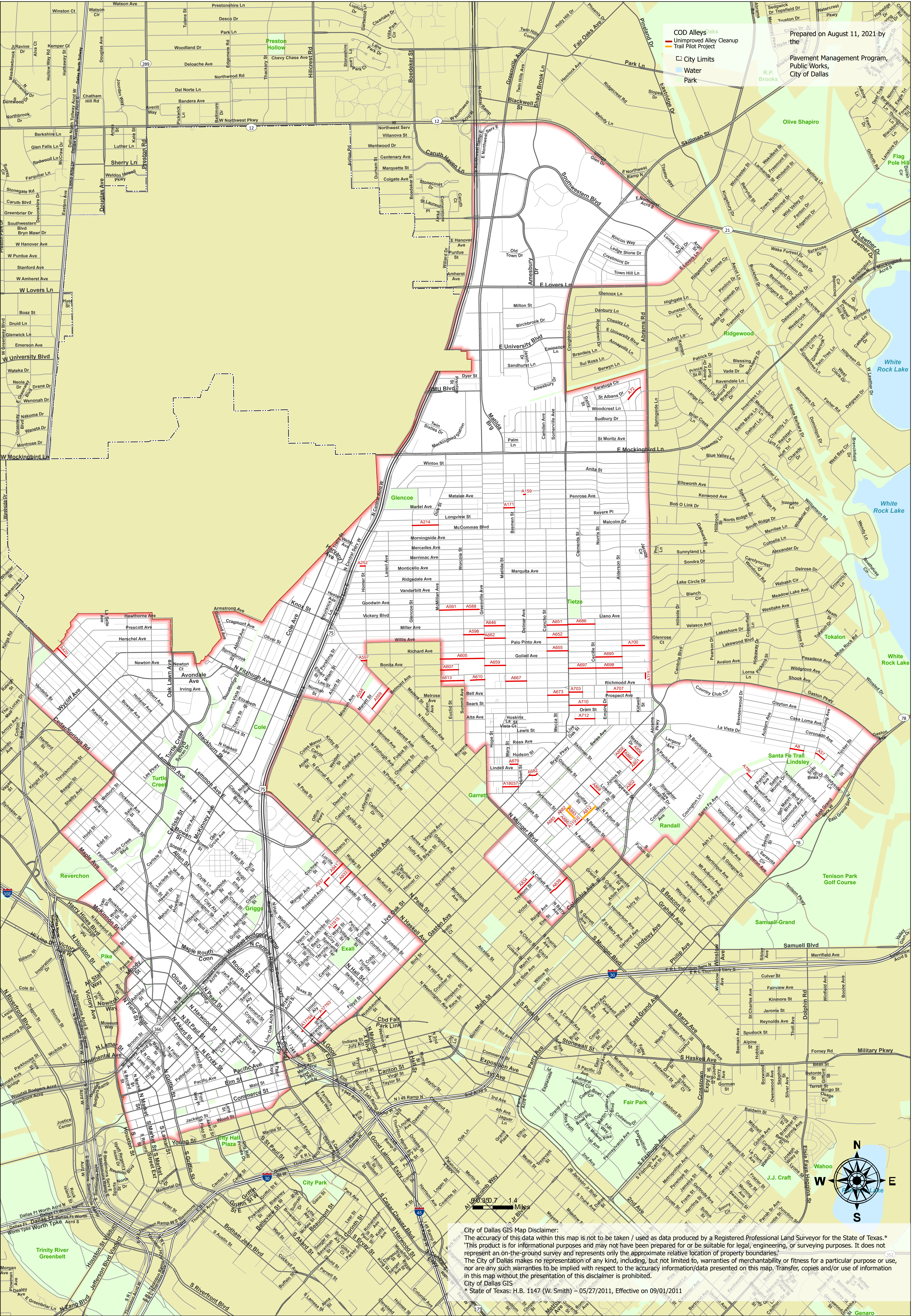
CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 11



CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 13



CITY MAINTAINED ALLEYS - COUNCIL DISTRICT 14



Memorandum



DATE October 12, 2021

CITY OF DALLAS

Honorable Members of the Transportation and Infrastructure Committee: Omar Narvaez
TO (Chair), Tennell Atkins (Vice Chair), Adam Bazaldua, Cara Mendelsohn, Jesse Moreno,
Jaynie Schultz, Gay Donnell Willis

SUBJECT **Monthly Update of Public Works Program Performance –August 2021**

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 August 2021:

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	Variance (Budget - Expenditure)
Streets	1,024	675	645.2 Lane miles	375.0 Lane miles	\$ 62,137,909	\$ 44,751,709	\$ 15,547,211	\$ 17,386,200
Alleys	108	73	12.5 Linear miles	7.9 Linear miles	\$ 1,600,000	\$ 512,705		\$ 1,087,295
Sidewalks	33	37	24.0 Linear miles	14.5 Linear miles	\$ 9,747,780	\$ 6,017,192	\$ 541,856	\$ 3,730,588
Bridges	3	1	3 Bridges	1 Bridges	\$ 1,000,000	\$ 378,504	\$ 4,925	\$ 621,496
Total	1,168	786	N/A	N/A	\$ 74,485,689	\$ 51,660,110	\$ 16,093,992	\$ 22,825,579

FY 21 Bond Projects								
Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Program Encumbrances	Variance (Budget - Expenditure)
Streets	156	78	92.6 Lane miles	60.9 Lane miles	\$ 49,546,128	\$ 24,294,414	\$ 24,392,586	\$ 25,251,714
Alleys	52	21	8.4 Linear miles	3.5 Linear miles	\$ 7,455,916	\$ 1,994,674	\$ 4,373,116	\$ 5,461,242
Sidewalks	3	0	1.0 Linear miles	2.6 Linear miles	\$ 954,266			\$ 954,266
Bridges	2	0	2 Bridges	1.00 Bridges	\$ 611,321		\$ 256,637	\$ 611,321
Total	213	99	N/A	N/A	\$ 58,567,631	\$ 26,289,088	\$ 29,022,339	\$ 32,278,543

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	Variance (Budget - Expenditure)
Streets	1,180	753	737.8 Lane miles	435.9 Lane miles	\$ 111,684,037	\$ 69,046,123	\$ 39,939,797	\$ 42,637,914
Alleys	160	94	20.9 Linear miles	11.4 Linear miles	\$ 9,055,916	\$ 2,507,379	\$ 4,373,116	\$ 6,548,537
Sidewalks	36	37	25.0 Linear miles	17.1 Linear miles	\$ 10,702,046	\$ 6,017,192	\$ 541,856	\$ 4,684,854
Bridges	5	1	5 Bridges	2.00 Bridges	\$ 1,611,321	\$ 378,504	\$ 261,562	\$ 1,232,817
Total	1,381	885	N/A	N/A	\$ 133,053,320	\$ 77,949,198	\$ 45,116,331	\$ 55,104,122

Performance Notes:

Public Works has a revised 1,183 projects planned for FY 2021 and through August 2021, 885 of those projects have been completed. Of the total \$133.1M programmed dollars for FY 2021, through August 2021, Public Works expended \$77.9M (58.5% of total budget) and had encumbered \$45.1M. In addition to the 885 projects completed through August 2021, there are a total of 84 projects currently under construction.

As reported during the September 2021 Transportation and Infrastructure Committee memorandum, Public Works will not complete all of its programmed work due to several constraints such as high annual rain totals, material challenges, and other special projects assumed by the department. Also previously noted, Public Works will encumber the necessary funds to complete

DATE October 12, 2021
SUBJECT **Monthly Update of Public Works Program Performance – August 2021**

the remaining FY 2021 projects within Q1 FY 2022. Final totals of completed metrics and program expenditures will be provided in November 2021 as part of Public Works' performance updates.

Given this overview of Public Works' efforts through August 2021, the September 2021 update of this report will be provided to the Transportation and Infrastructure Committee as part of the November 2021 committee meeting and subsequent reports will follow each month. Should you have questions or would like other data included in the monthly report, please contact Dr. Robert M. Perez, Director of Public Works.



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

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
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Billieae 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

INTERAGENCY TRANSPORTATION REPORT – OCTOBER 2021

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



DFW HIGH SPEED TRANSPORTATION CONNECTIONS STUDY OPEN HOUSES

The North Central Texas Council of Governments will be hosting **four in-person open houses** to showcase the progress for the Dallas-Fort Worth High-Speed Transportation Connections Study. The family-friendly events will highlight the findings from the Phase 1 Screenings and showcase the technology modes being studied in Phase 2.

Open House Dates/Locations

Tuesday, October 12th – 5:00 PM to 8:00 PM

Lone Star Park in Grand Prairie

Free Parking at Gate 1 - Follow signs to East Grandstand Will Call

Tuesday, October 19th – 4:00 PM to 7:00 PM

Southside Preservation Hall

1519 Lipscomb Street, Fort Worth

Tuesday, October 26th – 4:00 PM to 7:00 PM

Mercy Street

3801 Holystone Street, Dallas

Saturday, October 30th – 10:00 AM to 2:00 PM

Globe Life Field in Arlington

Free Parking at Lot A

For questions regarding the upcoming open house events please contact: Email: DFW_HST@nctcog.org Website: www.nctcog.org/dfw-hstcs Phone: 817-695-9240

CONSTITUTIONAL AMENDMENT TO ALLOW TIFs FOR COUNTIES

NCTCOG staff briefed the Regional Transportation Council (RTC) on a State Constitutional amendment on the upcoming November 2, 2021 ballot.

This amendment will allow counties to engage in Tax Increment Financing through Transportation Reinvestment Zones (TRZ) to create revenue to finance the development or redevelopment of a transportation or infrastructure project in unproductive, underdeveloped, or blighted areas in the county. Cities already have this authority.

The amendment restricts counties to using a maximum of 65% of tax increment to secure county issued bonds for transportation improvements.

MARK YOUR CALENDARS NOW

Reminder: The August 2022 RTC meeting will be held on August 18, 2022 at the Irving Convention Center during the annual City of Irving Transportation Summit. The August RTC meeting has traditionally been held as part of this Summit but has not happened in the last two years due to Covid-19 concerns.

UPCOMING MEETINGS

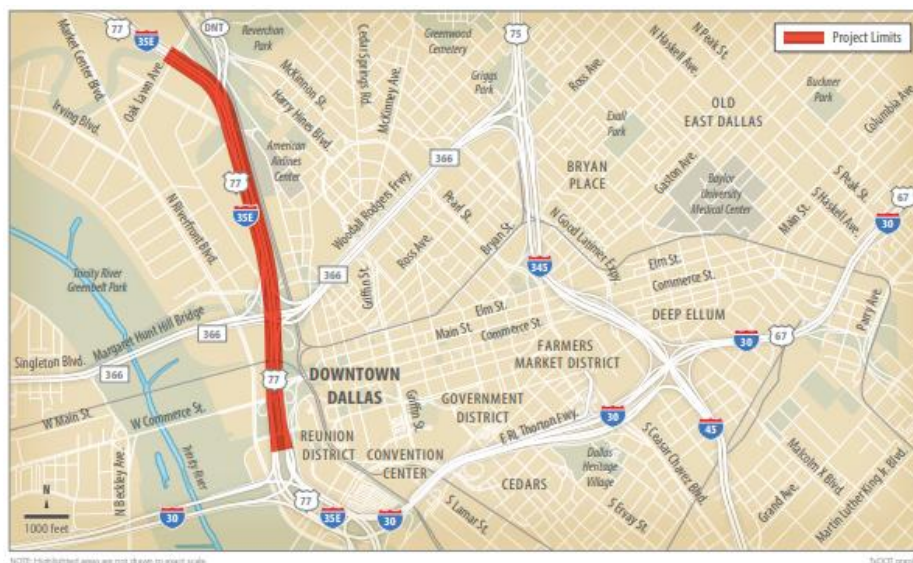
The **next RTC meeting is scheduled for November 11, 2021** at 1:00 PM via teleconference, unless otherwise notified.



LOWEST STEMMONS PROJECT

Project Nearing Completion

After three years of construction, the Texas Department of Transportation (TxDOT) \$83.5 million **Lowest Stemmons project is nearing completion.**



Starting Monday October 11th there will be multiple nightly lane and ramp closures along the corridor to finish up some of the smaller items on the project. Closures started on Monday and are scheduled

from 9 PM to 5 AM each day through Friday.

The project added ramps connecting IH 35E to the Dallas North Tollway and Woodall Rodgers Freeway to eliminate difficult lane changes and to alleviate congestion on the frontage roads in the Lowest Stemmons corridor.

The Lowest Stemmons project aims to provide operational improvements to the congested I-35E corridor in the heart of downtown Dallas through the construction of collector-distributor roads, direct connectors, and reconstructed ramps and bridge structures. The project stems from TxDOT's Texas Clear Lanes effort to relieve congestion in major metropolitan areas across the state.

Ribbon Cutting Ceremony

TxDOT is hosting a ribbon cutting ceremony on Monday, October 25, 2021 at the American Airlines Center and has reached out to the Mayor and City Councilmembers and staff with additional details.



NEW BOARD OFFICERS

At their October 12th meeting, the DART Board of Directors **elected Michelle Wong Krause to serve as the Board Chair** for a two-year term. Ms. Wong was appointed by the City of Dallas City Council in 2014 and recently served as the Vice Chair for the DART Board.

Gary Slagel was elected as Vice Chair. He represents the cities of Richardson and University Park, and the towns of Addison and Highland Park.

Dallas representative **Rodney Schlosser was elected to serve as Secretary.**

Farmers Branch Mayor Robert Dye was elected as Assistant Secretary. He is the representative for Plano and Farmers Branch,

D2 EASTERN END ALIGNMENT BRIEFING

At the October 12th DART Board meeting, an update on the D2 project was provided, focusing on the status of the evaluation of the eastern end alignment.

Agency staff and stakeholders have consensus on alignment 3-7a, which **will be reviewed during the October 18, 2021 Dallas City Council Transportation and Infrastructure Committee meeting.** The proposed consensus alignment will necessitate further steps for an updated environmental clearance and associated activities.

The full presentation can be viewed [here](#).

BUS NETWORK REDESIGN COMMUNITY OUTREACH

DART staff is developing a number of different approaches to share information about the redesign of the bus network with riders and residents of member cities.

City staff from the Department of Transportation, Communications, Outreach, and Marketing, and Mayor & City Council Office are working with DART to implement several events and outreach tools in the coming weeks.

Highlights of the changed network are:

- **GoLink service will be increased substantially** and become a bigger part of the system. This on-demand service allows riders to schedule a trip in a vehicle rather than waiting at a bus stop. The vehicle picks up the customer and takes them anywhere in the designated zone or to a connection point, typically a light-rail station.
- **All local routes will run seven days a week** from, at minimum 5:00 AM to midnight, with some routes having even longer service hours.
- **In some cases, bus routes are farther apart from one another**, especially those that were bunched together.

For more detailed information about the bus network, including interactive maps, please see the DARTzoom website at: <https://www.dartzoom.org/>

Network changes are expected to go into effect January 24, 2022.

UPCOMING MEETINGS

The next DART Board meeting will be on **Tuesday, October 26, 2021** at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.



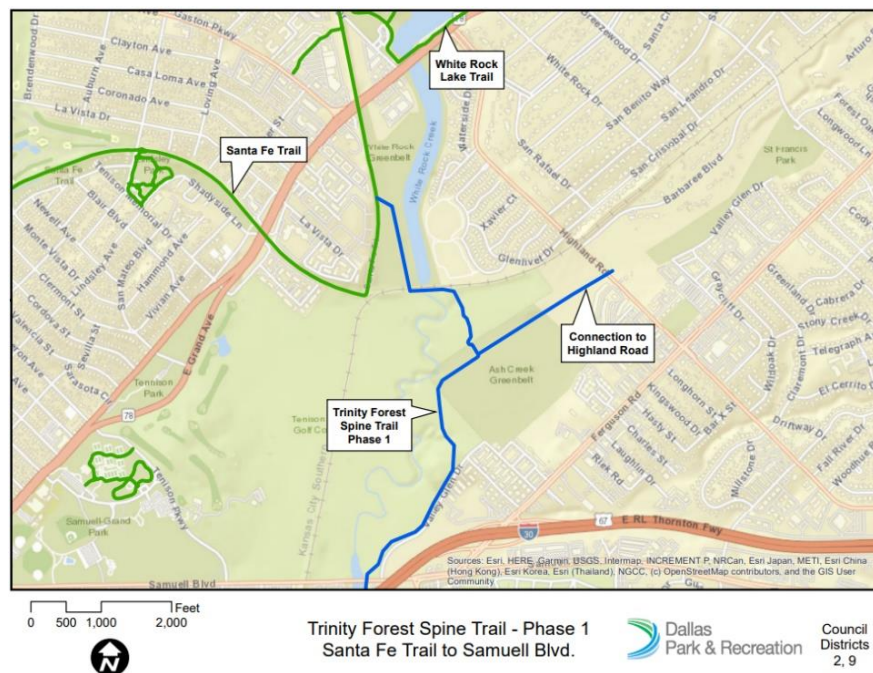
THE FIRST PHASE OF THE TRINITY FOREST SPINE TRAIL IS NOW UNDER CONSTRUCTION

On September 30, 2021, the City of Dallas and the Circuit Trail Conservancy held a **groundbreaking for the first phase of the Trinity Forest Spine Trail.**

This project, a partnership between the City of Dallas, Dallas County, and the Circuit Trail Conservancy will construct an approximately nine-mile trail from just south of White Rock Lake to the AT&T Trail in southern Dallas.

This initial phase will complete a connection from the Santa Fe Trail to the intersection of Valleydale and Samuell Blvd., a distance of just over one mile.

This trail, once all phases are complete, will create improved bicycle and pedestrian connectivity to White Rock Lake, The Trinity Forest Audubon Center, the Great Trinity Forest, a DART light rail station, and to the adjacent neighborhoods. This project would not have been possible without Dallas County's contribution over \$5 million in Major Capital Improvement Program funds for this and subsequent phases.



BOARD MEETING HELD SEPTEMBER 15TH

The NTTA Board of Directors held their regular meeting on Wednesday, September 18, 2021.

BOARD OFFICERS

At their September meeting, the North Texas Tollway Authority (NTTA) Board of Directors unanimously re-elected John Mahalik, Denton County's representative, and Jane Willard, Collin County's representative, to the positions of chairman and vice chairwoman, respectively.

Other Board positions: Lorelei Griffith, Board Secretary, Karen Madison-Ponds, Assistant Board Secretary; Horatio Porter, Board Treasurer; and, Cynthia Demers, Assistant Treasurer.

Other Actions

The Board approved recommendations by the Customer Service, Projects and Operations Committee to:

- Advertise for construction services for Sam Rayburn Tollway creek erosion mitigation and for engineering services for Dallas North Tollway retaining wall rehabilitation
- Approve a contract for construction services for Sam Rayburn Tollway mainlane and frontage road sign replacement
- Approve an interlocal agreement with the Texas Department of Public Safety for police services.

The Board approved a recommendation from the Finance, Audit and Administration Committee for a contract for depository services

The Board received briefings on the Consolidated Monthly Performance Report and the Executive Director's report on contracts, supplements, and change orders less than \$300,000 that were executed in August.

UPCOMING MEETINGS

The next Board meeting will be on **Wednesday, October 20, 2021 at 10:00** am at the NTTA headquarters in Plano.



Federal Infrastructure Bill

During the October 1, 2021 DRMC meeting, staff from the North Central Texas Council of Governments provided an overview and update on the status of the federal infrastructure bill.

DART Bus Network Redesign

DART's CEO, Nadine Lee, was unable to attend the October meeting. However, representatives from DART discussed the upcoming changes to the bus network and their efforts to push out messaging to riders.

UPCOMING MEETING

The November DRMC meeting will be held virtually and is scheduled for **Friday, November 5, 2021** at 11:00 AM.

2019 Airport of the Year



FINANCIAL REPORT

Staff presented a strong financial report as of Aug. 31, 2021. The results reflect better than budgeted passenger performance, with the Airport welcoming 50 million passengers, 2.4 million above budget. As a result, revenues are also better than budget, especially in parking and rental car revenues. DFW's expenditures for the fiscal year are about \$22 million lower than budgeted.

Key Performance Indicator Scorecard

Eleven months ending August 31, 2021 – Unaudited

Key Performance Indicator	Year-To-Date				FY 2021 Annual Budget
	FY 2020 Actuals	FY 2021 Actuals	FY 2021 Budget	Actuals vs. Budget Increase/(Decrease)	
Application of Federal Relief Proceeds	\$138.9	\$103.2	\$123.7	(\$20.5) (16.6%) ■	\$142.5
Total Expenditure Budget	\$863.5	\$846.7	\$868.7	(\$22.0) (2.5%) ■	\$977.5
Total Passengers (Ms)	44.0	50.0	47.6	2.4 5.0% ■	53.1
Total Landed Weights (Bs)	33.6	36.3	38.1	(1.8) (4.8%) ■	42.0

Results Status Bar

■ Improved/Constant
■ Worse



BOARD APPROVES ADDITIONAL CONCESSIONS RELIEF

The Airport Board approved a resolution to temporarily suspend the minimum annual guarantee for concession leases in Terminal D from October 1, 2021, to March 31, 2022. This six-month break is a continuation of measures DFW has taken to help concessionaires remain open through the pandemic and subsequent reduction in passengers. This move is another step DFW is taking to help its concessions partners.

The welcoming of Turkish Airlines is a strong indicator that international traffic is increasing and DFW anticipates more international services resuming in Terminal D.

TRE CENTREPORT BUS SERVICES EXTENDED

The Airport Board approved an interlocal agreement between DART, NCTCOG, and Trinity Metro to continue Trinity Rail Express (TRE) bus service between the CentrePort Station and DFW Airport's South Parking Lot.

This agreement was the result of a grant from the Federal Transit Administration (FTA) to the NCTCOG in which DFW Airport would operate bus service. However, Trinity Metro is able to provide the service at a lower cost and meet certain FTA requirements, thus, the agreement specifies Trinity Metro as the sub-recipient of the grant, and that Trinity Metro, DART, NCTCOG, and DFW Airport will equally pay any costs not reimbursed by the FTA grant.

The agreement is extended for an additional three years, and Trinity Metro plans to purchase electric vehicles by fiscal year 2025.

UPCOMING MEETING

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



**TEXAS
CENTRAL**



On Wednesday, October 13th, the Dallas Morning News published an article about the real estate development around the high speed rail station in the Cedars neighborhood.

Here is a link to the article: [Developers plan bullet train rail station south of downtown Dallas \(dallasnews.com\)](https://www.dallasnews.com/business/development/2021/10/13/developers-plan-bullet-train-rail-station-south-of-downtown-dallas/)

Transportation and Infrastructure Committee Forecast		
Committee Date	Briefing Item/ Report	Presenter(s)
November 15, 2021	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
	Monthly Update of Public Works Program Performance Report	Robert Perez, Director, Department of Public Works
	Five Year Infrastructure Management program	Robert Perez, Director, Department of Public Works
	Vision Zero Action Plan	Ghassan Khankarli, Director, Department of Transportation
	Parking Enforcement Division Overview	Ghassan Khankarli, Director, Department of Transportation
	2017 Bond Project Update	Adriana Castaneda, Director, Office of the Bond and Construction Management
December 7, 2021	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
	Monthly Update of Public Works Program Performance Report	Robert Perez, Director, Department of Public Works
	Streetlighting Overview	Ghassan Khankarli, Director, Department of Transportation