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CITY SECRETARY
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City of Dallas

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

Public Notice

220624

POSTED CITY SECRETARY
DALLAS, TX

Transportation and Infrastructure Committee

June 21, 2022

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."

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

General Information

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Rules of Courtesy

City Council meetings bring together citizens of many varied interests and ideas. To insure fairness and orderly meetings, the Council has adopted rules of courtesy which apply to all members of the Council, administrative staff, news media, citizens and visitors. These procedures provide:

- That no one shall delay or interrupt the proceedings, or refuse to obey the orders of the presiding officer.
- All persons should refrain from private conversation, eating, drinking and smoking while in the Council Chamber.
- Posters or placards must remain outside the Council Chamber.
- No cellular phones or audible beepers allowed in Council Chamber while City Council is in session.

"Citizens and other visitors attending City Council meetings shall observe the same rules of propriety, decorum and good conduct applicable to members of the City Council. Any person making personal, impertinent, profane or slanderous remarks or who becomes boisterous while addressing the City Council or while

Información General

El Ayuntamiento de la Ciudad de Dallas se reúne regularmente los miércoles en la Cámara del Ayuntamiento en el sexto piso de la Alcaldía, 1500 Marilla, a las 9 de la mañana. Las reuniones informativas se llevan a cabo el primer y tercer miércoles del mes. Estas audiencias se transmiten en vivo por la estación de radio WRR-FM 101.1 y por cablevisión en la estación *Time Warner City Cable* Canal 16. El Ayuntamiento Municipal se reúne en el segundo y cuarto miércoles del mes para tratar asuntos presentados de manera oficial en la agenda para su aprobación. Toda persona que desee hablar durante la asamblea del Ayuntamiento, debe inscribirse llamando a la Secretaría Municipal al teléfono (214) 670-3738, antes de las 5:00 pm del último día hábil anterior a la reunión. Para enterarse del nombre de su representante en el Ayuntamiento Municipal y el distrito donde usted puede votar, favor de llamar a la Secretaría Municipal.

Intérpretes para personas con impedimentos auditivos están disponibles si lo solicita con 48 horas de anticipación llamando al (214) 670-5208 (aparato auditivo V/TDD). La Ciudad de Dallas se esfuerza por cumplir con el decreto que protege a las personas con impedimentos, *Americans with Disabilities Act.* ***La agenda del Ayuntamiento está disponible en formatos alternos si lo solicita.***

Si tiene preguntas sobre esta agenda, o si desea hacer comentarios o presentar quejas con respecto a servicios de la Ciudad, llame al 311.

Reglas de Cortesía

Las asambleas del Ayuntamiento Municipal reúnen a ciudadanos de diversos intereses e ideologías. Para asegurar la imparcialidad y el orden durante las asambleas, el Ayuntamiento ha adoptado ciertas reglas de cortesía que aplican a todos los miembros del Ayuntamiento, al personal administrativo, personal de los medios de comunicación, a los ciudadanos, y a visitantes. Estos reglamentos establecen lo siguiente:

- Ninguna persona retrasara o interrumpirá los procedimientos, o se negara a obedecer las órdenes del oficial que preside la asamblea.
- Todas las personas deben abstenerse de entablar conversaciones, comer, beber y fumar dentro de la cámara del Ayuntamiento.
- Anuncios y pancartas deben permanecer fuera de la cámara del Ayuntamiento.
- No se permite usar teléfonos celulares o enlaces electrónicos *(pagers)* audibles en la cámara del Ayuntamiento durante audiencias del Ayuntamiento Municipal

"Los ciudadanos y visitantes presentes durante las

attending the City Council meeting shall be removed from the room if the sergeant-at-arms is so directed by the presiding officer, and the person shall be barred from further audience before the City Council during that session of the City Council. If the presiding officer fails to act, any member of the City Council may move to require enforcement of the rules, and the affirmative vote of a majority of the City Council shall require the presiding officer to act." Section 3.3(c) of the City Council Rules of Procedure.

asambleas del Ayuntamiento Municipal deben de obedecer las mismas reglas de comportamiento, decoro y buena conducta que se aplican a los miembros del Ayuntamiento Municipal. Cualquier persona que haga comentarios impertinentes, utilice vocabulario obsceno o difamatorio, o que al dirigirse al Ayuntamiento lo haga en forma escandalosa, o si causa disturbio durante la asamblea del Ayuntamiento Municipal, será expulsada de la cámara si el oficial que este presidiendo la asamblea así lo ordena. Además, se le prohibirá continuar participando en la audiencia ante el Ayuntamiento Municipal. Si el oficial que preside la asamblea no toma acción, cualquier otro miembro del Ayuntamiento Municipal puede tomar medidas para hacer cumplir las reglas establecidas, y el voto afirmativo de la mayoría del Ayuntamiento Municipal precisara al oficial que este presidiendo la sesión a tomar acción." Según la sección 3.3 (c) de las reglas de procedimientos del Ayuntamiento.

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The City Council Transportation & Infrastructure Committee meeting will be held by videoconference and in the Council Chambers, 6th Floor at City Hall. The public is encouraged 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 following videoconference link is available to the public to listen to the meeting and Public Affairs and Outreach will also stream the City Council Briefing on Spectrum Cable Channel 95
and bit.ly/ cityofdallastv:

Call to Order

MINUTES

A 22-1434 Approval of May 16, 2022 Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

BRIEFING ITEMS

B 22-1435 I-345 Feasibility Study
[Ceason Cemens, Deputy District Engineer, Texas Department of Transportation]

Attachments: Presentation

C 22-1436 Proposed 2024 Bond Program
[Adriana Castaneda, Director, Bond & Construction Management]

Attachments: Presentation

D 22-1437 Economic Impacts & Contributions: Dallas Love Field Airport

[Mark Duebner, Director, Department of Aviation
Sheneice M. Hughes, Assistant Director, Department of Aviation
Bernard L. Weinstein, Ph.D., Principal Weinstein, Clower & Associates]

Attachments: Presentation

REPORTS

E 22-1438 Monthly Update of Public Works Program Performance- April 2022
[Ali Hatefi, Director, Department of Public Works]

Attachments: Report

F 22-1439 Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Report

FORECAST

G 22-1440 Committee Forecast

Attachments: Forecast

UPCOMING AGENDA ITEMS

H 22-1452 Draft Item #10 Authorize a construction services contract for construction services of Crossfield Taxiways Project at Dallas Love Field with Flatiron Constructors, Inc., lowest responsible bidder of four - Not to exceed $48,618,432.00 - Financing: 2021 AVI Commercial Paper Fund ($22,156,749.42) and Aviation Passenger Facility Charge - Near Term Projects Fund ($26,461,682.58)-AVI

I 22-1453 Draft Item #11 Authorize a construction services contract for construction services to the Dallas Love Field Emergency Medical Service Suite Renovation Project with JC Commercial, Inc., lowest responsible bidder of five - Not to exceed $770,777.00 - Financing: Aviation Construction Fund-AVI

J 22-1454 Draft Item #12 Authorize a professional services contract with InterVISTAS Consulting Inc. to provide a financial feasibility study for a potential Consolidated Rental Car (ConRAC) Facility at Dallas Love Field - Not to exceed $421,184.00 - Financing: Aviation Construction Fund-AVI

K 22-1455 Draft Item #13 Authorize Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation to provide construction support services for the Runway 13R/31L Reconstruction Project at Dallas Love Field - Not to exceed $1,214,073.00 from $9,965,821.00 to $11,179,894.00 - Financing: Aviation Passenger Facility Charge - Near Term Projects Fund-AVI

L 22-1456 Draft Item #22 A resolution (1) declaring six properties unwanted and unneeded, and authorizing their advertisement for sale by sealed bid (list attached to the Agenda Information Sheet); (2) establishing a minimum bid amount for each surplus property; and (3) authorizing the sale and conveyance of a deed to the highest qualified bidder - Estimated Revenue: General Fund $72,000.00-PBW

M 22-1458 Draft Item #23 A resolution authorizing the conveyance of a water easement and a temporary construction easement containing a total of approximately 66,780 square feet of land to North Texas Municipal Water District for the construction, maintenance and use of water facilities across City-owned land located at Lake Ray Hubbard - Estimated Revenue: Wastewater Construction Fund ($6,254.00) and General Fund ($15,000.00) -PBW

N 22-1459 Draft Item #24 A resolution authorizing the conveyance of a water easement and a temporary construction easement containing a total of approximately 121,027 square feet of land to North Texas Municipal Water District for the construction, maintenance and use of water facilities across City-owned land located at Lake Ray Hubbard - Estimated Revenue: Wastewater Construction Fund ($18,231.00) and General Fund ($15,000.00) -PBW

O 22-1460 Draft Item #25 An ordinance abandoning a portion of a street easement to SEVA, Ltd., the abutting owner, containing approximately 443 square feet of land, located near the intersection of Cockrell Hill Road and Interstate Highway 30; and authorizing the quitclaim - Revenue: General Fund $6,645.00, plus the $20.00 ordinance publication fee-PBW

P 22-1461 Draft Item #26 Authorize the (1) deposit of the amount awarded by the Special Commissioners in the condemnation proceedings styled City of Dallas v. Alvin Julius Scott, Sr., et al., Cause No. CC-22-00337-A, pending in Dallas County Court at Law No. 1, to acquire a wastewater easement of approximately 11,826 square feet of land located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project; and (2) settlement of the condemnation proceeding for an amount not to exceed the award - Not to exceed $2,225.00, increased from $9,990.00 ($8,900.00, plus closing costs and title expenses not to exceed $1,090.00) to $12,215.00 ($11,125.00 being the award, plus closing costs and title expenses not to exceed $1,090.00) - Financing: Water Utilities Capital G Fund-PBW

Q 22-1462 Draft Item #27 Authorize a construction services contract for the construction of Bonnie View Road from Ann Arbor Avenue to Cummings Street - Camino Construction, LP, lowest responsible bidder of seven - Not to exceed $2,503,547.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($2,165,922.50), Water Capital Improvement F Fund ($212,248.00), Water Construction Fund ($3,300.00), Wastewater Capital Improvement G Fund ($119,977.00), and Wastewater Construction Fund ($2,100.00) -PBW

R 22-1463 Draft Item #28 Authorize a construction services contract for the construction of Street Reconstruction Group 17-3003 (list attached to the Agenda Information Sheet) - David Bowers dba HD Way Concrete Service, LLC, lowest responsible bidder of six - Not to exceed $4,015,910.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,597,815.00) Water Capital Improvement F Fund ($669,283.00), Water Construction Fund ($29,650.00), Wastewater Capital Improvement G Fund ($689,762.00), and Wastewater Construction Fund ($29,400.00) -PBW

S 22-1464 Draft Item #29 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00) -PBW

T 22-1477 Draft Item #30 Authorize an amendment to an existing lease agreement with SOHO/Davis FG, LLC to extend the lease agreement for an additional seven-years for approximately 4,290 square feet of office space located at 11910 Greenville Avenue, Suite 100, to be used as a Building Inspection North Central District Office for the period November 1, 2022 through October 31, 2029 - Not to exceed $531,231.12 - Financing: Building Inspection Fund (subject to annual appropriations) -PBW

U 22-1466 Draft Item #31 Authorize an increase in the purchase from Paradise Baptist Church, also known as Paradise Missionary Baptist Church, of approximately 239,246 square feet of land, located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project - Not to exceed $60,000.00, increased from $357,000.00 ($350,000.00, plus closing costs and title expenses not to exceed $7,000.00) to $417,000.00 ($410,000.00, plus closing costs and title expenses no to exceed $7,000.00) - Financing: Water Utilities Capital G Fund ($60,000.00) -PBW

V 22-1467 Draft Item #32 Authorize a ten-year lease agreement with R. G. Colling, LLC, for approximately 8,333 square feet of office and warehouse space located at 10903 Shady Trail, Building A, Suite 160, to be used for office and warehouse for storage of program material and supplies for the Women, Infants and Children Program for the period July 1, 2022 through June 30, 2032 - Not to exceed $1,124,853.82 - Financing: Health and Human Services Commission Grant Funds (subject to annual appropriations) -PBW

W 22-1468 Draft Item #35 Authorize a Beautification and Maintenance Agreement, for a ten-year period, with The Bottom District Community Development Foundation, to upgrade existing signs and posts with custom signs, street toppers and decorative posts for the Bottom Beautification Project within the following limits: between Interstate 35E to the west, Corinth Street to the east, Hutchins Avenue to the south, and the Trinity River Floodplain to the north - Financing: This action has no cost consideration to the City (see Fiscal Information) -TRN

X 22-1469 Draft Item #36 Authorize a construction contract for the Tornado-Damaged Signals Group 1 project consisting of re-construction of traffic signals located at Midway Road and Killion Drive, Preston Road (SH 289) and Preston Royal Center (North of Royal Lane), and Lenel Place and Walnut Hill Lane - Durable Specialties, Inc., lowest responsible bidder of two - Not to exceed $1,255,550.10 - Financing: Federal Highway Administration (FHWA) Emergency Relief Program Fund-TRN

Y 22-1470 Draft Item #37 An ordinance amending Chapter 28, "Motor Vehicles and Traffic" of the Dallas City Code by amending Section 28-41.1.1 “Restrictions on the Use of Motor Assisted Scooters, Pocket Bikes, and Minimotorbikes” to (1) providing definitions; (2) designating authority; (3) providing for permissible behavior and defining what constitutes an offense; (4) providing a penalty not to exceed $200.00; (5) providing a saving clause; (6) providing a severability clause; and (7) providing an effective date - Financing: This action has no cost consideration to the City (see Fiscal Information) -TRN

Z 22-1471 Draft Item #38 An ordinance amending Chapter 43, "Streets and Sidewalks," of the Dallas City Code by amending Article X. “Dockless Vehicle Permit” to (1) providing definitions; (2) designating authority; (3) providing permitting guidelines and requirements; (4) providing a saving clause; (5) providing a severability clause; and (6) providing an effective date - Financing: Estimated Revenue: General Fund $200,000.00 (see fiscal information) -TRN

A1 22-1472 Draft Item #62 Authorize (1) an increase in the construction services contract with Ark Contracting Services, LLC for additional work associated with the relocation of a 48-inch diameter water transmission pipeline along Ranchview Drive and Ranch Trail in the City of Irving - Not to exceed $695,156.07, from $3,010,639.00 to $3,705,795.07; and (2) the receipt and deposit of funds from the City of Irving in an amount not to exceed $257,207.75 for the City of Irving’s share of the project cost within Irving Corporate limits - Financing: Water Construction Fund ($695,156.07)- DWU

A2 22-1473 Draft Item #63 Authorize a construction services contract for improvements to the Jim Miller Pump Station and Reservoir - Eagle Contracting, LLC, lowest bidder of four - Not to exceed $35,936,000.00 - Financing: Water Capital Improvement F Fund ($25,000,000.00) and Water Capital Improvement G Fund ($10,936,000.00)- DWU

A3 22-1474 Draft Item #64 Authorize a professional services contract with Halff Associates, Inc. to provide engineering services for storm drainage and erosion control improvements at 3 locations (list attached to the Agenda Information Sheet) - Not to exceed $791,300.00 - Financing: Storm Drainage Management Capital Construction Fund)- DWU

A4 22-1475 Draft Item #65 Authorize an increase in the construction services contract with Rebcon, Inc. for additional work associated with the White Rock Lake Dam and Spillway Maintenance Improvements Project - Not to exceed $543,030.65, from $5,997,105.00 to $6,540,135.65 - Financing: Water Capital Improvement G Fund)- DWU

ADJOURNMENT

EXECUTIVE SESSION NOTICE

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

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]

2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]

3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]

4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]

5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]

6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]

7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]

City of Dallas

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

Agenda Information Sheet

File #: 22-1434 **Item #:** A

Approval of May 16, 2022 Transportation and Infrastructure Committee Meeting Minutes

MINUTES OF THE CITY COUNCIL COMMITTEE
MONDAY, MAY 16, 2022

22-0002

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
CITY COUNCIL CHAMBER, CITY HALL/VIDEO CONFERENCE
COUNCILMEMBER OMAR NARVAEZ, PRESIDING

PRESENT: [6] Narvaez, Atkins, *Bazaldua, *Moreno, Schultz, Willis

ABSENT: [1] Mendelsohn

The meeting was called to order at 1:04 p.m. with a quorum of the committee present.

The meeting agenda, posted in accordance with Chapter 551, "OPEN MEETINGS," of the Texas Government Code, was presented.

After all business properly brought before the committee had been considered, the meeting adjourned at 3:12 p.m.

_____
Chair

ATTEST:

_____ _____
City Secretary Staff Date Approved

The agenda is attached to the minutes of this meeting as EXHIBIT A.

The actions taken on each matter considered by the committee are attached to the minutes of this meeting as EXHIBIT B.

The briefing materials are attached to the minutes of this meeting as EXHIBIT C.

***Note: Members of the Committee participated in this meeting by video conference.**

DRAFT

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(C) – Chair, (VC) – Vice Chair

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If you have any questions about this agenda or comments or complaints about city services, call 311.

Rules of Courtesy

City Council meetings bring together citizens of many varied interests and ideas. To insure fairness and orderly meetings, the Council has adopted rules of courtesy which apply to all members of the Council, administrative staff, news media, citizens and visitors. These procedures provide:

- That no one shall delay or interrupt the proceedings, or refuse to obey the orders of the presiding officer.
- All persons should refrain from private conversation, eating, drinking and smoking while in the Council Chamber.
- Posters or placards must remain outside the Council Chamber.
- No cellular phones or audible beepers allowed in Council Chamber while City Council is in session.

"Citizens and other visitors attending City Council meetings shall observe the same rules of propriety, decorum and good conduct applicable to members of the City Council. Any person making personal, impertinent, profane or slanderous remarks or who becomes boisterous while addressing the City Council or while

Información General

El Ayuntamiento de la Ciudad de Dallas se reúne regularmente los miércoles en la Cámara del Ayuntamiento en el sexto piso de la Alcaldía, 1500 Marilla, a las 9 de la mañana. Las reuniones informativas se llevan a cabo el primer y tercer miércoles del mes. Estas audiencias se transmiten en vivo por la estación de radio WRR-FM 101.1 y por cablevisión en la estación *Time Warner City Cable* Canal 16. El Ayuntamiento Municipal se reúne en el segundo y cuarto miércoles del mes para tratar asuntos presentados de manera oficial en la agenda para su aprobación. Toda persona que desee hablar durante la asamblea del Ayuntamiento, debe inscribirse llamando a la Secretaría Municipal al teléfono (214) 670-3738, antes de las 5:00 pm del último día hábil anterior a la reunión. Para enterarse del nombre de su representante en el Ayuntamiento Municipal y el distrito donde usted puede votar, favor de llamar a la Secretaría Municipal.

Intérpretes para personas con impedimentos auditivos están disponibles si lo solicita con 48 horas de anticipación llamando al (214) 670-5208 (aparato auditivo V/TDD). La Ciudad de Dallas se esfuerza por cumplir con el decreto que protege a las personas con impedimentos, *Americans with Disabilities Act.* ***La agenda del Ayuntamiento está disponible en formatos alternos si lo solicita.***

Si tiene preguntas sobre esta agenda, o si desea hacer comentarios o presentar quejas con respecto a servicios de la Ciudad, llame al 311.

Reglas de Cortesía

Las asambleas del Ayuntamiento Municipal reúnen a ciudadanos de diversos intereses e ideologías. Para asegurar la imparcialidad y el orden durante las asambleas, el Ayuntamiento ha adoptado ciertas reglas de cortesía que aplican a todos los miembros del Ayuntamiento, al personal administrativo, personal de los medios de comunicación, a los ciudadanos, y a visitantes. Estos reglamentos establecen lo siguiente:

- Ninguna persona retrasara o interrumpirá los procedimientos, o se negara a obedecer las órdenes del oficial que preside la asamblea.
- Todas las personas deben abstenerse de entablar conversaciones, comer, beber y fumar dentro de la cámara del Ayuntamiento.
- Anuncios y pancartas deben permanecer fuera de la cámara del Ayuntamiento.
- No se permite usar teléfonos celulares o enlaces electrónicos *(pagers)* audibles en la cámara del Ayuntamiento durante audiencias del Ayuntamiento Municipal

"Los ciudadanos y visitantes presentes durante las

attending the City Council meeting shall be removed from the room if the sergeant-at-arms is so directed by the presiding officer, and the person shall be barred from further audience before the City Council during that session of the City Council. If the presiding officer fails to act, any member of the City Council may move to require enforcement of the rules, and the affirmative vote of a majority of the City Council shall require the presiding officer to act." Section 3.3(c) of the City Council Rules of Procedure.

asambleas del Ayuntamiento Municipal deben de obedecer las mismas reglas de comportamiento, decoro y buena conducta que se aplican a los miembros del Ayuntamiento Municipal. Cualquier persona que haga comentarios impertinentes, utilice vocabulario obsceno o difamatorio, o que al dirigirse al Ayuntamiento lo haga en forma escandalosa, o si causa disturbio durante la asamblea del Ayuntamiento Municipal, será expulsada de la cámara si el oficial que este presidiendo la asamblea así lo ordena. Además, se le prohibirá continuar participando en la audiencia ante el Ayuntamiento Municipal. Si el oficial que preside la asamblea no toma acción, cualquier otro miembro del Ayuntamiento Municipal puede tomar medidas para hacer cumplir las reglas establecidas, y el voto afirmativo de la mayoría del Ayuntamiento Municipal precisara al oficial que este presidiendo la sesión a tomar acción." Según la sección 3.3 (c) de las reglas de procedimientos del Ayuntamiento.

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 pistol 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 propriedad."

The City Council Transportation & Infrastructure Committee meeting will be held by videoconference and in the Council Chambers, 6th Floor at City Hall. The public is encouraged 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 following videoconference link is available to the public to listen to the meeting and Public Affairs and Outreach will also stream the City Council Briefing on Spectrum Cable Channel 95 and bit.ly/ cityofdallastv:

https://dallascityhall.webex.com/dallascityhall/j.php?MTID=mef513bb6bb6b765dcf0979a296179d61

Call to Order

MINUTES

A 22-1189 Approval of April 18, 2022 Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

BOARD INTERVIEWS

B 22-1190 DART Board Appointee Candidate Interviews
[Council Member Omar Narvaez, Chair of Transportation and Infrastructure Committee]

BRIEFING ITEMS

C 22-1191 Infrastructure Management Plan Update
[Ali Hatefi, Director, Department of Public Works]

Attachments: Presentation

D 22-1192 Proposed Traffic Calming Program
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Presentation
Additional Attachment

BRIEFING BY MEMORANDUM

E 22-1193 I-345 Feasibility Study Upcoming TxDOT Public Meetings
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Memorandum

F 22-1194 Proposed Changes to Chapter 42A-22 and 42A-28.2 of the Dallas City Code
[Rosa Fleming, Director, Convention and Event Services]

Attachments: Memorandum

REPORTS

G 22-1195 Monthly Update of Public Works Program Performance- March 2022
[Ali Hatefi, Director, Department of Public Works]

Attachments: Memorandum

H 22-1196 Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Report

FORECAST

I 22-1197 Committee Forecast

Attachments: Forecast

UPCOMING AGENDA ITEMS

J 22-1201 Draft Item #6 Authorize (1) an increase in the construction services contract with Flatiron Constructors, Inc. to provide additional construction services for the Reconstruction of Runway 13R-31L and Taxiway C Phase I Project at Dallas Love Field; and (2) an increase in appropriations in an amount not to exceed $4,994,038.70 in the 2021 AVI Commercial Paper Fund - Not to exceed $4,994,038.70, from $124,623,248.58 to $129,617,287.28 - Financing: 2021 AVI Commercial Paper Fund-AVI

K 22-1202 Draft Item #L2 An ordinance providing for the closure and vacation to vehicular traffic of a portion of South Pearl Expressway containing approximately 12,160 square feet of land, located at the intersection of South Pearl Expressway and Taylor Street - Financing: No cost consideration to the City-PBW

L 22-1203 Draft Item #12 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00)- PBW

M 22-1204 Draft Item #13 Authorize a thirty-six-month construction services contract for the 2022 Dallas Sidewalk Master Plan Improvements that includes water and wastewater adjustments at various locations throughout the City - Vescorp Construction, LLC dba Chavez Concrete Cutting, lowest responsible bidder of seven - Not to exceed $13,887,150.00 - Financing: Certificate of Obligation Funds ($6,922,812.89), Street and Alley Improvements Fund ($5,682,577.11), General Funds ($695,560.00), Water Construction Fund ($546,200.00) and Wastewater Construction Fund ($40,000.00) (subject to annual appropriations)-PBW

N 22-1205 Draft Item #14 Authorize a sixty-two month lease agreement with Ricchi Towers, LLC, for approximately 2,105 square feet of office space located at 8585 North Stemmons Freeway, Suite S-720, to be used for City personnel purposes for the Dallas Fire Department for the period July 1, 2022 through August 31, 2027 - Not to exceed $190,151.68 - Financing: General Fund (subject to annual appropriations)-PBW

O 22-1206 Draft Item #15 Authorize Change Order No. 2 to the construction services contract with Heritage Materials, LLC to authorize reducing General Fund capacity by $5,649,587.95 and Street and Alley Improvement Fund by $5,649,587.95 and increasing Certificate of Obligation funding by $11,299,175.90 for a zero-dollar change order, keeping the contract amount at $193,566,066.60 - Financing: 2022 Certificate of Obligation Fund-PBW

P 22-1207 Draft Item #16 Authorize a construction contract for the Dallas Union Bikeway Connector Project from Houston Street and Nowitzki Way to the intersection of Harwood Street and Woodall Rodgers Freeway access road - Gibson & Associates, Inc., lowest responsible bidder of two - Not to exceed $1,015,842.45 - Financing: Texas Department of Transportation Grant Fund ($554,682.00), Bike Lane Fund ($461,160.45)-TRN

Q 22-1208 Draft Item #17 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for a Transportation Alternatives Set-Aside (TASA) Program Grant (Agreement No. CSJ 0918-47-327, CFDA No. 20.205) in the amount of $325,661.00 as federal share in the total project cost of $342,743.37 (Federal share $325,661.00, Indirect State $14,121.87, and City of Dallas match for Direct State Participation $2,960.50 totaling $342,743.37) for costs related to the reconstruction and widening of the existing sidewalks to install ADA ramps, from Gaston Avenue to the Northwest, and North Prairie Avenue to the Northeast for installation of traffic calming improvements for crosswalks, signs, pedestrian signals and other Safe Routes to School Improvements; (2) establishment of appropriations in the amount of $325,661.00 in the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (3) receipt and deposit of funds in the amount of $325,661.00 in the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (4) disbursement of funds in the amount of $325,661.00 from the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (5) disbursement of City of Dallas Direct State Participation funds in the amount of $1,480.25 to be issued as a warrant check to TxDOT for State construction costs and other State direct costs related to the project from the Bike Lane Fund; (6) disbursement of City of Dallas Direct State Participation funds in the amount of $1,480.25 to be issued as a warrant check to TxDOT for State construction costs and other State direct costs related to the project from the General Fund; and (7) execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $328,621.50 - Financing: Texas Department of Transportation Grant Funds ($325,661.00) Bike Lane Fund ($1,480.25) General Fund ($1,480.25)-TRN

R 22-1209 Draft Item #18 Authorize Supplemental Agreement No. 1 to the consultant contract with AECOM/AZTECA Joint Venture to provide additional program management and staff augmentation services to complete the 2017 Bond Program horizontal projects for Streets and Transportation - Not to exceed $430,580.31 from $7,514,491.04, to $7,945,071.35 - Financing: Bond Program Administration Fund-BCM

S 22-1216 Draft Item #33 Authorize a construction services contract for the installation and rehabilitation of water and wastewater mains and appurtenances at 13 locations (list attached to the Agenda Information Sheet) - Douglas Dailey Construction, LLC, lowest responsible bidder of four - Not to exceed $13,921,735.00 - Financing: Water (Drinking Water) - TWDB 2020 Fund ($8,678,086.34), Wastewater (Clean Water) - TWDB 2021 Fund ($4,000,900.57), Water (Drinking Water) - TWDB 2021 Fund ($1,242,748.09)-DWU

T 22-1211 Draft Item #34 Authorize (1) a construction services contract for the installation of erosion control improvements at 8 locations (list attached to the Agenda Information Sheet) and (2) an increase in appropriations in an amount not to exceed $1,316,901.00 in the Storm Drainage Management Capital Construction Fund - Austin Filter Systems, Inc., lowest responsible bidder of four - Not to exceed $5,886,800.00 - Financing: Storm Drainage Management Capital Construction Fund ($2,896,706.00), Flood Control (D) Fund (2017 General Obligation Bond Funds) ($2,525,019.00), Wastewater Capital Improvement G Fund ($328,075.00), and Street and Alley Improvement Fund ($137,000.00)-DWU

U 22-1212 Draft Item #37 Authorize the second step of acquisition for condemnation by eminent domain to acquire two unimproved tracts of land containing approximately 11,975 square feet, from Theatrical Warehouse, Inc., located on Alex Street near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $50,900.00 ($47,900.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

V 22-1213 Draft Item #38 Authorize the second step of acquisition for condemnation by eminent domain to acquire three tracts of land containing approximately 35,770 square feet improved with a cell tower, from Theatrical Warehouse, Inc., located McGowan and Alex Streets near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $119,224.00 ($116,224.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

W 22-1214 Draft Item #PH1 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to delete Amonette Street between West Commerce Street and Singleton Boulevard from the Thoroughfare Plan; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City- TRN

X 22-1215 Draft Item #PH2 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to change the dimensional classification of Herbert Street between West Commerce Street and Muncie Avenue from a special two-lane undivided roadway (SPCL 2U) in 56 feet of right-of-way to a special four-lane undivided roadway (SPCL 4U) in 90 feet of right-of-way with bicycle facilities; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)- TRN

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]

E X H I B I T B

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

Item A: Approval of April 18, 2022 Transportation and Infrastructure Committee Meeting Minutes

Councilmember Willis moved to adopt the minutes as presented.

Motion seconded by Councilmember Atkins and unanimously adopted. (Mendelsohn absent)

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

BOARD INTERVIEWS

Item B: DART Board Appointee Candidate Interviews

The following appointees were interviewed by the committee:

- Carmen Garcia
- Rodney Schlosser

Councilmember Atkins moved to forward the appointees to city council.

Motion seconded by Councilmember Willis and unanimously adopted. (Mendelsohn absent)

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

BRIEFING ITEMS

Item C: Infrastructure Management Plan Update

The following individual briefed the committee on the item:

- Ali Hatefi, Director, Department of Public Works

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

BRIEFING ITEM

Item D: Proposed Traffic Calming Program

The following individuals briefed the committee on the item:

- Ghassan Khankarli, Director, Department of Transportation; and
- Robert Perez, Director, Department of Public Works

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

BRIEFING BY MEMORANDUM

Item E: I-345 Feasibility Study Upcoming TxDOT Public Meetings

The committee discussed the item.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

BRIEFING BY MEMORANDUM

Item F: Proposed Changes to Chapter 42A-22 and 42A-28.2 of the Dallas City Code

The following individuals briefed the committee on the item:

- Rosa Fleming, Director, Convention and Event Services; and
- Jacquilin Justice, Interim Assistant Director, Tourism, Conventions, and Events

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

REPORTS

Item G: Monthly Update of Public Works Program Performance- March 2022

Item H: Interagency Transportation Report

The committee discussed the items.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

FORECAST

Item I: Committee Forecast

The committee discussed the item.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

MAY 16, 2022

UPCOMING AGENDA ITEMS – MAY 25, 2022

Item J: Draft Item #6 Authorize (1) an increase in the construction services contract with Flatiron Constructors, Inc. to provide additional construction services for the Reconstruction of Runway 13R-31L and Taxiway C Phase I Project at Dallas Love Field; and (2) an increase in appropriations in an amount not to exceed $4,994,038.70 in the 2021 AVI Commercial Paper Fund - Not to exceed $4,994,038.70, from $124,623,248.58 to $129,617,287.28 - Financing: 2021 AVI Commercial Paper Fund-AVI

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Item V: Draft Item #38 Authorize the second step of acquisition for condemnation by eminent domain to acquire three tracts of land containing approximately 35,770 square feet improved with a cell tower, from Theatrical Warehouse, Inc., located McGowan and Alex Streets near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $119,224.00 ($116,224.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

Item W: Draft Item #PH1 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to delete Amonette Street between West Commerce Street and Singleton Boulevard from the Thoroughfare Plan; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City- TRN

Item X: Draft Item #PH2 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to change the dimensional classification of Herbert Street between West Commerce Street and Muncie Avenue from a special two-lane undivided roadway (SPCL 2U) in 56 feet of right-of-way to a special four-lane undivided roadway (SPCL 4U) in 90 feet of right-of-way with bicycle facilities; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)- TRN

The committee discussed the items.

E X H I B I T C

MINUTES OF THE CITY COUNCIL COMMITTEE
MONDAY, APRIL 18, 2022

22-0002

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
CITY COUNCIL CHAMBER, CITY HALL/VIDEO CONFERENCE
COUNCILMEMBER OMAR NARVAEZ, PRESIDING

PRESENT: [7] Narvaez, Atkins, *Bazaldua (**1:18 p.m.), Mendelsohn, *Moreno (**1:03 P.M.), Schultz, Willis

ABSENT: [0]

The meeting was called to order at 1:01 p.m. with a quorum of the committee present.

The meeting agenda, posted in accordance with Chapter 551, "OPEN MEETINGS," of the Texas Government Code, was presented.

The meeting recessed at 3:18 p.m. and reconvened to open session at 3:24 p.m.

After all business properly brought before the committee had been considered, the meeting adjourned at 3:44 p.m.

_____
Chair

ATTEST:

_____ _____
City Secretary Staff Date Approved

The agenda is attached to the minutes of this meeting as EXHIBIT A.

The actions taken on each matter considered by the committee are attached to the minutes of this meeting as EXHIBIT B.

The briefing materials are attached to the minutes of this meeting as EXHIBIT C.

***Note: Members of the Committee participated in this meeting by video conference.**
**** Note: Indicates arrival time after meeting called to order/reconvened.**

DRAFT

E X H I B I T A

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CITY SECRETARY
DALLAS, TEXAS

City of Dallas

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

Public Notice

220418
POSTED CITY SECRETARY

Transportation and Infrastructure Committee

April 18, 2022

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.

General Information

The Dallas City Council regularly meets on Wednesdays beginning at 9:00 a.m. in the Council Chambers, 6th floor, City Hall, 1500 Marilla. Council agenda meetings are broadcast live on WRR-FM radio (101.1 FM) and on Time Warner City Cable Channel 16. Briefing meetings are held the first and third Wednesdays of each month. Council agenda (voting) meetings are held on the second and fourth Wednesdays. Anyone wishing to speak at a meeting should sign up with the City Secretary's Office by calling (214) 670-3738 by 5:00 p.m. of the last regular business day preceding the meeting. Citizens can find out the name of their representative and their voting district by calling the City Secretary's Office.

Sign interpreters are available upon request with a 48-hour advance notice by calling (214) 670-5208 V/TDD. The City of Dallas is committed to compliance with the Americans with Disabilities Act. ***The Council agenda is available in alternative formats upon request***.

If you have any questions about this agenda or comments or complaints about city services, call 311.

Rules of Courtesy

City Council meetings bring together citizens of many varied interests and ideas. To insure fairness and orderly meetings, the Council has adopted rules of courtesy which apply to all members of the Council, administrative staff, news media, citizens and visitors. These procedures provide:

- That no one shall delay or interrupt the proceedings, or refuse to obey the orders of the presiding officer.
- All persons should refrain from private conversation, eating, drinking and smoking while in the Council Chamber.
- Posters or placards must remain outside the Council Chamber.
- No cellular phones or audible beepers allowed in Council Chamber while City Council is in session.

"Citizens and other visitors attending City Council meetings shall observe the same rules of propriety, decorum and good conduct applicable to members of the City Council. Any person making personal, impertinent, profane or slanderous remarks or who becomes boisterous while addressing the City Council or while

Información General

El Ayuntamiento de la Ciudad de Dallas se reúne regularmente los miércoles en la Cámara del Ayuntamiento en el sexto piso de la Alcaldía, 1500 Marilla, a las 9 de la mañana. Las reuniones informativas se llevan a cabo el primer y tercer miércoles del mes. Estas audiencias se transmiten en vivo por la estación de radio WRR-FM 101.1 y por cablevisión en la estación *Time Warner City Cable* Canal 16. El Ayuntamiento Municipal se reúne en el segundo y cuarto miércoles del mes para tratar asuntos presentados de manera oficial en la agenda para su aprobación. Toda persona que desee hablar durante la asamblea del Ayuntamiento, debe inscribirse llamando a la Secretaría Municipal al teléfono (214) 670-3738, antes de las 5:00 pm del último día hábil anterior a la reunión. Para enterarse del nombre de su representante en el Ayuntamiento Municipal y el distrito donde usted puede votar, favor de llamar a la Secretaría Municipal.

Intérpretes para personas con impedimentos auditivos están disponibles si lo solicita con 48 horas de anticipación llamando al (214) 670-5208 (aparato auditivo V/TDD). La Ciudad de Dallas se esfuerza por cumplir con el decreto que protege a las personas con impedimentos, *Americans with Disabilities Act.* ***La agenda del Ayuntamiento está disponible en formatos alternos si lo solicita.***

Si tiene preguntas sobre esta agenda, o si desea hacer comentarios o presentar quejas con respecto a servicios de la Ciudad, llame al 311.

Reglas de Cortesía

Las asambleas del Ayuntamiento Municipal reúnen a ciudadanos de diversos intereses e ideologías. Para asegurar la imparcialidad y el orden durante las asambleas, el Ayuntamiento ha adoptado ciertas reglas de cortesía que aplican a todos los miembros del Ayuntamiento, al personal administrativo, personal de los medios de comunicación, a los ciudadanos, y a visitantes. Estos reglamentos establecen lo siguiente:

- Ninguna persona retrasara o interrumpirá los procedimientos, o se negara a obedecer las órdenes del oficial que preside la asamblea.
- Todas las personas deben abstenerse de entablar conversaciones, comer, beber y fumar dentro de la cámara del Ayuntamiento.
- Anuncios y pancartas deben permanecer fuera de la cámara del Ayuntamiento.
- No se permite usar teléfonos celulares o enlaces electrónicos *(pagers)* audibles en la cámara del Ayuntamiento durante audiencias del Ayuntamiento Municipal

"Los ciudadanos y visitantes presentes durante las

attending the City Council meeting shall be removed from the room if the sergeant-at-arms is so directed by the presiding officer, and the person shall be barred from further audience before the City Council during that session of the City Council. If the presiding officer fails to act, any member of the City Council may move to require enforcement of the rules, and the affirmative vote of a majority of the City Council shall require the presiding officer to act." Section 3.3(c) of the City Council Rules of Procedure.

asambleas del Ayuntamiento Municipal deben de obedecer las mismas reglas de comportamiento, decoro y buena conducta que se aplican a los miembros del Ayuntamiento Municipal. Cualquier persona que haga comentarios impertinentes, utilice vocabulario obsceno o difamatorio, o que al dirigirse al Ayuntamiento lo haga en forma escandalosa, o si causa disturbio durante la asamblea del Ayuntamiento Municipal, será expulsada de la cámara si el oficial que este presidiendo la asamblea así lo ordena. Además, se le prohibirá continuar participando en la audiencia ante el Ayuntamiento Municipal. Si el oficial que preside la asamblea no toma acción, cualquier otro miembro del Ayuntamiento Municipal puede tomar medidas para hacer cumplir las reglas establecidas, y el voto afirmativo de la mayoría del Ayuntamiento Municipal precisara al oficial que este presidiendo la sesión a tomar acción." Según la sección 3.3 (c) de las reglas de procedimientos del Ayuntamiento.

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The City Council Transportation & Infrastructure Committee meeting will be held by videoconference and in the Council Chambers, 6th Floor at City Hall.

The public is encouraged 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 following videoconference link is available to the public to listen to the meeting and Public Affairs and Outreach will also stream the City Council Briefing on Spectrum Cable Channel 95 and bit.ly/ cityofdallastv:

https://dallascityhall.webex.com/dallascityhall/onstage/g.php?MTID=e908c651ec63225e30f3bab76da830e14

Call to Order

MINUTES

A 22-958 Approval of March 29, 2022 Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

BRIEFING ITEMS

B 22-959 DARTzoom Bus Network Redesign
[Rob Smith, Interim VP Service Planning, Dallas Area Rapid Transit]

Attachments: Presentation

C 22-965 Smart Cities Initiatives
[Ali Hatefi, Interim Director, Department of Public Works]

Attachments: Presentation

D 22-968 Fiber Reinforced Concrete - Pilot Project with University of Texas at Arlington
[Ali Hatefi, Interim Director, Department of Public Works]

Attachments: Presentation

BRIEFING BY MEMORANDUM

E 22-969 Resolution Supporting DART's Proposed K-12 Student Transit Program

Attachments: Memorandum

REPORTS

F 22-970 Monthly Update of Public Works Program Performance- February 2022
[Ali Hatefi, Interim Director, Department of Public Works]

Attachments: Report

G 22-971 Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Report

UPCOMING AGENDA ITEMS- APRIL 27, 2022

H 22-972 Draft Item #5 An ordinance amending Chapter 47A, "Transportation for Hire," of the Dallas City Code by amending Sections 47A-1.6. to (1) add, delete, and modify certain fees; (2) make certain grammatical corrections as needed; (3) modify correction order appeal - Financing: No cost consideration to the City (See Fiscal Information)- AVI

I 22-973 Draft Item #11 Authorize (1) the Third Amendment to the Project Supplemental Agreement with Dallas County for the Denton Drive Phase I Project from north of Royal Lane to south of Walnut Hill Lane to increase the estimated total project cost from $17,232,895.96 to $18,876,957.21; and (2) payment to Dallas County for the City's share of additional construction costs for paving, drainage, and water and wastewater utility improvements on Denton Drive - Not to exceed $954,529.61, from $9,692,895.96 to $10,647,425.57 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($689,531.64), Water Capital Improvement Fund ($237,166.32), and Wastewater Capital Improvement Fund ($27,831.65)-PBW

J 22-974 Draft Item #12 Authorize a professional services contract with Criado & Associates, Inc. for the engineering design of the Five Mile Infrastructure Improvements Project - Project 3 for Givendale Road, from Lancaster Road to Tracy Road - Not to exceed $219,612.14 - Financing: Community Development Block Grant Fund-PBW

K 22-975 Draft Item #13 Authorize a professional services contract with EJES INCORPORATED for the engineering design of the Five Mile Infrastructure Improvements Project - Project 4 for Plum Dale Road, from Givendale Road to Pall Mall Avenue - Not to exceed $251,600.00 - Financing: Community Development Block Grant Fund ($209,106.00), Water Capital Improvement F Fund ($31,870.50), and Wastewater Capital Improvement G Fund ($10,623.50)-PBW

L 22-976 Draft Item #14 Authorize a professional services contract with Halff Associates, Inc. for the engineering design of the Five Mile Infrastructure Improvements Project - Project 2 for Tracy Road, from Givendale Road to Persimmon Road - Not to exceed $354,791.00 - Financing: Community Development Block Grant Fund ($295,041.00), Water Capital Improvement F Fund ($29,875.00), and Wastewater Capital Improvement G Fund ($29,875.00)-PBW

M 22-977 Draft Item #15 Authorize a professional services contract with IEA, Inc. for the engineering design of the Five Mile Infrastructure Improvements Project - Project 5 for Pall Mall Avenue, from Lancaster Road to Tracy Road - Not to exceed $349,766.00 - Financing: Community Development Block Grant Fund ($286,891.00), Water Capital Improvement F Fund ($38,664.00), and Wastewater Capital Improvement G Fund ($24,211.00)-PBW

N 22-978 Draft Item #16 Authorize a construction services contract for the construction of Fernheath Lane from South Beltline Road to Dead End - Estrada Concrete Company, LLC, lowest responsible bidder of nine - Not to exceed $495,800.00 - Financing: Street and Transportation Improvements Fund (2012 General Obligation Bond Fund) ($473,300.00), Water Construction Fund ($10,500.00), and Wastewater Construction Fund ($12,000.00)-PBW

O 22-979 Draft Item #17 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00)-PBW

P 22-980 Draft Item #18 Authorize acquisition of a wastewater easement from Dallas Area Rapid Transit (“DART”), of approximately 5,382 square feet of land located near the intersection of North Central Expressway and Royal Lane for the Dallas Water Utilities Engineering Contract 16-351/E Wastewater Mains Project - Not to exceed $45,000.00 ($43,543.00, plus closing costs and title expenses not to exceed $1,457.00) - Financing: Wastewater Capital Improvement F Fund- PBW

Q 22-981 Draft Item #19 Authorize acquisition of a wastewater easement from The UNIVERSITY OF NORTH TEXAS SYSTEM, of a total of approximately 65,040 square feet of land located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project - Not to exceed $17,754.00 ($15,445.00, plus closing cost and title expenses not to exceed $2,309.00) - Financing: Street and Alley Improvement Fund-PBW

R 22-982 Draft Item #20 An ordinance amending Chapter 28, “Motor Vehicles and Traffic,” of the Dallas City Code by adding Section 28-61.1. “Standing and Walking in Certain Areas Prohibited” (1) prohibiting standing and walking on medians measuring six feet or less in width, where no medians exist, or in an area designated as a clear zone; (2) providing a penalty not to exceed $500; (3) providing a saving clause; (4) providing a severability clause; and (5) providing an effective date - Financing: This action has no cost consideration to the City (see Fiscal Information)- TRN

S 22-983 Draft Item #21 Authorize (1) a Project Specific Funding Agreement with Dallas County, Transportation - Major Capital Improvement Projects (MCIP) (Project No. 30247) in the amount of $78,000.00 reduced by $28,000.00 for County in-house project delivery costs for a total of $50,000.00 and City of Dallas funding in the amount of $300,000.00 in the total project cost of $378,000.00, to develop public transportation improvements, including installation of a new signal and crosswalks at the intersection of Clark Road and Summit Parc Drive/West Ridge Drive to improve safety at this intersection along the Clark Road corridor; (2) the establishment of appropriations in an amount not to exceed $350,000.00 in the Transportation Special Projects Fund; (3) the receipt and deposit of funds in an amount not to exceed $50,000.00 from Dallas County for the County's share of the estimated project costs in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $350,000.00 from the Transportation Special Projects Fund - Total amount $350,000.00 - Financing: Transportation Special Projects Fund-TRN

T 22-984 Draft Item #23 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for the Surface Transportation Block Grant Program (Agreement No. CSJ 0918-47-370, CFDA No. 20.205) in the amount of $4,000,000.00 as federal share in the total project cost of $4,186,984.00 (Federal share $4,000,000.00 and Indirect State participation $186,984.00 totaling $4,186,984.00) and no City participation (covered by a total Transportation Development Credits value of 800,000) for costs related to preliminary engineering, environmental, final engineering/design, and plans, specifications, and estimates, and construction of pedestrian improvements to include sidewalks and curb ramps in various locations at and around the Dallas Zoo Dart Station/Southern Gateway Public Green and system connections to the Perot Museum/Klyde Warren Park in the City of Dallas; (2) establishment of appropriations in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (3) receipt and deposit of funds in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (4) disbursement of funds in the amount of $4,000,000.00 from the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; and (5) the execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $4,000,000.00 - Financing: Texas Department of Transportation Grant Funds-TRN

U 22-984 Draft Item #23 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for the Surface Transportation Block Grant Program (Agreement No. CSJ 0918-47-370, CFDA No. 20.205) in the amount of $4,000,000.00 as federal share in the total project cost of $4,186,984.00 (Federal share $4,000,000.00 and Indirect State participation $186,984.00 totaling $4,186,984.00) and no City participation (covered by a total Transportation Development Credits value of 800,000) for costs related to preliminary engineering, environmental, final engineering/design, and plans, specifications, and estimates, and construction of pedestrian improvements to include sidewalks and curb ramps in various locations at and around the Dallas Zoo Dart Station/Southern Gateway Public Green and system connections to the Perot Museum/Klyde Warren Park in the City of Dallas; (2) establishment of appropriations in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (3) receipt and deposit of funds in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (4) disbursement of funds in the amount of $4,000,000.00 from the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; and (5) the execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $4,000,000.00 - Financing: Texas Department of Transportation Grant Funds-TRN

V 22-986 Draft Item #37 Authorize the second step of acquisition for condemnation by eminent domain to acquire three tracts of land containing approximately 35,770 square feet improved with a cell tower, from Theatrical Warehouse, Inc., located McGowan and Alex Streets near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $119,224.00 ($116,224.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)- DWU

W 22-987 Draft Item #38 Authorize the second step of acquisition for condemnation by eminent domain to acquire two unimproved tracts of land containing approximately 11,975 square feet, from Theatrical Warehouse, Inc., located on Alex Street near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $50,900.00 ($47,900.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

FORECAST

X 22-988 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]

E X H I B I T B

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

Item A: Approval of March 29, 2022 Transportation and Infrastructure Committee Meeting Minutes

Councilmember Schultz moved to adopt the minutes as presented.

Motion seconded by Councilmember Atkins and unanimously adopted. (Moreno, Bazaldua absent when vote taken)

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

BRIEFING ITEM

Item B: DARTzoom Bus Network Redesign

The following individual briefed the committee on the item:

- Rob Smith, Interim VP Service Planning, Dallas Area Rapid Transit

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

BRIEFING ITEM

Item C: Smart Cities Initiatives

The following individuals briefed the committee on the item:

- Ali Hatefi, Interim Director, Department of Public Works;
- Jacob McCarroll, Performance Management Program Administrator, Department of Public Works; and
- Robert Perez, Director, Department of Public Works

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

BRIEFING ITEM

Item D: Fiber Reinforced Concrete - Pilot Project with University of Texas at Arlington

The following individuals briefed the committee on the item:

- Ali Hatefi, Interim Director, Department of Public Works; and
- Dr. Ali Abolmaali, P.E., Professor and Department Chair of Faculty In Civil Engineering, University of Texas at Arlington

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

BRIEFING BY MEMORANDUM

Item E: Resolution Supporting DART's Proposed K-12 Student Transit Program

The committee discussed the item.

Councilmember Mendelsohn moved to forward the item to city council.

Motion seconded by Councilmember Willis and unanimously adopted.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

REPORTS

Item F: Monthly Update of Public Works Program Performance- February 2022

Item G: Interagency Transportation Report

The committee discussed the items.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

APRIL 18, 2022

UPCOMING AGENDA ITEMS – APRIL 27, 2022

Item H: Draft Item #5 An ordinance amending Chapter 47A, "Transportation for Hire," of the Dallas City Code by amending Sections 47A-1.6. to (1) add, delete, and modify certain fees; (2) make certain grammatical corrections as needed; (3) modify correction order appeal - Financing: No cost consideration to the City (See Fiscal Information)- AVI

Item I: Draft Item #11 Authorize (1) the Third Amendment to the Project Supplemental Agreement with Dallas County for the Denton Drive Phase I Project from north of Royal Lane to south of Walnut Hill Lane to increase the estimated total project cost from $17,232,895.96 to $18,876,957.21; and (2) payment to Dallas County for the City's share of additional construction costs for paving, drainage, and water and wastewater utility improvements on Denton Drive - Not to exceed $954,529.61, from $9,692,895.96 to $10,647,425.57 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($689,531.64), Water Capital Improvement Fund ($237,166.32), and Wastewater Capital Improvement Fund ($27,831.65)-PBW

Item J: Draft Item #12 Authorize a professional services contract with Criado & Associates, Inc. for the engineering design of the Five Mile Infrastructure Improvements Project - Project 3 for Givendale Road, from Lancaster Road to Tracy Road - Not to exceed $219,612.14 - Financing: Community Development Block Grant Fund-PBW

Item K: Draft Item #13 Authorize a professional services contract with EJES INCORPORATED for the engineering design of the Five Mile Infrastructure Improvements Project - Project 4 for Plum Dale Road, from Givendale Road to Pall Mall Avenue - Not to exceed $251,600.00 - Financing: Community Development Block Grant Fund ($209,106.00), Water Capital Improvement F Fund ($31,870.50), and Wastewater Capital Improvement G Fund ($10,623.50)-PBW

Item L: Draft Item #14 Authorize a professional services contract with Halff Associates, Inc. for the engineering design of the Five Mile Infrastructure Improvements Project - Project 2 for Tracy Road, from Givendale Road to Persimmon Road - Not to exceed $354,791.00 - Financing: Community Development Block Grant Fund ($295,041.00), Water Capital Improvement F Fund ($29,875.00), and Wastewater Capital Improvement G Fund ($29,875.00)-PBW

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Item O: Draft Item #17 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00)-PBW

Item P: Draft Item #18 Authorize acquisition of a wastewater easement from Dallas Area Rapid Transit ("DART"), of approximately 5,382 square feet of land located near the intersection of North Central Expressway and Royal Lane for the Dallas Water Utilities Engineering Contract 16-351/E Wastewater Mains Project - Not to exceed $45,000.00 ($43,543.00, plus closing costs and title expenses not to exceed $1,457.00) - Financing: Wastewater Capital Improvement F Fund- PBW

Item Q: Draft Item #19 Authorize acquisition of a wastewater easement from The UNIVERSITY OF NORTH TEXAS SYSTEM, of a total of approximately 65,040 square feet of land located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project - Not to exceed $17,754.00 ($15,445.00, plus closing cost and title expenses not to exceed $2,309.00) - Financing: Street and Alley Improvement Fund-PBW

Item R: Draft Item #20 An ordinance amending Chapter 28, "Motor Vehicles and Traffic," of the Dallas City Code by adding Section 28-61.1. "Standing and Walking in Certain Areas Prohibited" (1) prohibiting standing and walking on medians measuring six feet or less in width, where no medians exist, or in an area designated as a clear zone; (2) providing a penalty not to exceed $500; (3) providing a saving clause; (4) providing a severability clause; and (5) providing an effective date - Financing: This action has no cost consideration to the City (see Fiscal Information)- TRN

Item S: Draft Item #21 Authorize (1) a Project Specific Funding Agreement with Dallas County, Transportation - Major Capital Improvement Projects (MCIP) (Project No. 30247) in the amount of $78,000.00 reduced by $28,000.00 for County in-house project delivery costs for a total of $50,000.00 and City of Dallas funding in the amount of $300,000.00 in the total project cost of $378,000.00, to develop public transportation improvements, including installation of a new signal and crosswalks at the intersection of Clark Road and Summit Parc Drive/West Ridge Drive to improve safety at this intersection along the Clark Road corridor; (2) the establishment of appropriations in an amount not to exceed $350,000.00 in the Transportation Special Projects Fund; (3) the receipt and deposit of funds in an amount not to exceed $50,000.00 from Dallas County for the County's share of the estimated project costs in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $350,000.00 from the Transportation Special Projects Fund - Total amount $350,000.00 - Financing: Transportation Special Projects Fund-TRN

Item T: Draft Item #23 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for the Surface Transportation Block Grant Program (Agreement No. CSJ 0918-47-370, CFDA No. 20.205) in the amount of $4,000,000.00 as federal share in the total project cost of $4,186,984.00 (Federal share $4,000,000.00 and Indirect State participation $186,984.00 totaling $4,186,984.00) and no City participation (covered by a total Transportation Development Credits value of 800,000) for costs related to preliminary engineering, environmental, final engineering/design, and plans, specifications, and estimates, and construction of pedestrian improvements to include sidewalks and curb ramps in various locations at and around the Dallas Zoo Dart Station/Southern Gateway Public Green and system connections to the Perot Museum/Klyde Warren Park in the City of Dallas; (2) establishment of appropriations in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (3) receipt and deposit of funds in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (4) disbursement of funds in the amount of $4,000,000.00 from the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; and (5) the execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $4,000,000.00 - Financing: Texas Department of Transportation Grant Funds-TRN

Item U: Draft Item #23 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for the Surface Transportation Block Grant Program (Agreement No. CSJ 0918-47-370, CFDA No. 20.205) in the amount of $4,000,000.00 as federal share in the total project cost of $4,186,984.00 (Federal share $4,000,000.00 and Indirect State participation $186,984.00 totaling $4,186,984.00) and no City participation (covered by a total Transportation Development Credits value of 800,000) for costs related to preliminary engineering, environmental, final engineering/design, and plans, specifications, and estimates, and construction of pedestrian improvements to include sidewalks and curb ramps in various locations at and around the Dallas Zoo Dart Station/Southern Gateway Public Green and system connections to the Perot Museum/Klyde Warren Park in the City of Dallas; (2) establishment of appropriations in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (3) receipt and deposit of funds in the amount of $4,000,000.00 in the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; (4) disbursement of funds in the amount of $4,000,000.00 from the Dallas Zoo Dart Station at Southern Gateway Public Green Fund; and (5) the execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $4,000,000.00 - Financing: Texas Department of Transportation Grant Funds-TRN

Item V: Draft Item #37 Authorize the second step of acquisition for condemnation by eminent domain to acquire three tracts of land containing approximately 35,770 square feet improved with a cell tower, from Theatrical Warehouse, Inc., located McGowan and Alex Streets near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $119,224.00 ($116,224.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)- DWU

Item W: Draft Item #38 Authorize the second step of acquisition for condemnation by eminent domain to acquire two unimproved tracts of land containing approximately 11,975 square feet, from Theatrical Warehouse, Inc., located on Alex Street near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $50,900.00 ($47,900.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

Item X: Committee Forecast

The committee discussed the items.

E X H I B I T C

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: March 29, 2022 **Convened:** 1:02 p.m. **Adjourned:** 2:43 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:
Adam McGough

Presenters:
Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Terry Lowery, Director, Dallas Water Utilities
John Ackerman, Executive Vice President, Global Strategy and Development, Dallas/Fort International Airport

AGENDA

Call to Order (1:02 p.m.)

A. Approval of the February 22, 2022 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 February 22, 2022 Transportation and Infrastructure Committee meeting.

Motion made by: Gay Donnell Willis
Motion seconded by: Jaynie Schultz
Item passed unanimously: X
Item passed on a divided vote:
Item failed unanimously:
Item failed on a divided vote:

B. Streetlighting Overview
Presenter(s): Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Action Taken/Committee Recommendation(s): The Department of Transportation provided an overview of streetlighting in the City of Dallas. Staff discussed recent changes in funding levels/maintenance responsibility, reviewed programmatic challenges and opportunities, and recommendations on next steps. Committee members asked questions regarding LED replacements (Oncor), agreement negotiations, development, and cost benefit. Staff addressed all questions and agreed to follow up with committee members regarding Oncor, TxDOT, shields and return investment. Information only.

C. C Dallas Water Utilities-Integrated Pipeline Project (IPL)
Presenter(s): Terry Lowery, Director, Dallas Water Utilities
Action Taken/Committee Recommendation(s): The Department of Dallas Water Utilities provided an overview on the Integrated Pipeline Project and the connection of Lake Palestine to the Dallas Water Supply System. Staff discussed background information, Partners/Partnerships and next steps. Committee members asked questions regarding the data of the Minority Business Enterprise (MWBE), 2027 Lake Palestine station completion date, and resolutions concerning climate change. Staff addressed all questions and agreed to follow up with committee members regarding the update of the MWBE.

D. DFW International Airport 19 Street Cargo Redevelopment Project
Presenter(s): John Ackerman, Executive Vice President, Global Strategy and Development, Dallas/Fort International Airport
Action Taken/Committee Recommendation(s): Dallas Fort Worth International Airport staffed briefed the Transportation & Infrastructure committee on approval to add 19th street cargo redevelopment as authorized PFIC project. Committee members asked questions regarding cargo imports and exports, maintenance cost, reducing cost, workforce programs. DFW addressed all questions and agreed to follow up with committee members on cargo handling buildings and projected operation and maintenance cost.

A motion was made to move this item to full council.

Motion made by: Tennell Atkins	Motion seconded by: Adam Bazaldua
Item passed unanimously: X	Item passed on a divided vote:
Item failed unanimously:	Item failed on a divided vote:

E. Heritage LLC Construction Contract- Additional Resurfacing Projects
Presenter(s): Ali Hatefi, Interim Director, Department of Public Works
Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

F. Monthly Update of Public Works Program Performance Report- January 2022
Presenter(s): Ali Hatefi, Interim Director, Department of Public Works
Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Staffed addressed concerns regarding timeline completion. Information only.

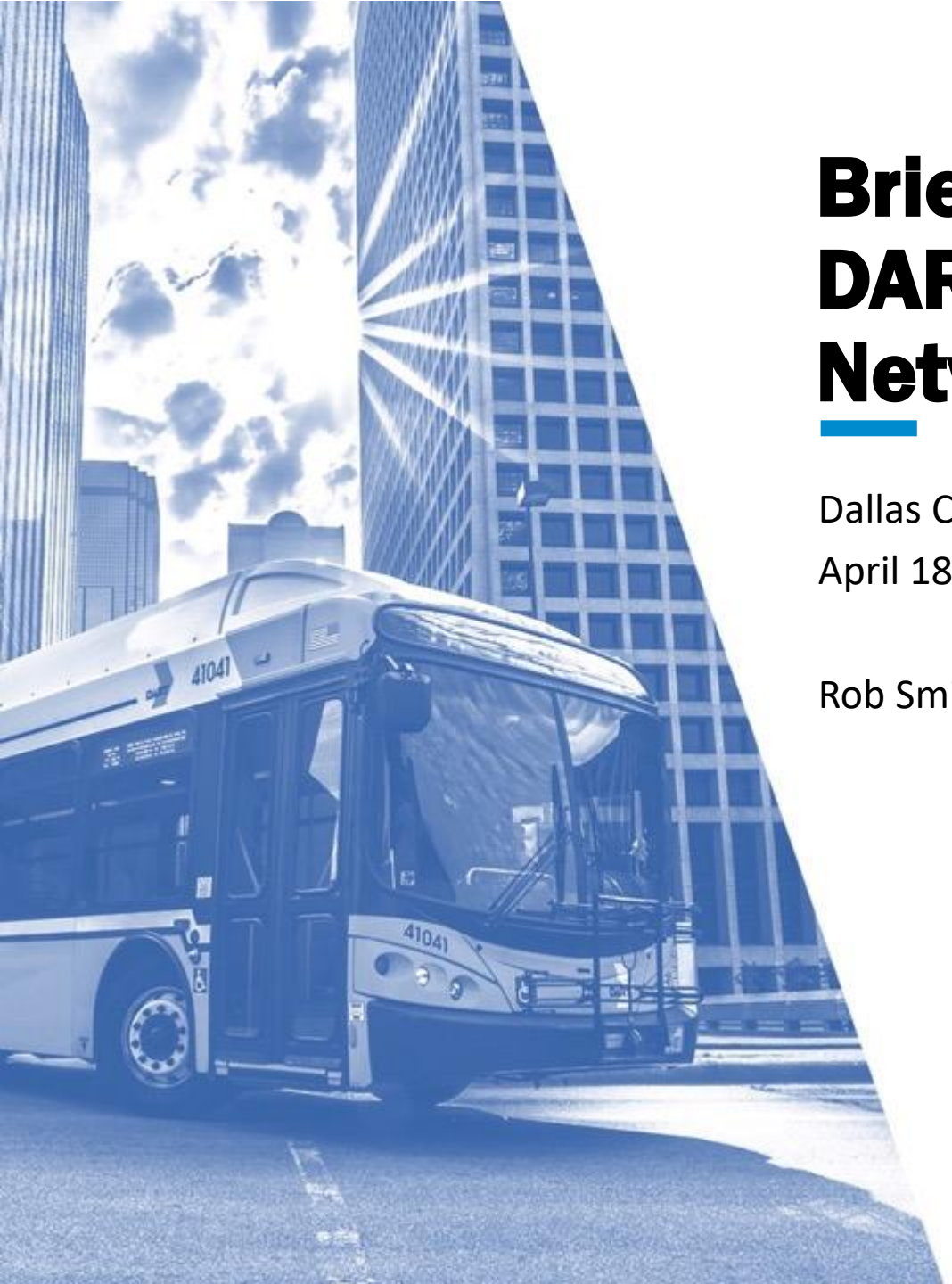
G. Interagency Transportation Report
Presenter(s): Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Action Taken/Committee Recommendation(s): The item was briefed by memorandum. Information only.

H-A3. Upcoming Agenda Items- April 13, 2022 Voting Agenda
Action Taken/Committee Recommendation(s): Information only.

A4. Committee Forecast
Action Taken/Committee Recommendation(s): Information only.

Adjourn (2:43 p.m.)

APPROVED BY:	**ATTESTED BY:**
Omar Narvaez, Chair **Transportation & Infrastructure Committee**	**Keiondra Johnson, Coordinator** **Transportation & Infrastructure Committee**



Briefing on DARTzoom Bus Network Redesign

Dallas Council Briefing

April 18, 2022

Rob Smith, Interim VP Service Planning

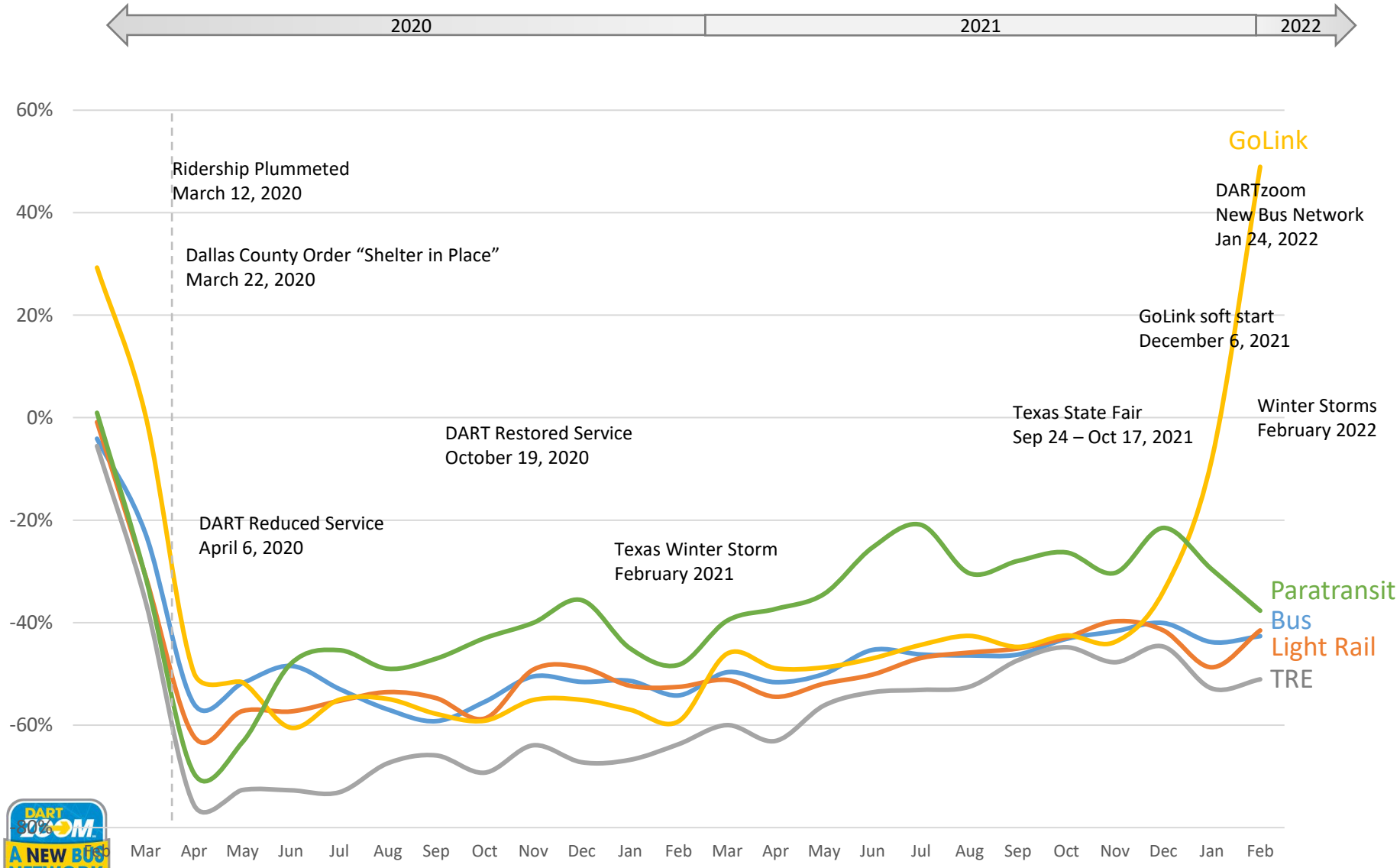
DART ZOOM A NEW BUS NETWORK

Today's Presentation

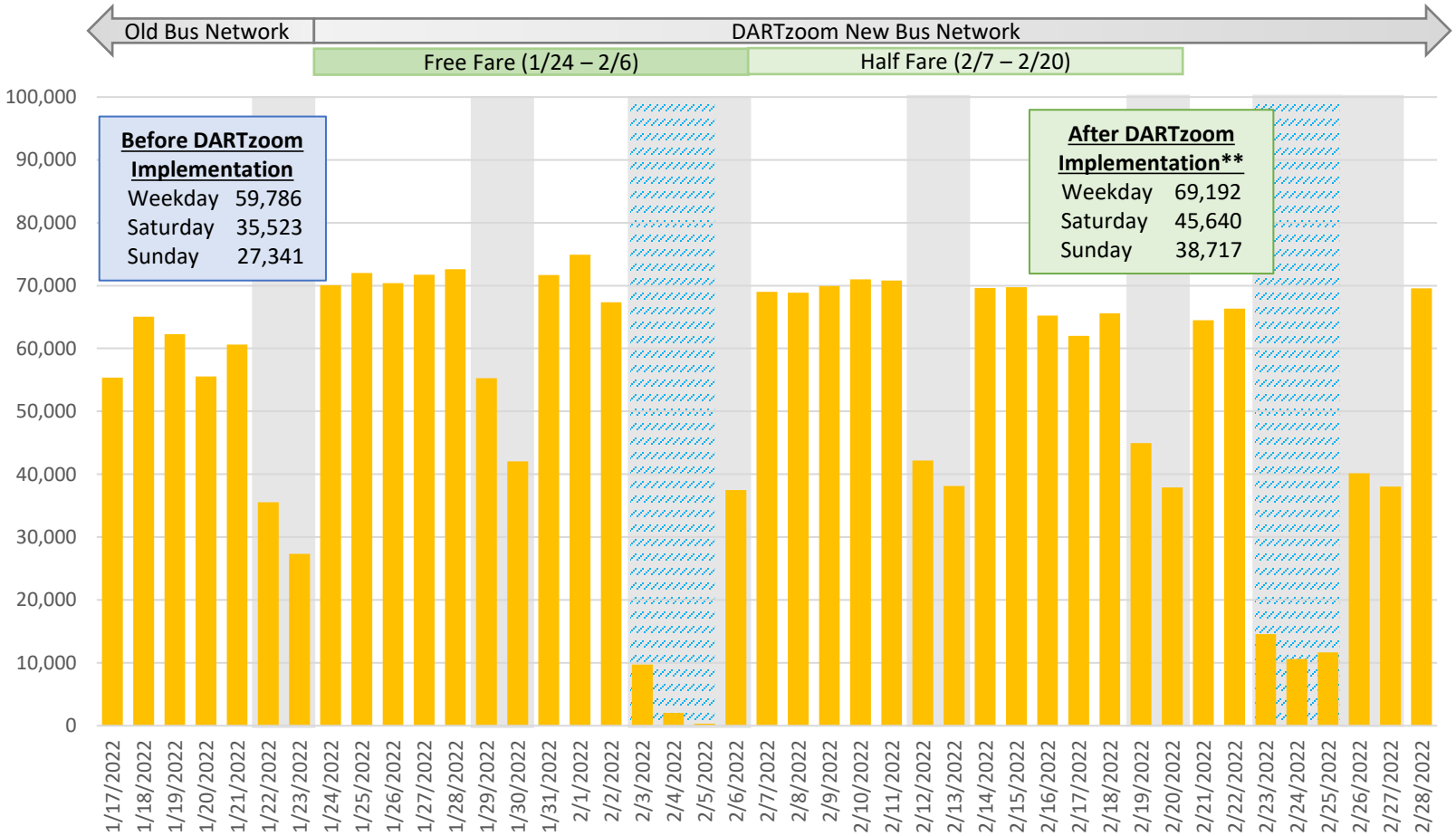
- Today's presentation reviews the DARTzoom rollout, addressing two key areas:
  1. Ridership impact of the changes
  2. East/West, grid service

Ridership Impact

Change from Pre-Pandemic Weekday Ridership



Bus Ridership

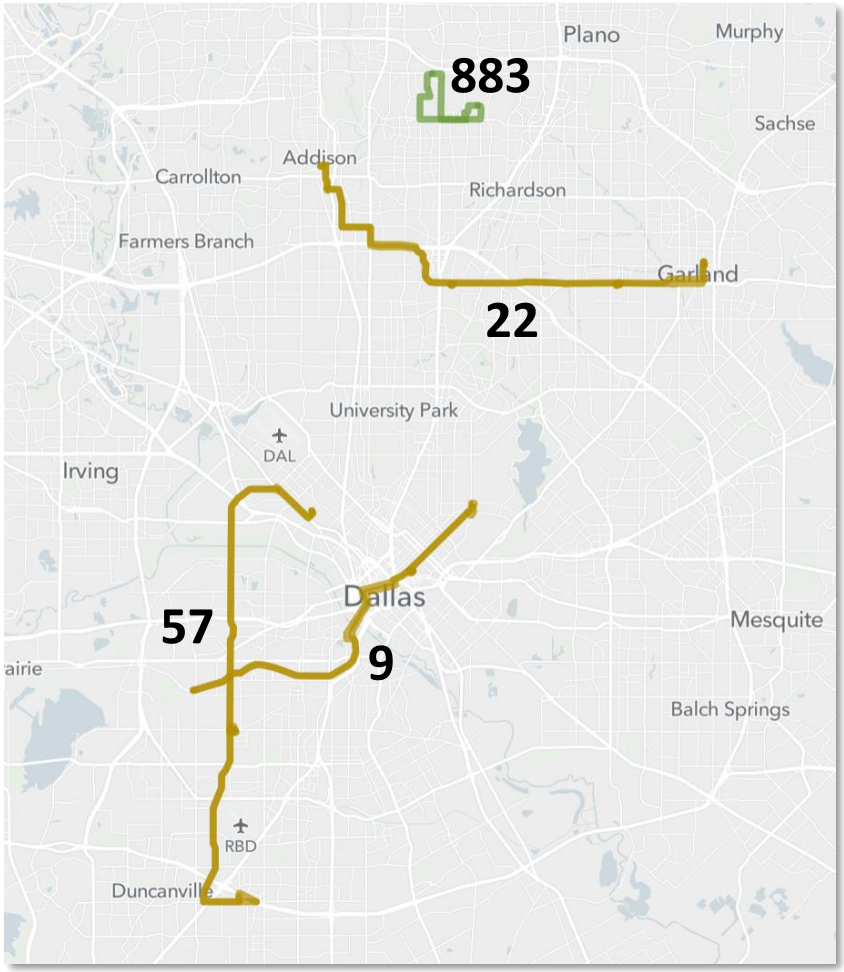


* Based on APC daily bus ridership DART directly operates and 883 (UTD).

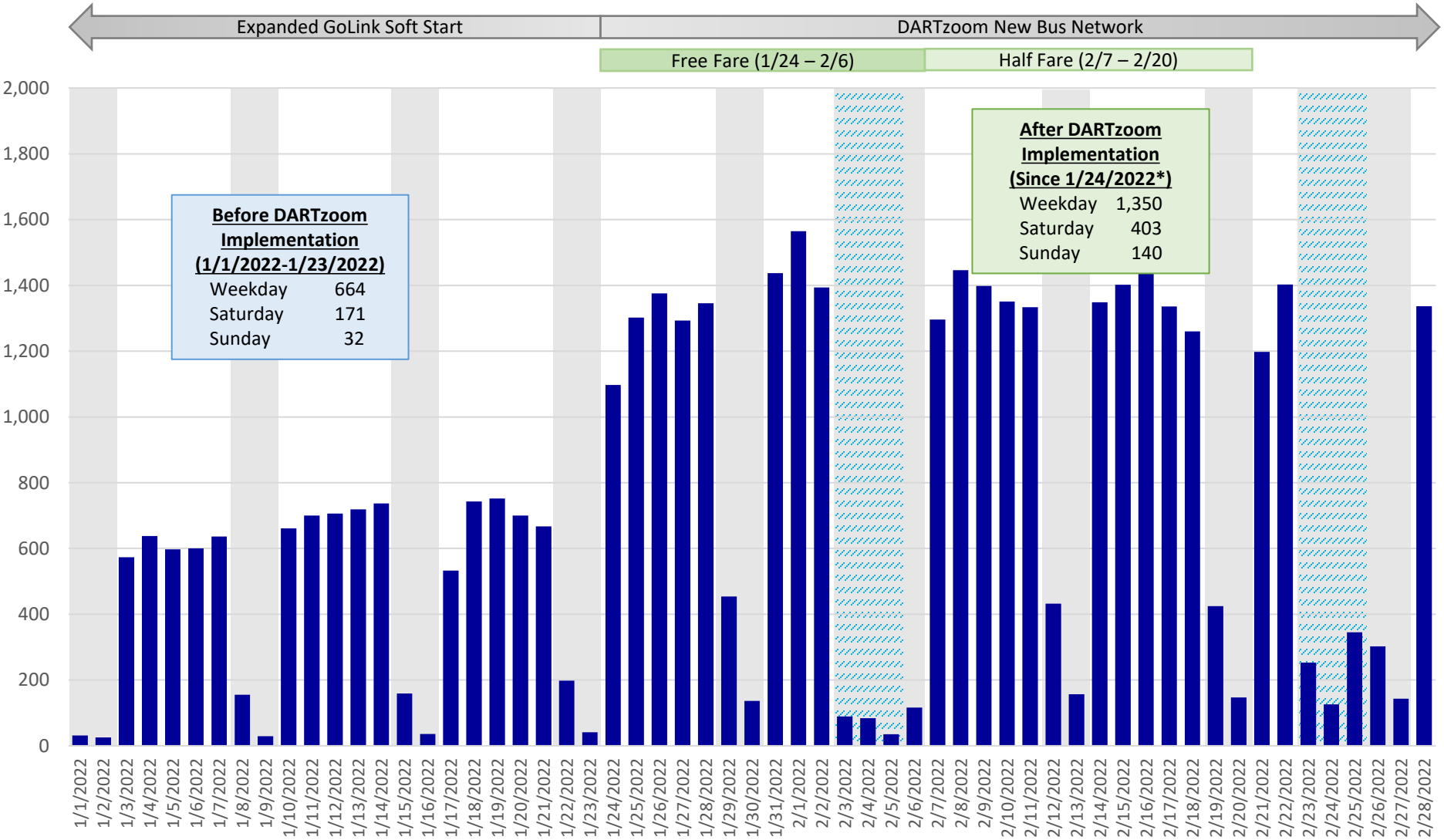
** excluding severe weather days

Highest Ridership Bus Routes

- Frequent routes comprise 46% of total bus ridership
- Top ridership routes in February 2022:
  - 883 UTD (5,600)
  - 57 Westmoreland (2,700)
  - 22 Forest Lane (2,400)
  - 9 Jefferson-Gaston (2,400)



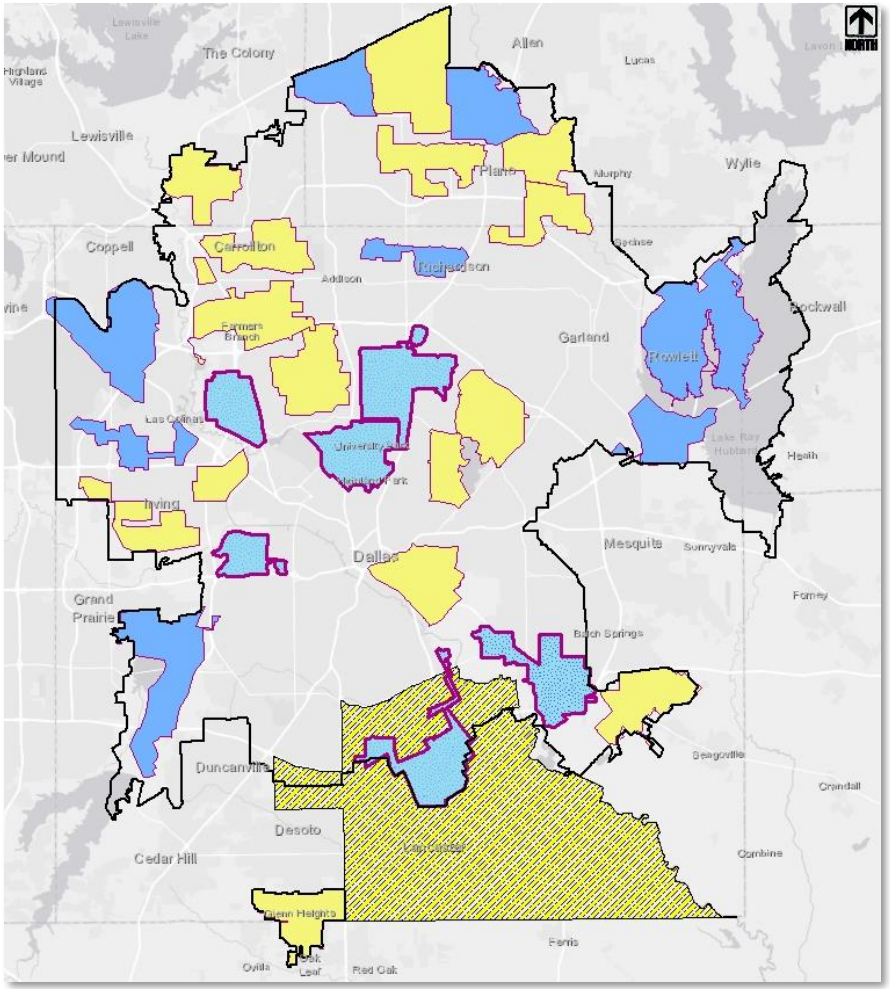
GoLink Ridership Before vs After Service Change



* Excluding severe weather days

GoLink Details

- Highest ridership zone: Inland Port
- Highest ridership growth zones: Cypress Waters, Northwest Dallas, Park Cities, Rylie, Farmers Branch
- Average waiting time: 13 minutes
- UberPool share 19%



GoLink Adjustments

- Since we introduced the expanded GoLink zones in December, we have made a series of additions to various zones based upon customer requests and feedback
- Dallas zones with additions include:
  - Park Cities (part operating in Dallas)
  - Preston Hollow
  - Inland Port
  - North Dallas

East West Service

East/West Service

- There has been significant discussion in recent years about creation of a frequent “grid” bus system – east/west or north/south routes
- Over the past couple of decades, key crosstown routes have been some of the busiest and fastest-growing in the DART system
- The DARTzoom bus network changes contain more grid-like elements, but is not a full grid
- This section explores this in greater detail

Grid System Example: Chicago

Grid Service Requirements

STREETS	• Good grid street network • No discontinuities
ACTIVITY	• Active corridors • Density, demographics
RESOURCES	• Funding for frequent service • Cover entire grid

DART's Situation

STREETS

- Gaps in grid street network
- Discontinuities

ACTIVITY

- Some grid corridors lack activity, density, demographics

RESOURCES

- Constrained to pre-pandemic levels
- Full frequent grid requires +75% more

New Bus Network Outcome

STREETS

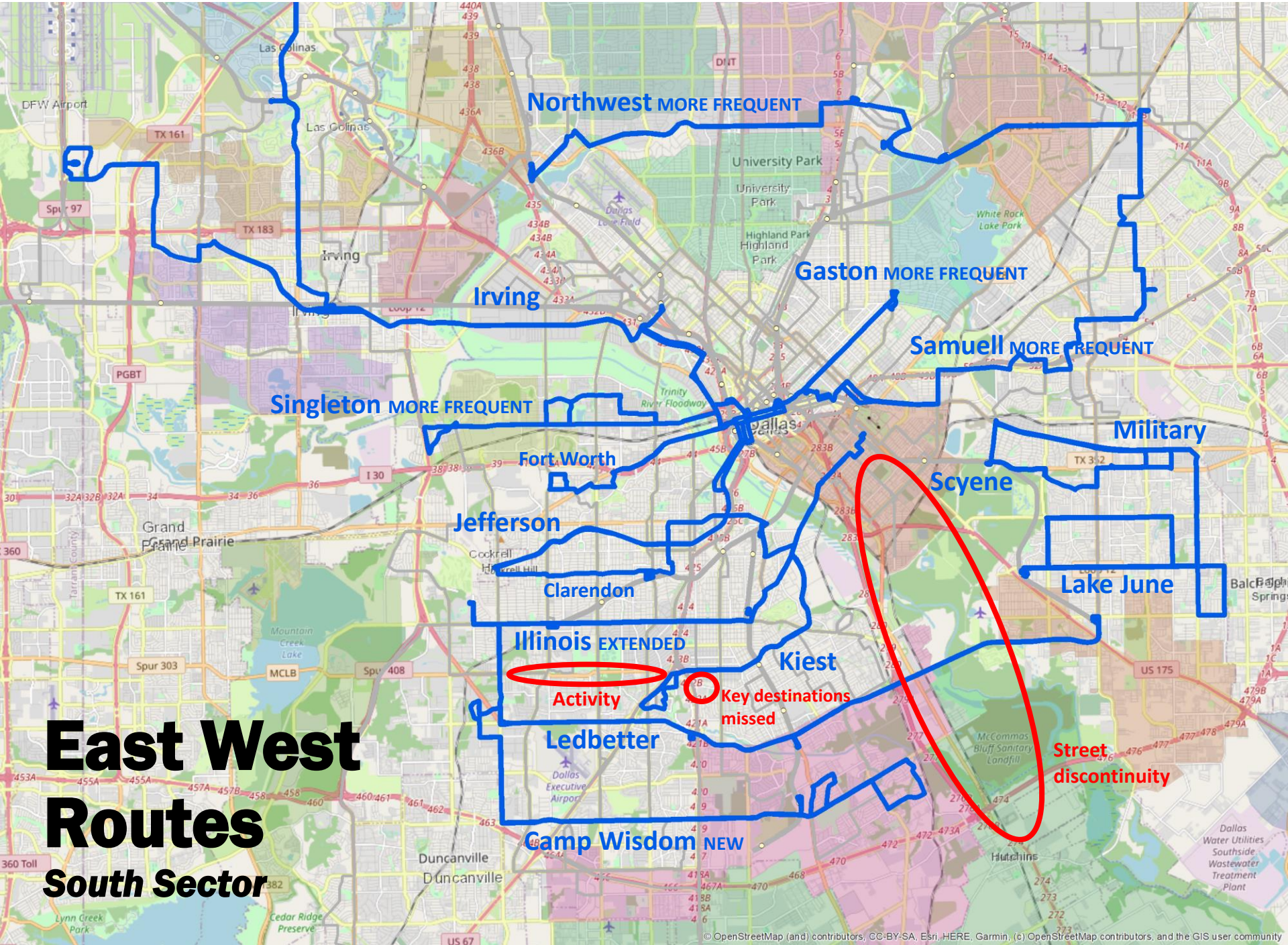
- More grid-like than before
- Some new crosstown corridors

ACTIVITY

- Frequent bus routes serve half of DART's bus ridership
- Combined with rail 2/3 of ridership

RESOURCES

- Service returned to pre-pandemic levels
- All routes 7 days, 5am-Midnight or more

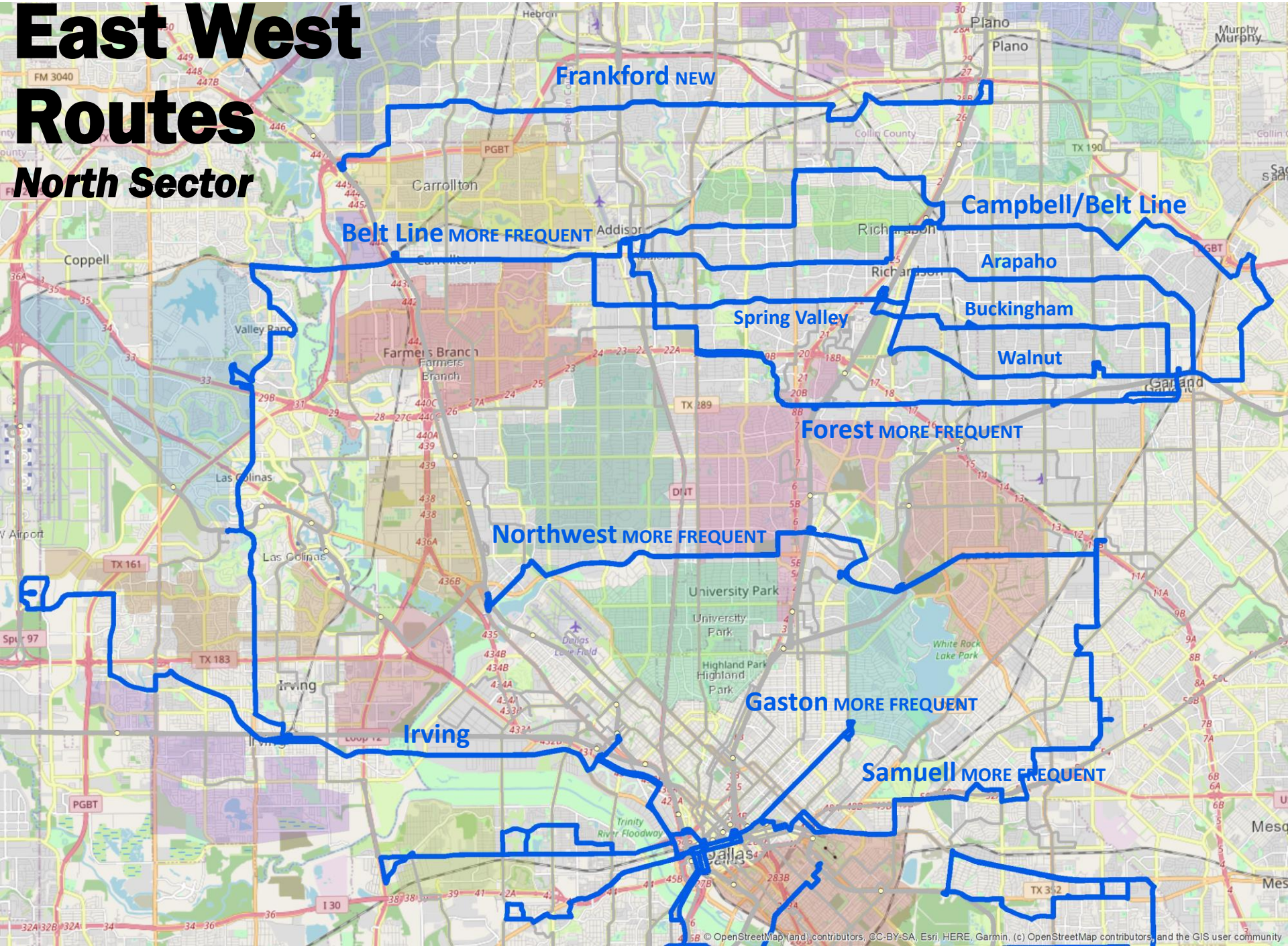


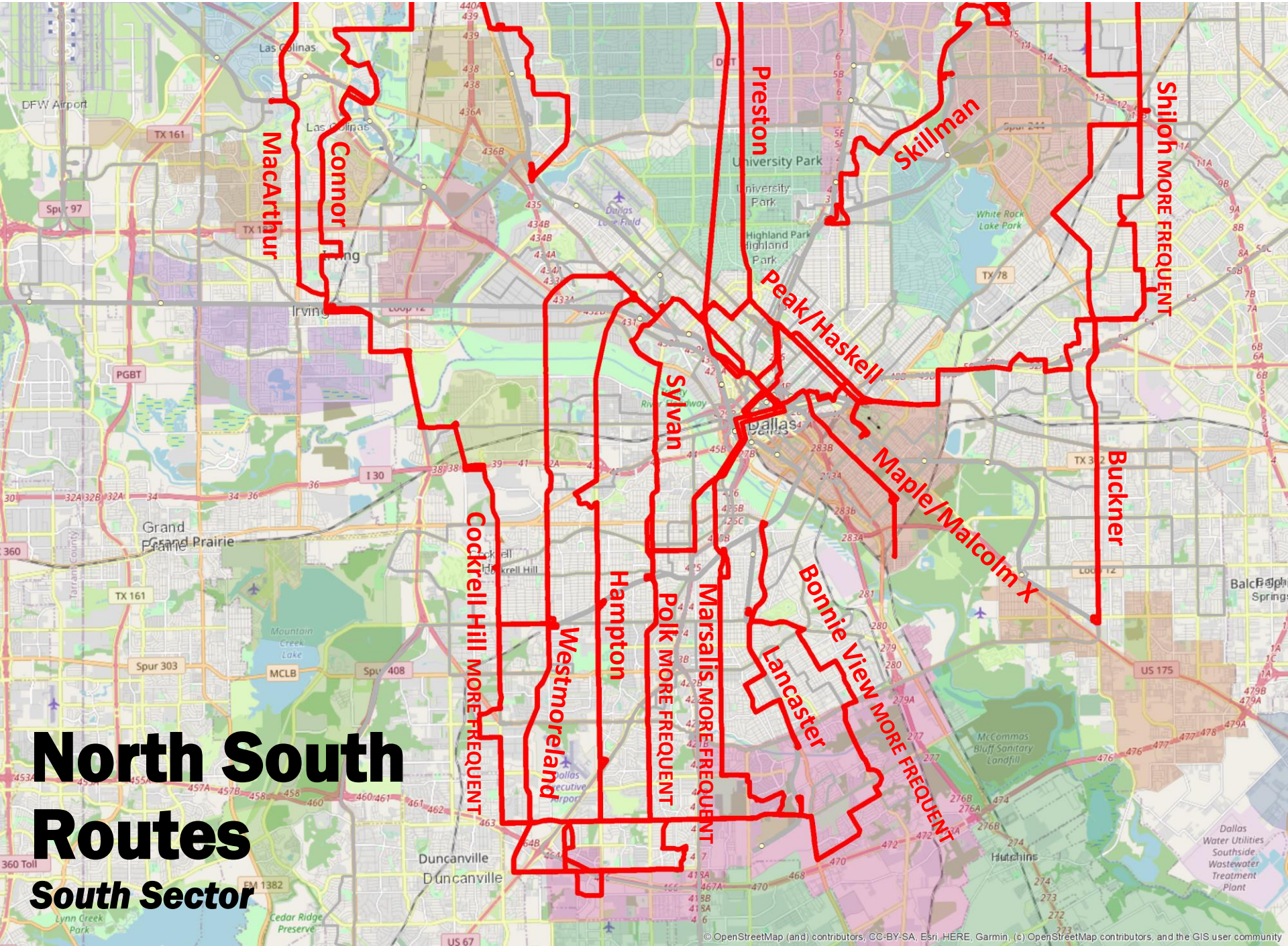
East West Routes

South Sector

East West Routes

North Sector



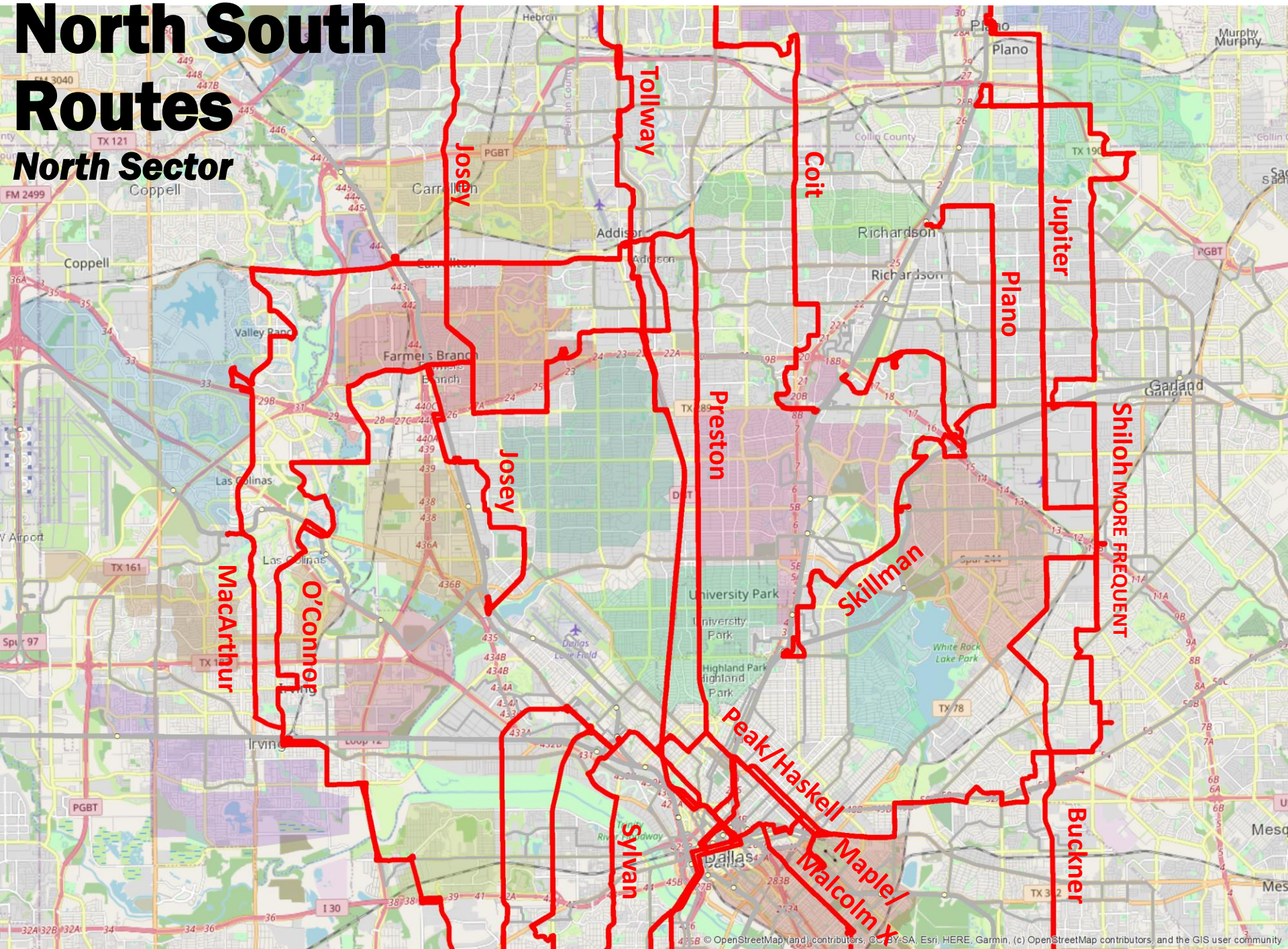


North South Routes

South Sector

North South Routes

North Sector



Next Steps: Five Year Service Plan

January changes form the baseline of the New Bus Network, and are the first steps in the process

DART is starting work on a Five Year Plan for additional improvements beyond January

Expected Plan completion this year

Possible changes include: additional frequency improvements, speeding up bus operations, etc.

What Can Help Other Corridors Support Crosstown Service?

- Improved pedestrian access: sidewalks, curb cuts, other connecting infrastructure
- Improvements to speed bus operations (pilot traffic signal priority project under development)
- More development, density, and activity in strategic corridors

DART.org

DART ZOOM
A NEW BUS NETWORK

City of Dallas

Smart Cities Initiatives

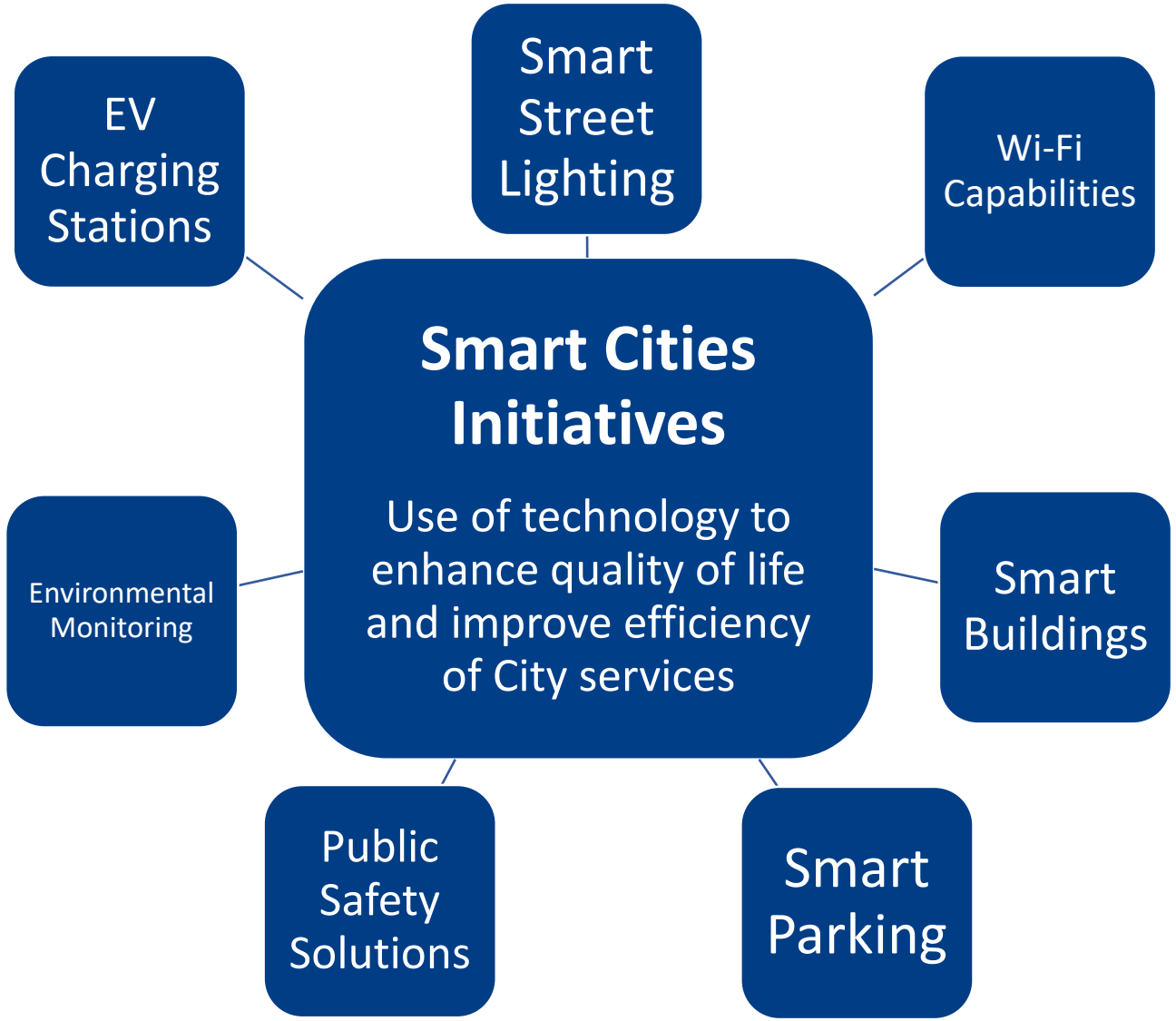
Transportation and Infrastructure Committee Briefing
April 18, 2022

Ali Hatefi, P.E., Director (I)
Jennifer Nicewander, P.E., Assistant Director (I)
Jacob McCarroll, Performance Manager
Department of Public Works
City of Dallas

Smart Cities Initiatives

- Background
- Examples of Previous Smart Cities Initiatives
- Next Steps
- Discussion/Questions

Background


Smart Cities Initiatives
Use of technology to enhance quality of life and improve efficiency of City services
Smart Street Lighting
Wi-Fi Capabilities
Smart Buildings
Smart Parking
Public Safety Solutions
Environmental Monitoring
EV Charging Stations

Background

- Since 2019, multiple departments have been and are collaborating on Smart Cities Initiatives.

Examples of Previous Smart Cities Initiatives

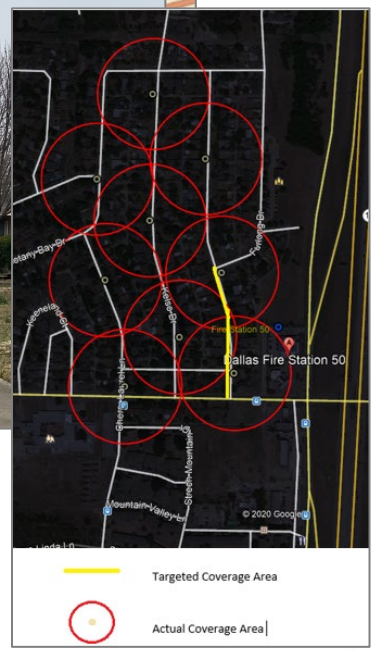
- Public Works started installing conduit in street reconstruction projects for future fiber optic installation.
- As a pilot project in early 2020, CableRunner connected fiber optic lines in storm sewers between City Hall and the Canton St. Service Center and to five traffic signals.

View from one of the traffic signal cameras connected to CableRunner fiber

Examples of Previous Smart Cities Initiatives

- October 2020: City Council awarded $2M of CARES Act funding to Neo Networks to construct 10 wireless broadband networks to provide Wi-Fi services.

- December 2020: The wireless networks were constructed based on areas with low access to the internet and proximity to COD facilities and COD/DISD collaborative digital divide projects.



(10) Wireless broadband networks provide Wi-Fi to approximately 3,200 homes.

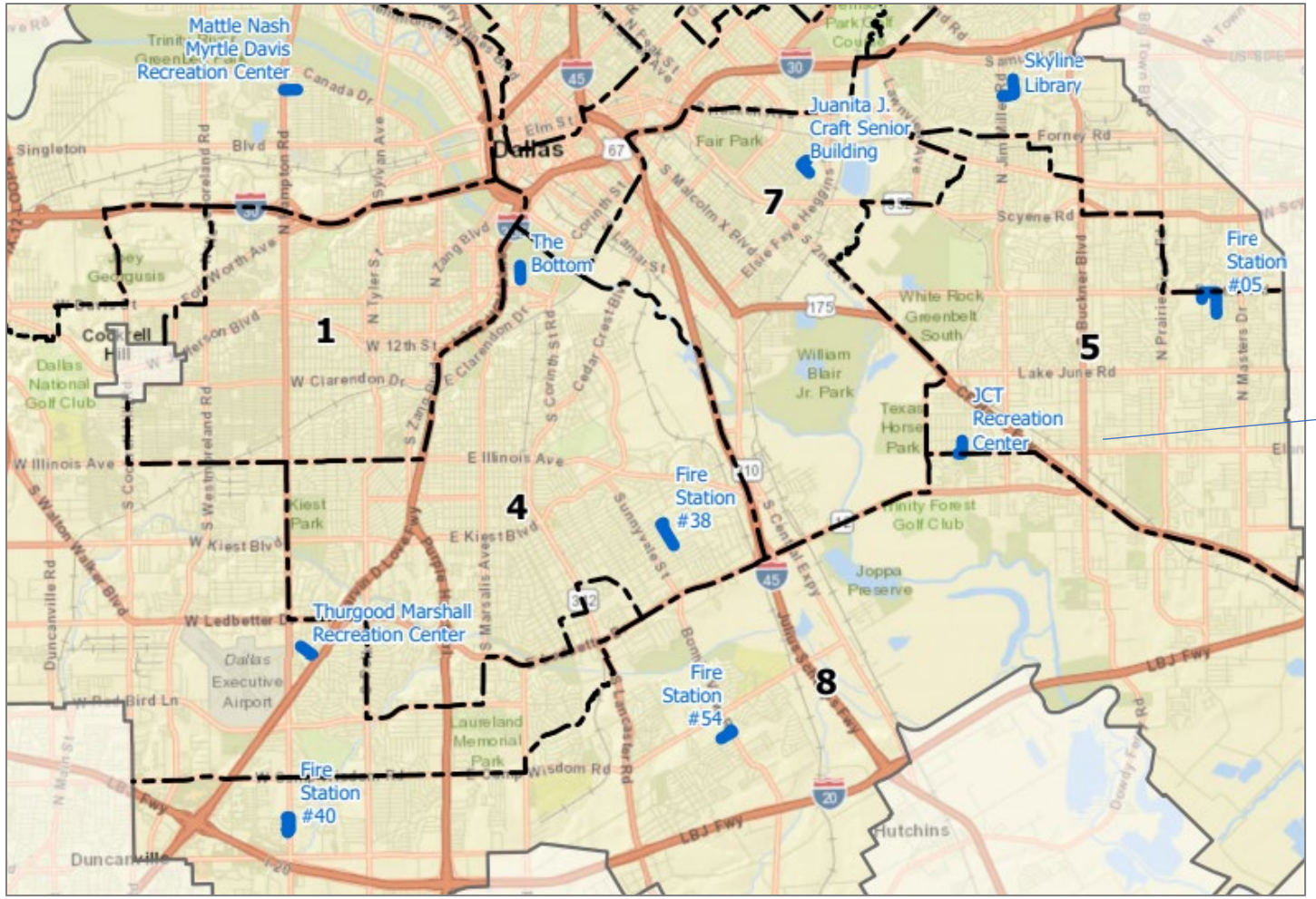
Examples of Previous Smart Cities Initiatives

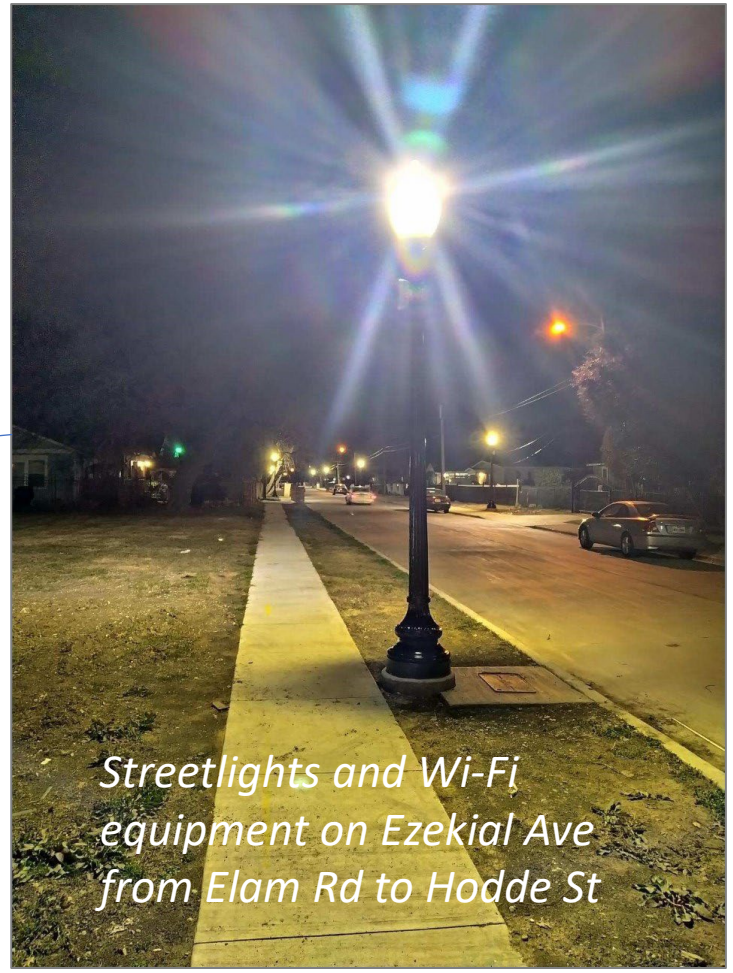
April 2021: City teams/contractors used $2.8M in CARES Act funding to complete 10 Streetlight Wi-Fi Pilot Projects:

- Project included the installation of telecom fiber from adjacent City facilities to new streetlights and Wi-Fi equipment on 10 residential blocks (Wi-Fi serves 150-300 homes); locations were selected upon:
  - Areas with low access to the internet,
  - Areas needing streetlights as identified by the Mayor's Safety Task Force (Seven locations in identified areas),
  - One of 16 Strategic Lighting Zones that incorporated data from:
    - Market Value Analysis (MVA),
    - Areas of racial and ethnically concentrated poverty,
    - The City's Opportunity Zones,
    - Neighborhood Investment Zones,
    - DPD's target action grid.

Examples of Previous Smart Cities Initiatives

Map of Streetlight/Wi-Fi Projects





Examples of Previous Smart Cities Initiatives

- Integrated Streetlight Wi-Fi Pilot Projects:
  - $500K of CARES Act funding used to install telecommunications fiber and provide Wi-Fi at four integrated streetlight poles (smart poles):
    - Fiber from FS#15 to three smart poles at Lake Cliff Park,
    - Fiber from OCMC to one smart pole at Jefferson and Crawford intersection.

Smart pole at Lake Cliff Park – 1114 N. Crawford St.

Next Steps

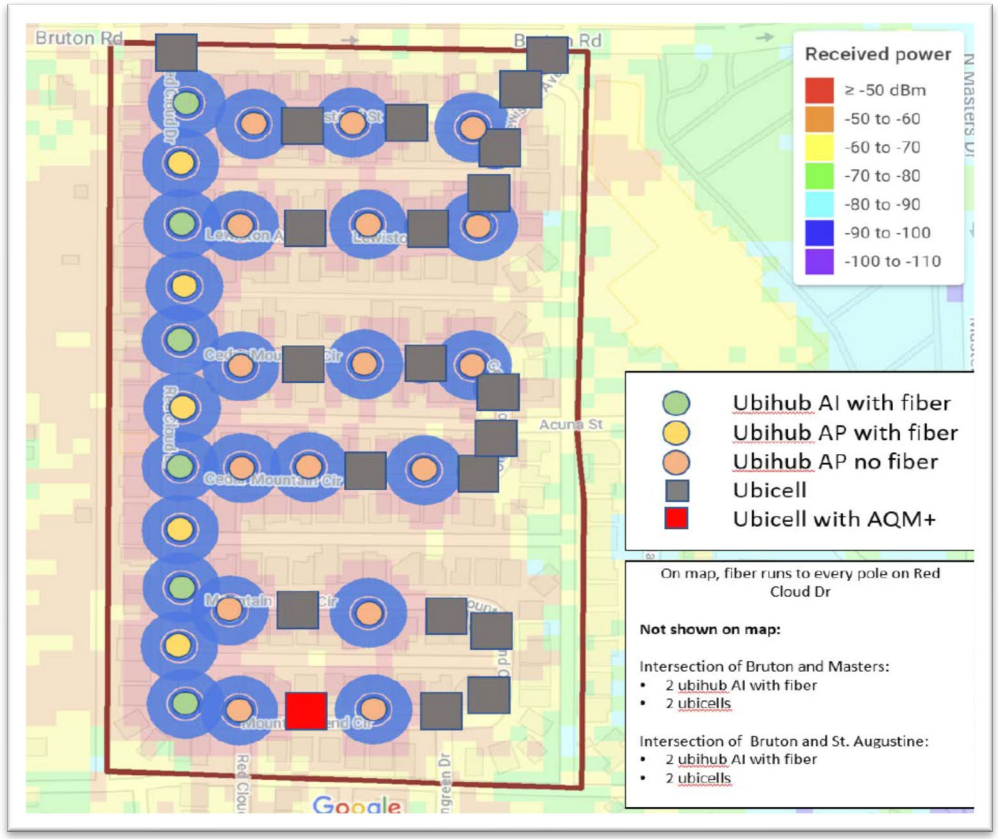
- City staff has been evaluating Ubicquia technologies to include UbiHub products to provide the following:
  - Wi-Fi,
  - 4K Cameras with Artificial Intelligence (AI) processing,
  - Gun Shot Detection,
  - Lighting controls,
  - Air Quality Monitoring (AQM).
- The UbiHub products are plug-and-play capable with many of the City's existing streetlights.

Next Steps

- Complete the following three Smart Cities pilot projects with Ubicquia equipment at:
  - Red Cloud Neighborhood Project,
  - Richmond Avenue Project,
  - Tietze Park Wi-Fi Project.

Next Steps

- Red Cloud Neighborhood Project
  - Install fiber from Fire Station No. 5 on N. St Augustine Rd from Bruton to N. Masters Dr to traffic signals and streetlights on Red Cloud Dr.
  - Recently constructed streetlights within the Red Cloud Neighborhood will serve as UbiHub equipment for:
    - AI cameras,
    - Wi-Fi access points,
    - Environmental monitors.



Next Steps

- Red Cloud Neighborhood Project Map

Next Steps

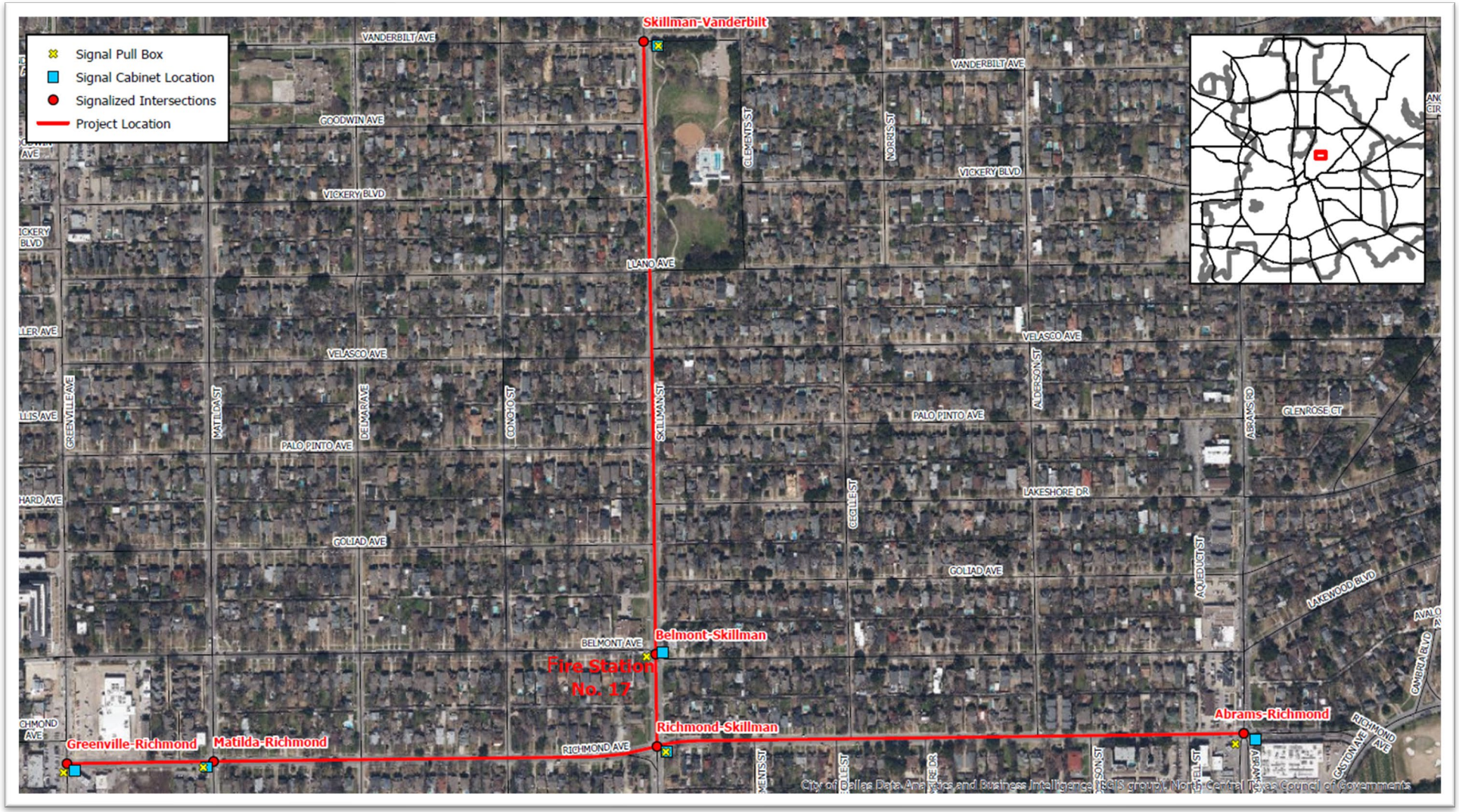
- Tietze Park – Fiber Install from Fire Station No. 17 to six traffic signals on both Richmond Ave and Skillman St.
- Recent construction of Richmond Ave included the placement of conduit and underground pull boxes to allow for the installation fiber and Ubicquia Wi-Fi equipment on the six traffic signals.
- Additional fiber will be installed by aerial or boring on Skillman St to connect to Tietze Park.

Next Steps

- Install 2-UbiHub AI units on following traffic signal intersections to provide Wi-Fi and monitor traffic:
  - Greenville Ave at Richmond Ave.
  - Matilda St at Richmond Ave.
  - Skillman St at Richmond Ave.
  - Abrams Rd at Richmond Ave.
  - Skillman St at Belmont Ave.
  - Skillman St at Vanderbilt Ave.

Next Steps

- Richmond/ Skillman/ Tietze Park Project Map



Next Steps

- Obtain Council Approval to purchase the Ubicquia equipment with the BuyBoard COOP by June 2022.
- Complete the fiber and UbiHub install by August 2022.
- Optimize the network and turn over to our Information & Technology Services Department by September 2022.

Discussion/Questions

City of Dallas

Smart Cities Initiatives

Transportation and Infrastructure Committee Briefing
April 18, 2022

Ali Hatefi, P.E., Director (I)
Jennifer Nicewander, P.E., Assistant Director (I)
Jacob McCarroll, Performance Manager
Department of Public Works
City of Dallas

City of Dallas

Fiber Reinforced Concrete – Pilot Project with University of Texas at Arlington

Transportation and Infrastructure Committee Briefing
April 18, 2022

Ali Hatefi, P.E., Director, Interim
Jennifer Nicewander, P.E., Assistant Director
Department of Public Works – City of Dallas
Professor Ali Abolmaali
Professor Vistap Karbhari
Dr. Yeonho Park
University of Texas at Arlington – Center for Structural Engineering Research/ Simulation

Fiber Reinforced Concrete – Pilot Project

- Background
- Objective
- What is Fiber-reinforced concrete
- Benefits over standard reinforced concrete
- Pilot Project and Locations
- Discussion/Questions
- Appendix – Technical data

Background

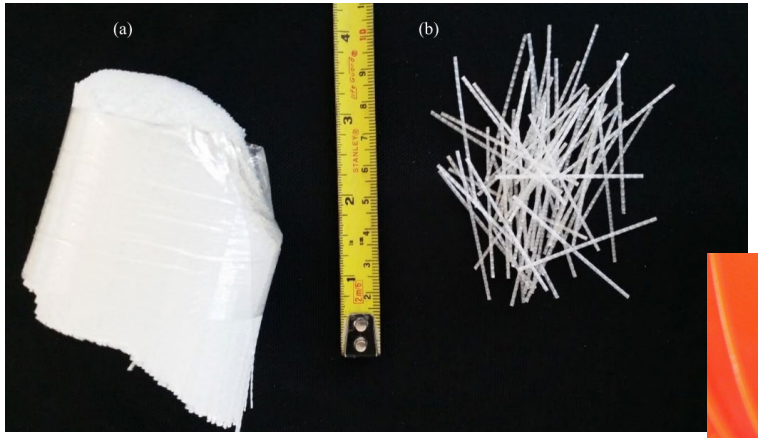
- On November 10, 2021 Council approved contract with University of Texas at Arlington (UTA)
  - To develop a City of Dallas specification for synthetic fiber reinforced concrete (SFRC)
  - To perform infield testing and data collection on SFRC vs. current City pavement types.
  - Continue the study and analysis to predict remaining service life of SFRC and existing pavement types

Objective

- To implement an innovative pavement system for the City of Dallas with minimum long-term maintenance and speedy construction to avoid longer traffic closure during new construction and/or repair.
- To Evaluate the pavement performance and development of a new specification for the city of Dallas:
- To achieve Sustainable longer life of pavement
- To expedite the overall construction time
- To open the pavement to traffic in maximum 3 days after concrete poured vs traditional 7 plus days)

What is Fiber-reinforced concrete

- Synthetic Fibers with hooked shaped ends to knit concrete together
- Used as an additive to concrete in lieu of rebar



Benefits over Standard Reinforced Concrete

FRC benefit in concrete from UTA studies:

- Speed of curing/opening to traffic
- Improve cracking resistance
- Improve durability
- Improve load carrying capacity of pipes/slabs with traditional steel reinforcement
- Reduced or limit crack widths and crack deterioration rates
- Less joint spalling in pipes/culverts

Fiber Reinforced Concrete – Pilot Project

- Reason for pilot program
  - Develop unique mix design for City of Dallas that aligns with current design standards
  - Identify ways to speed construction process

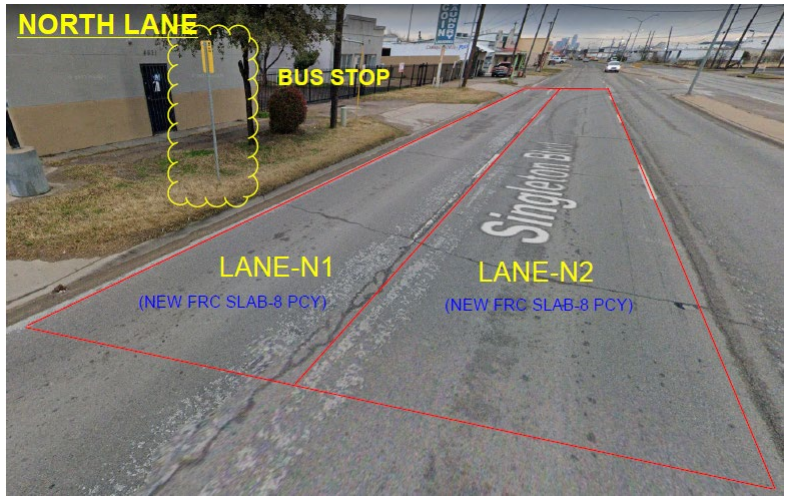
Labor intensive rebar on "chairs" before a concrete pour

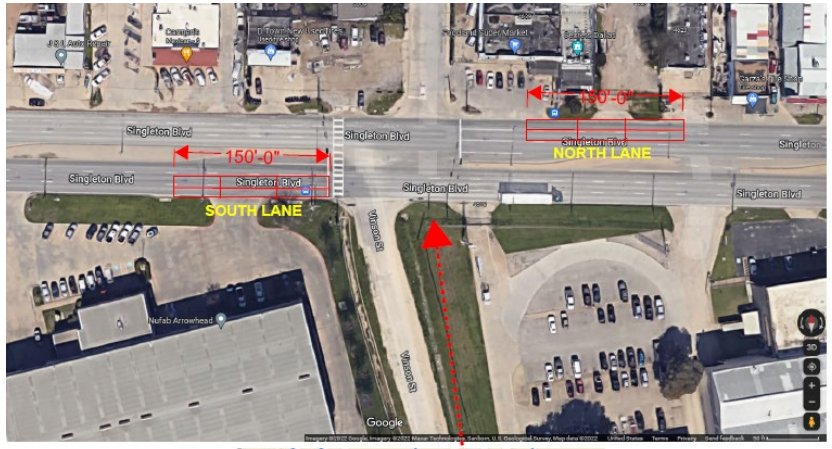
Concrete with fiber mixture ready to be placed with out rebar

Pilot Locations

(1) SINGLETON BLVD

The 3 locations chosen vary in pavement type, (concrete, asphalt and Asphalt over Concrete) and functional class, (arterial, collector and local).





SB_ID:	58959
From:	SINGLETON BLVD
To:	VINSON ST
Travel Dir:	East Bound
Pave Type:	Asphalt Over Concrete
Func Class:	Arterial
MRESP:	City
Council:	6
Curb NW/SE (%):	100/100
Sidewalk NW/SE (%):	0/0
Length (Ft):	318
Width (Ft):	33
Area (LnMi):	0.1988
Last Rehab Date:	09/30/2017
Last Rehab Type:	Microsurfacing
Last Inspection:	04/28/2020
Area Weighted Average PCI:	76.9 /B

Related Subsegments

This subsegment is a member of supersegment 58959. This supersegment consists of the following subsegments.

SB_ID	Name	PCI	LnMi
58959	4600 SINGLETON BLVD	82.4/B	0.1988
83591	4600 SINGLETON BLVD	71.8/B	0.1763
58960	4600 SINGLETON BLVD	69.7/C	0.1706
83590	4600 SINGLETON BLVD	82.5/B	0.1105
115421	4600 SINGLETON BLVD	81.2/B	0.0688
Area Weighted Average PCI:		76.9/B	0.1988

Pilot Locations

(2) 800 JIM MILLER RD

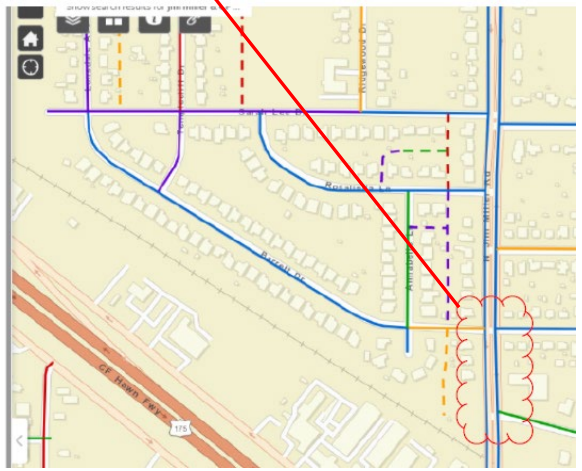
800 N JIM MILLER RD

Subsegment Details

SB_ID:	111376
From:	CF HAWN SERV N
To:	N JIM MILLER RD
Travel Dir:	North Bound
Pave Type:	Concrete
Func Class:	Arterial
MRESP:	City
Council:	5
Curb NW/SE (%):	100/100
Sidewalk NW/SE (%):	0/100
Length (Ft):	334
Width (Ft):	32
Area (LnM):	0.2088
Last Rehab Date	09/30/1972
Last Rehab Type:	Reconstruction
Last Inspection:	06/13/2020
Area Weighted Average PCI:	70.5 /B

Related Subsegments

This subsegment is a member of supersegment 36914. This supersegment consists of the following subsegments.



Pilot Locations

(3) 8800 ROLLING ROCK LN

TO BE DETERMINED

8800 ROLLING ROCK LN

Subsegment Details

SB_ID:	5977
From:	LUBBOCK DR
To:	A08564
Travel Dir:	Two Way
Pave Type:	Asphalt
Func Class:	Local Improved
MRESP:	City
Council:	10
Curb NW/SE (%):	100/100
Sidewalk NW/SE (%):	100/100
Length (Ft):	237
Width (Ft):	36
Area (LnMi):	0.1616
Last Rehab Date:	09/30/2014
Last Rehab Type:	Slurry Seal
Last Inspection:	11/09/2019
Area Weighted Average PCI:	80.0 /B

Related Subsegments

This subsegment is a member of supersegment 5977. This supersegment consists of the following subsegments.

SB_ID	Name	PCI	LnMi
5977	8800 ROLLING ROCK LN	79.5/B	0.1616
98454	8800 ROLLING ROCK LN	80.8/B	0.0907
Area Weighted Average PCI		80.0/B	0.1616

Maintenance History

Project	Rehab Technique	Status	Complete Date
Maintenance 15948	Slurry Seal	Funded	09/30/2014
Archive 7257	Resurfacing	Completed	09/30/1997
Archive 7258	Reconstruction	Completed	09/30/1955

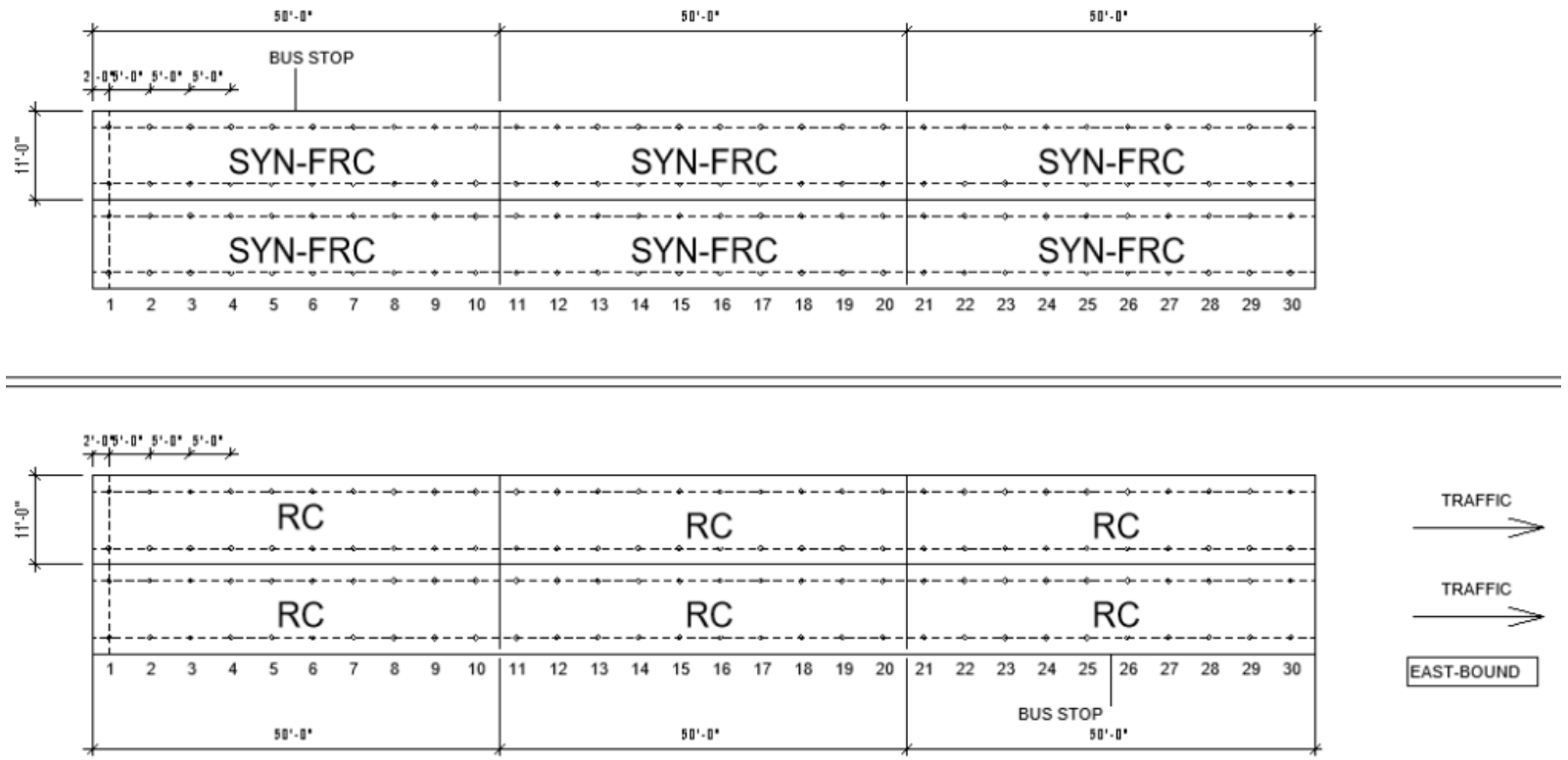
Pilot Locations

(1) SINGLETON BLVD

- Schematic coring locations for strength testing and chemical analysis

- Test will be conducted to compare fiber reinforced concrete to traditional pavements over 30-months to obtain field characteristics and assessment of field durability.

240 cores for future 30 months



Discussion/Questions

City of Dallas

Fiber Reinforced Concrete – Pilot Project with University of Texas at Arlington

Transportation and Infrastructure Committee Briefing
April 18, 2022

Ali Hatefi, P.E., Director, Interim
Jennifer Nicewander, P.E., Assistant Director
Department of Public Works – City of Dallas
Professor Ali Abolmaali
Professor Vistap Karbhari
Dr. Yeonho Park

Memorandum

CITY OF DALLAS

DATE April 14, 2022

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

SUBJECT **Transportation and Infrastructure Committee Resolution for DART's Proposed K-12 Student Transit Program**

The City of Dallas understands that DART is exploring the development of a K-12 Student Transit Program, which would allow school-aged children to ride DART for free. While DART's K-12 Student Transit Program is in its development stages, the City Attorney's Office has prepared a draft resolution for City Council's support for the program's development.

I am bringing forward this draft resolution for the TRNI Committee's consideration and if supported, it will be brought to City Council for consideration. Should City Council support the resolution, staff will transmit a copy to DART and any other individuals who may address DART's consideration of the K-12 Student Transit Program.

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

Omar Narvaez,
TRNI Committee Chair

c:
T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager
Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Robert Perez, Interim Assistant City Manager
Carl Simpson, Interim Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

April 27, 2022

WHEREAS, Dallas Area Rapid Transit ("DART") is exploring the implementation of a free fare program to provide cost-free rides on DART's bus and rail transit system to kindergarten through twelfth grade students ("Student Transit Program"); and

WHEREAS, the City of Dallas recognizes that DART is in the early stages of researching and studying a Student Transit Program and its feasibility, including consideration of financial, operational, legal, and security factors; and

WHEREAS, the City of Dallas is supportive of DART implementing a Student Transit Program because it would provide a valuable free service to school-age children in the City of Dallas by helping them get to and from school, extracurricular activities, and work.

Now, Therefore,

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

SECTION 1. That the City of Dallas supports the development and implementation of a Student Transit Program for kindergarten through twelfth grade students on DART's bus and rail transit system.

SECTION 2. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

Memorandum

CITY OF DALLAS

DATE April 13, 2022

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

SUBJECT **Monthly Update of Public Works Program Performance – February 2022**

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 February 2022:

FY 22 Infrastructure Management Program (IMP) Projects - General Fund

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	782	389	745.0 Lane miles	225.0 Lane miles	$ 107,708,017	$ 31,567,651	$ 76,140,366
Alleys	191	11	25.2 Linear miles	1.3 Linear miles	$ 3,600,000	$ 143,318	$ 3,456,682
Sidewalks*	14	3	12.0 Linear miles	1.3 Linear miles	$ 5,347,780	$ 416,358	$ 4,931,422
Bridges	-	1	- Bridges	1.0 Bridges	$ 1,000,000	$ 219,918	$ 780,082
Total	**987**	**404**	**N/A**	**N/A**	**$ 117,655,797**	**$ 32,347,244**	**$ 85,308,553**

* Note - Some FY 21 Funds, beyond the $5.3M for FY 22, are being used to complete the 14 projected projects.

FY 22 Bond Projects

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	156	32	92.6 Lane miles	38.0 Lane miles	$ 46,091,296	$ 4,079,790	$ 42,011,506
Alleys	35	12	5.8 Linear miles	2.2 Linear miles	$ 6,703,136	$ 372,263	$ 6,330,873
Sidewalks	3	2	1.0 Linear miles	0.0 Linear miles	$ 954,266		$ 954,266
Bridges	4	1	- Bridges	1.0 Bridges	$ 944,462	$ 52,765	$ 891,697
Total	**198**	**47**	**N/A**	**N/A**	**$ 54,693,160**	**$ 4,504,818**	**$ 50,188,342**

Total General Fund and Bond Programs

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	938	421	837.6 Lane miles	263.0 Lane miles	$ 153,799,313	$ 35,647,441	$ 118,151,872
Alleys	226	23	31.0 Linear miles	3.5 Linear miles	$ 10,303,136	$ 515,581	$ 9,787,555
Sidewalks	17	5	13.0 Linear miles	1.3 Linear miles	$ 6,302,046	$ 416,358	$ 5,885,688
Bridges	4	2	- Bridges	2.0 Bridges	$ 1,944,462	$ 272,683	$ 1,671,779
Total	**1,185**	**451**	**N/A**	**N/A**	**$ 172,348,957**	**$ 36,852,062**	**$ 135,496,895**

Performance Notes:

Public Works has 1,185 projects planned for FY 2022 and through February 2022, of those projects 451 have been completed. Of the total $172.3M programmed dollars for FY 2022, through February 2022, Public Works expended $36.9M or 21.38% of total budget. In addition to

the 451 projects completed through February 2022, there are a total of 345 projects currently under construction.

Given this overview of Public Works' efforts through February 2022, the March 2022 update of this report will be provided to the Transportation and Infrastructure Committee as part of the May 2022 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 Ali Hatefi, Interim Director of Public Works.

Dr. Robert Perez
Interim Assistant City Manager

c: T.C Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager
Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Carl Simpson, Interim Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Genesis Gavino, Chief of Staff/Office of Resilience
Directors and Assistant Directors

INTERAGENCY TRANSPORTATION REPORT – APRIL 2022

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

Regional Transportation Council

FAIR PARK TRAIL LOOP

At the April 14th Regional Transportation Council (RTC) meeting, North Central Texas Council of Governments (NCTCOG) staff briefed the RTC on the Fair Park Trail Loop project and **the RTC approved award of $8 million in CMAQ funds including 1.6 million in RTC Transportation Development Credits (TDCs).**

Image: Dallas County

Background

In **2020, the RTC awarded Dallas County $1,603,876 to construct** the Fair Park/East Dallas Trail **Phase I** (**north alignment – in blue** on the map to the right). **Dallas County agreed to contribute $1,069,250** to the project.

Image: Dallas County

In order to advance the **"southern alignment" (in green** on map above), Fair Park First, the City of Dallas, Dallas County and NCTCOG staff agreed:

1) To replace the federal funds the RTC awarded for Phase I ($1,603,876) in 2020 with funding from the City of Dallas and Fair Park First

2) Have the City of Dallas and Fair Park First partner with Dallas County to **construct the northern alignment**
3) To request $8 million from the RTC to fund **design and construction of the southern alignment**

April 14, 2022, RTC Meeting Action

- **The RTC approved $8M in CMAQ funds** including 1.6 million in RTC Transportation Development Credits (TDCs) to fund **design and construction of the "southern alignment".**

Fair Park Loop Funding Summary

Northern Alignment (Local)	Southern Alignment (Federal)
Funding Contributions: • Dallas County: $1,069,250 • City of Dallas: $500,000 • Fair Park First: $1,100,000 Total: $2,669,250 **Implemented by Dallas County**	Funding Contributions: • Federal Funds (CMAQ): $8,000,000 • Regional TDCs: 1,600,000 **Implemented by City of Dallas**

MARK YOUR CALENDARS NOW

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 in-person and is scheduled for May 12, 2022** at 1:00 PM in the Transportation Council Room at the NCTCOG headquarters (616 Six Flags Drive, Arlington, Texas 76011).

SANTA FE PEDESTRIAN BRIDGE TEMPORARY CLOSURE DELAYED

The March Interagency Transportation report included information about closure of the **Santa Fe Trail pedestrian bridge** over Garland Road/Gaston Avenue. At that time, TxDOT planned to temporarily close the pedestrian bridge starting at 7:00 a.m. on Monday, April 4th.

TxDOT has delayed closure of the Santa Fe Trail pedestrian bridge. Below is the text from TxDOT's press release:

****

> *"DALLAS – The temporary closure of the Santa Fe Trail pedestrian bridge over SH 78 (Garland Rd./Grand Ave.) in East Dallas is postponed until further notice while crews make additional revisions to the detour route. A new schedule will be shared as it is finalized."*

****

City staff will share more information as it becomes available.

APRIL 11TH – START OF WORK ZONE AWARENESS WEEK

Texas Department of Transportation (TxDOT), the Texas Department of Public Safety, and AAA launched the 2022 National Work Zone Awareness Week for the Dallas metro area on April 11th.

In the **past five years in the TxDOT Dallas District** (Dallas, Collin, Denton, Ellis, Kaufman, Navarro, and Rockwall counties) there were:

- Nearly **30,000 crashes** in work zones
- **13,000+ injuries** in work zone crashes
- **167 fatalities** in work zone crashes
- **Distracted driving**, including cell phone usage, is by far the l**eading cause** of work zones crashes
- Driving under the influence and speeding are also contributing factors to work zone crashes.
- **In Dallas County, distracted driving crashes nearly doubled between 2020 and 2021**

Simple actions from drivers can be the difference between a safe drive or a crash in a work zone:

- **Slow down**
- **Pay attention**
- **Don't tailgate**

- **Watch out for road crews**
- **Allow extra time**

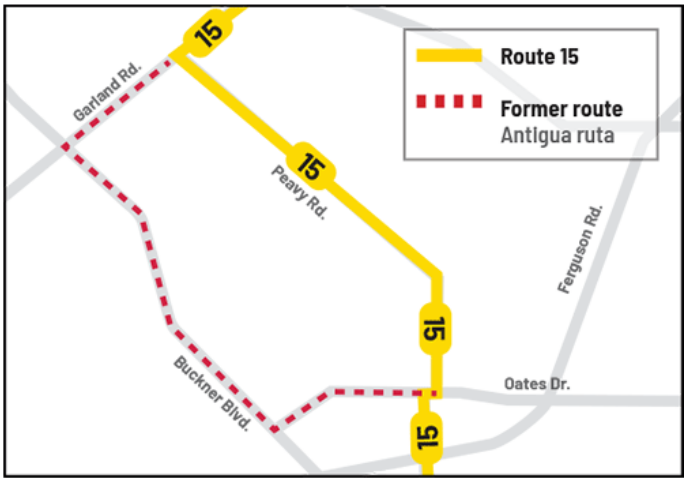
DART SERVICE CHANGES COMING APRIL 18

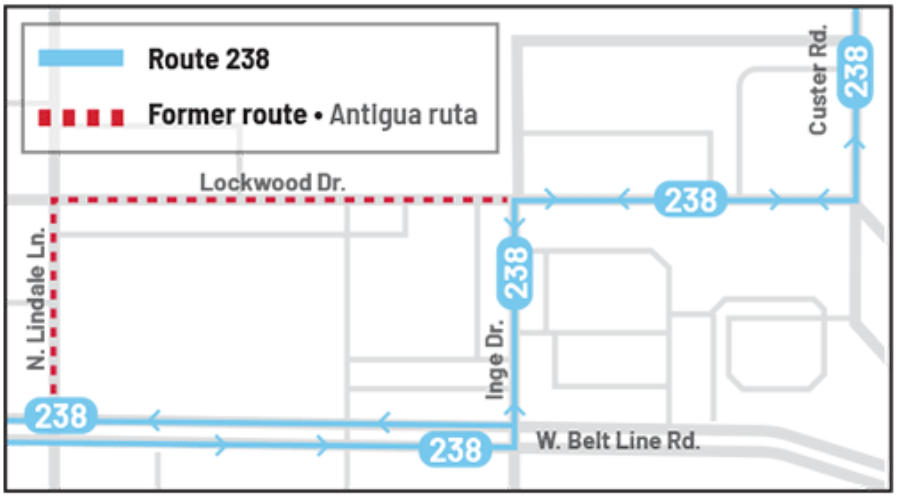
Effective Monday, April 18th, Dallas Area Rapid Transit (DART) will implement a series of **minor modifications to the New Bus Network** which launched on January 24th.

Future changes may be scheduled throughout 2022 based on careful consideration of rider feedback.

***Bus Route** Changes*

- Bus routes **15 and 238 will have slight route changes** starting April 18.





- **Route 423** (SWMD North Shuttle) **will no longer serve Clements University Hospital**. As a result, timepoints and departure times will be adjusted, but service frequency will remain unchanged.
  - The **South Shuttle Route will be unaffected.**
- Modifications are being made to improve on-time arrivals and departures to **routes 228 and 241**.
- There will be **minor schedule adjustments** on the following shuttle routes:
  - **408 (Galatyn Park)**
  - **412 (Medical City)**
  - **413 (TI Forest Lane)**
  - **417 (TI Main North)**
  - **419 (TI Main South)**

Riders are encouraged to visit DART.org - April 18, 2022 Service Change Information for details.

GoLink *Changes*

Several DART **GoLink zones will be expanded or modified** including the Park Cities GoLink, Preston Hollow GoLink, South Irving GoLink, East Irving GoLink, Inland Port GoLink, North Dallas GoLink, and South Central Plano GoLink.

Service levels on these and all other GoLink zones will continue to be carefully monitored and updated, based on performance and rider feedback.

For specific information, please visit GoLink On-Demand (dartzoom.org).

DART Discount GoPass Tap Card Pilot Program Extended through 2022

DART has **extended the Discount GoPass Tap Card pilot program through December 31, 2022.**

The program provides riders using any one of nine support assistance programs with **a 50% discount on the regular price of a DART pass.**

DART launched the pilot-program to ensure riders who qualify have access to jobs, health care, and educational opportunities, reducing social and economic inequalities by making mobility financially feasible to more people.

Registration is available at DART.org/TapForHalf, at the DARTmart store at DART Headquarters (1401 Pacific Avenue, Dallas, TX 75202), or by calling 972-482-6491.

Jenny Barket Joins DART as Chief of Staff

After a nationwide search, **DART selected Jenny Barket as the new Chief of Staff.** She will join the agency **on May 15th**.

Serving as a senior advisor to DART president & Chief Executive Officer Nadine

Lee, Barket will lead a variety of strategic, tactical, and operational initiatives in her new role, focusing on issues that have an agency-wide impact.

Ms. Barket holds a Bachelor's degree from the University of Florida, and Juris Doctor and Master of Law degrees from Duke University Law School.

UPCOMING MEETING

The next DART Board meeting will be on **Tuesday, April 26, 2022** at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.

DALLAS COUNTY
Texas Est. 1846

RIVERFRONT BOULEVARD PROJECT

Engineering design of the Riverfront Boulevard project is approximately 90% complete.

The design firm is working on comments the City and Dallas County made on the design plans. The City and Dallas County with the assistance of NCTCOG staff continue to work with Union Pacific Railroad (UPRR) to address items within the UPRR right-of-way.

- Project is approximately 1.25 miles from **Cadiz** and **to just north of the Union Pacific Railroad** crossing (north of Commerce).
- Scope includes **improvement of roadway** with **provisions for bicycle lanes** in each direction and **enhanced sidewalks**.
- Scope also includes **water, wastewater and storm drainage** improvements.

Several key items impacting the construction start date are in the final stages of discussion with UPRR. These include placement of drainage in between the railroad bridge supports, ballast protection, and easements.

Once construction starts, it is anticipated the project will take three and a half years to construct.

NORTH TEXAS TOLLWAY AUTHORITY

NTTA Customer Survey

North Texas Tollway Authority (NTTA) is **conducting a survey** about NTTA services and roads.

The biennial online customer survey can be found at NTTA Biennial Customer Survey Questionnaire - 2021 (alchemer.com). **Those taking the survey will be entered into a contest to win $250 in cash or toll credits.**

Customer Service, Projects and Operations Committee Meetings Held April 7th

The NTTA **Customer Service, Projects and Operations Committee** held their regular meeting on Thursday, April 7, 2022.

The Committee approved recommendations to advertise for the following:

- Collections consultant
- TollTag provider
- Engineering design services for additional roadway cameras
- Engineering design services for additional roadway Dynamic Messaging Signs
- Construction services for PGBT at Pioneer Parkway mainlane rehabilitation
- Advertise for Chisolm Trail Parkway Routine Maintenance contract
- Advertise for janitorial services at Gleneagles
- Approve contracts for: Construction services for Ohio Maintenance Service center building improvements, and fir video management and analytics system (software, servers and storage)

The **Finance, Audit and Administration Committee** did not meet.

Upcoming Meeting

The next Board meeting is scheduled at **10:00 on Wednesday April 20, 2022** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

DRMC

GUEST SPEAKER

State Representative Jeff Leach was the guest speaker at the April 2022 Dallas Regional Mobility Coalition (DRMC) meeting. Representative Leach is in his fifth term service in House District 67 which includes portions of Plano, Allen, Richardson and Dallas in Collin County. He chairs the House Committee on Judiciary & Civil Jurisprudence and also serves on the House Committee on Juvenile Justice and Family Issues.

Representative Leach said he thought the next Legislative Session would focus on "meat and potatoes" issues including infrastructure, water, education, and transportation. He specifically stated that transportation is an important component of Texas' future.

Representative Leach was asked if he expects changes to Senate Bill 2, the 2021 property tax reform bill. He said he does expect changes but does not have any specifics as to what the changes will be. Furthermore, he stated he expects an omnibus plan for property tax relief to be part of the 2023 Session.

He mentioned that there is an April 26th hearing on electric vehicle contributions and said that will be a topic of interest during the next Session.

UPCOMING MEETING

The May DRMC meeting is scheduled for **May 6, 2022** at 11:00 AM **via Zoom.**

DFW

INTERNATIONAL SERVICE EXPANSION

On **March 27, 2022, Finnair** began its inaugural non-stop **service between DFW Airport and Helsinki** that will operate four times a week.

This new route will connect DFW, American Airlines' largest hub, to Helsinki, Finnair's largest hub, and provide North Texas customers a new connection to over 70 cities in Europe.

Air France resumed service with non-stop service to Paris five times a week on a 280-seat Boeing 777-200ER.

Air Canada has resumed non-stop service to Montreal, beginning with five times a week flights.

Turkish Airlines has increased its flight to Istanbul to daily non-stop service from DFW Airport.

Finally, **Qantas Airlines announced that it will launch new non-stop service between DFW and Melbourne, Australia starting December 2, 2022.** DFW will be the only destination not located on the west coast of the U.S. with this service. This is in addition to Qantas' service to Sydney that resumed on February 16, 2022.

UPCOMING MEETING

The next board meeting will be Thursday, May 12, 2022. For more information, including agendas and actions, please visit www.dfwairport.com/board.

Update: 04/13/2022

Transportation and Infrastructure Committee Forecast		
Committee Date	**Briefing Item/ Report**	**Presenter(s)**
May 16, 2022	IMP Update	Ali Hatefi, (I) Director, Department of Public Works
	Traffic Calming Policy	Ghassan Khankarli, Director, Department of Transportation
	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance Report	Ali Hatefi, (I) Director, Department of Public Works
	Dallas Street Seats Program Memorandum	Rosa Fleming, Director, Convention & Event Services
	I-345 Update Memorandum	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
June 21, 2022	Bike Plan Update	Ghassan Khankarli, Director, Department of Transportation
	I-345 Update	Ghassan Khankarli, Director, Department of Transportation
	Future Bond Development	Adriana Castaneda, Director, Bond & Construction Management
	Gate Leases	Mark Duebner, Director, Department of Aviation
	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance Report	Ali Hatefi, (I) Director, Department of Public Works
	Committee Forecast	

Upcoming:

Southwest Airlines – TBD

Dallas DFW Board Working Group-Special Called TBD

City of Dallas

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

Agenda Information Sheet

File #: 22-1190 **Item #:** B

DART Board Appointee Candidate Interviews
[Council Member Omar Narvaez, Chair of Transportation and Infrastructure Committee]

City of Dallas

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

Agenda Information Sheet

File #: 22-1190 **Item #:** B

DART Board Appointee Candidate Interviews
[Council Member Omar Narvaez, Chair of Transportation and Infrastructure Committee]

City of Dallas

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

Agenda Information Sheet

File #: 22-1191 **Item #:** C

Infrastructure Management Plan Update
[Ali Hatefi, Director, Department of Public Works]

City of Dallas

Infrastructure Management Plan Update

Transportation and Infrastructure Committee Briefing
May 16,2022

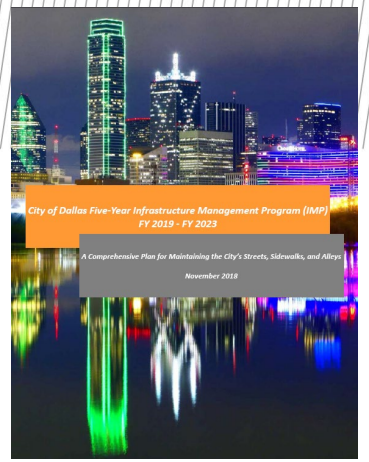
Ali Hatefi, P.E., Director
Jennifer Nicewander, P.E., Assistant Director
Department of Public Works
City of Dallas

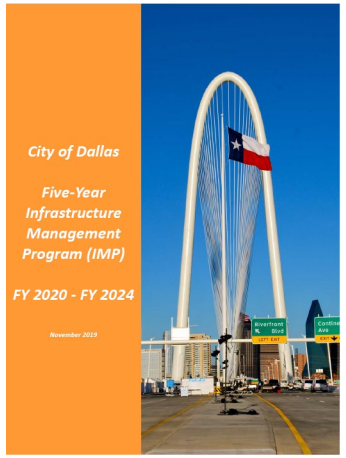
Infrastructure Management Plan Update

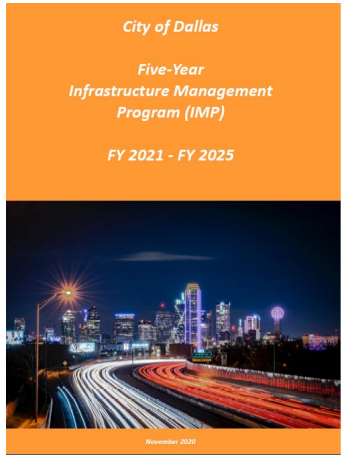
- Background
- Equity
- Streets
- Sidewalks
- Alleys
- Bridges
- Discussion/Questions

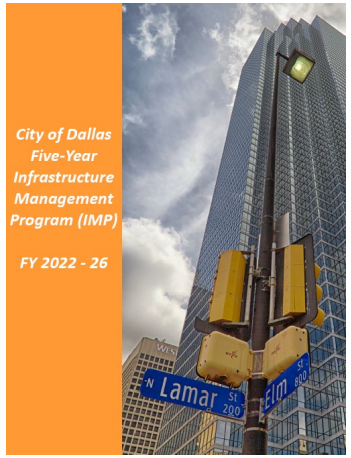
Background

- In FY 2018, the Department of Public Works established the Five-Year Infrastructure Management Program (IMP)
- The IMP lists all the streets, alleys, sidewalks, and bridges scheduled for maintenance over a five-year period (all work outside of Bond programs)
- The IMP is calibrated each year based upon the adopted budget and future budget assumptions



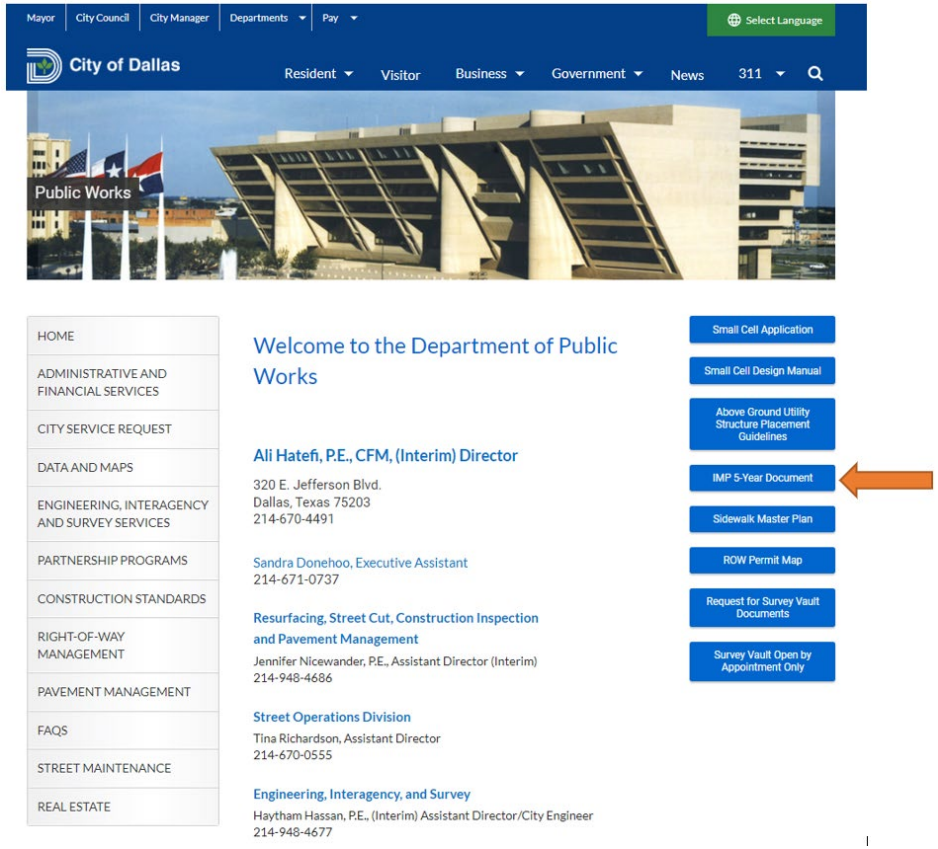


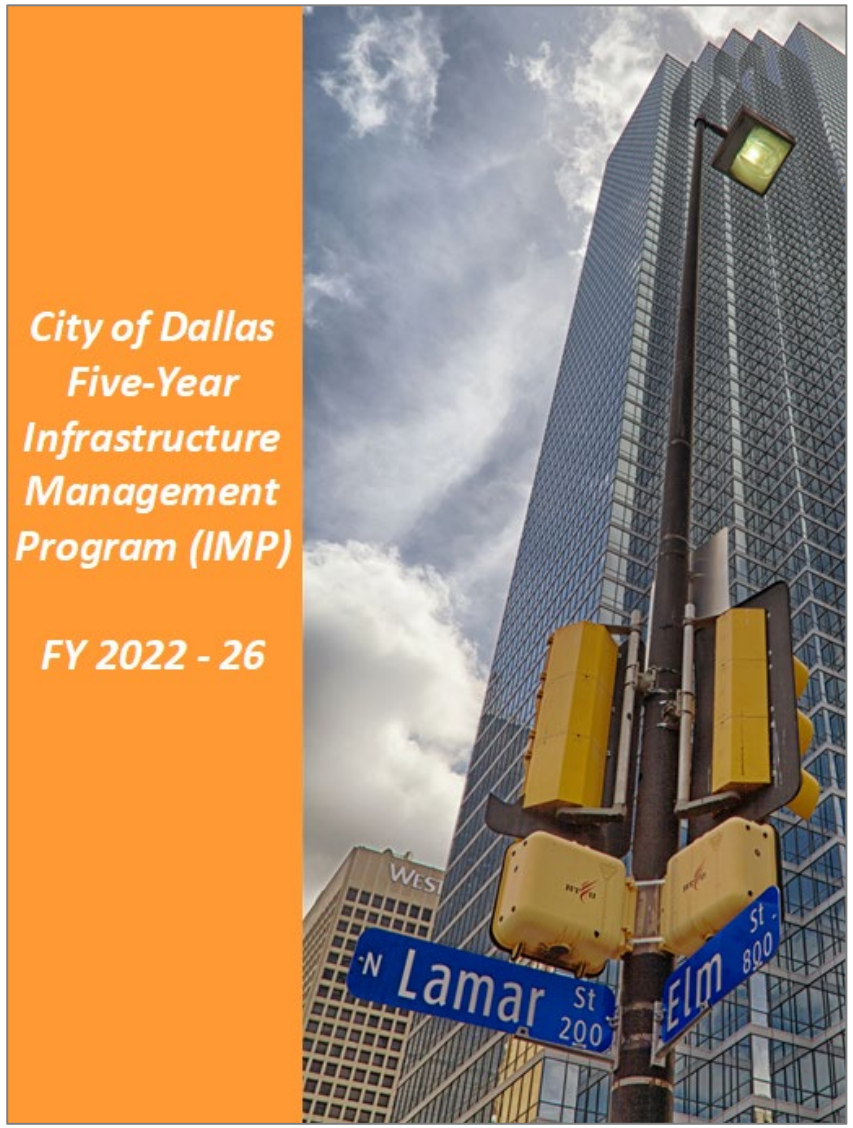




Background

- IMP can be found on the Public Works website.





Background

- The FY 2022 IMP includes $164.7M for streets, sidewalks, alleys, and bridges
- Analysis and planning of projects assumes infrastructure budgets of $789.3M over the next five years (subject to annual appropriations)

Proposed Five-Year IMP Maintenance Program Budgets						
Program	***FY22***	***FY23***	***FY24***	***FY25***	***FY26***	***Total***
Streets*	$153.8M	$136.4M	$149.5M	$149.5M	$149.5M	***$738.8M***
Bridge	$1.0M	$1.0M	$1.0M	$1.0M	$1.0M	***$5.0M***
Sidewalks*	$6.3M	$5.3M	$5.3M	$5.3M	$5.3M	***$27.5M***
Alleys- Unimproved	$1.6M	$1.6M	$1.6M	$1.6M	$1.6M	***$8.0M***
Alleys - Improved	$2.0M	$2.0M	$2.0M	$2.0M	$2.0M	***$10.0M***
Total	***$164.7M***	***$146.3M***	***$159.4M***	***$159.4M***	***$159.4M***	***$789.3M***

**Includes Bond Funds*

Equity

- Equity Funding
  - 20% of Certificate of Obligation(CO) Funds
    - $10M in street funding of the $50M approved from CO funding
  - IMP/GF commitment –
    - $6.63M in Infrastructure Funding
  - Total FY 22 Equity Funding = $16.63M
  - Equates to 101 lane miles for FY 22

Equity

- Equity Funding
  - Working with Office of Bond & Construction Management to finalize the equity tool that will be used for future planning of bond and maintenance projects
  - All categories, with the exceptions of bridges, will have an equity score
    - Bridges will be based on TxDOT inspections/need

PBW Priority Areas, City of Dallas

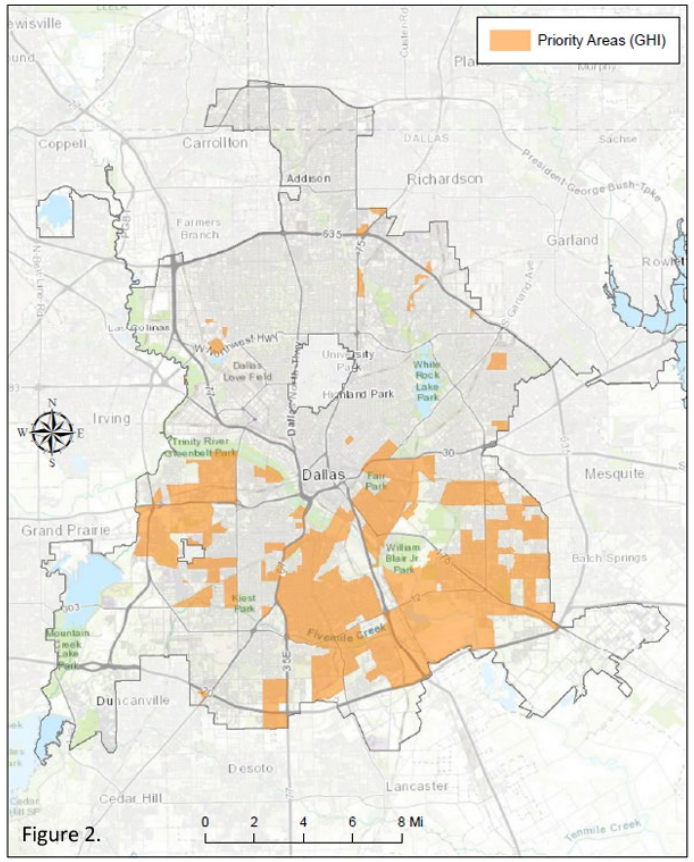


Figure 2.

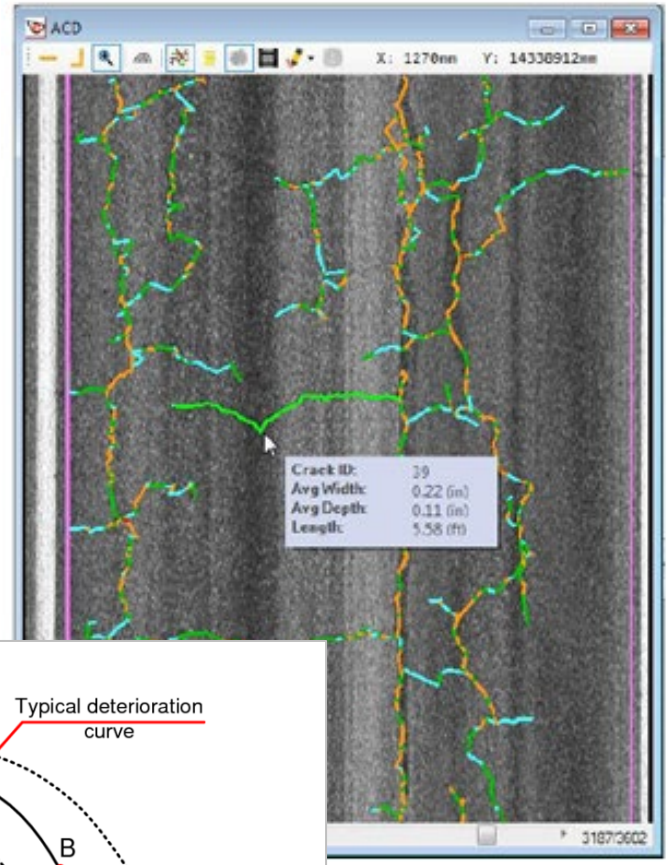
Streets

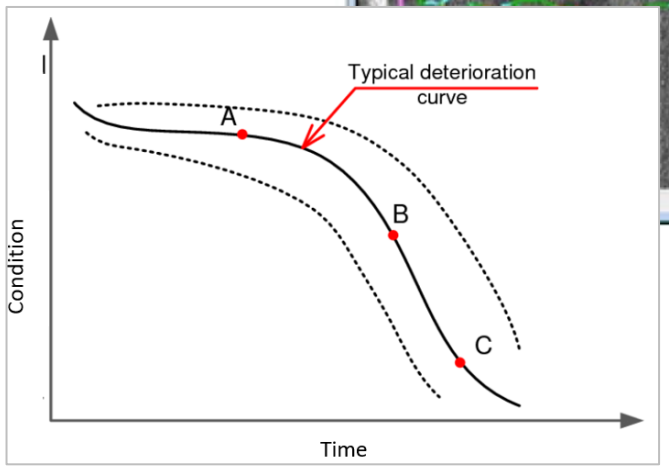
- The FY 22 IMP includes 782 street projects; 374 (48%) projects have been completed as of March 2022
- Pavement Condition Index (PCI) ratings are updated once completed first year's work
- Next data asset collection beginning of FY 23 to be utilized for next bond

Pavement Condition Map

Streets

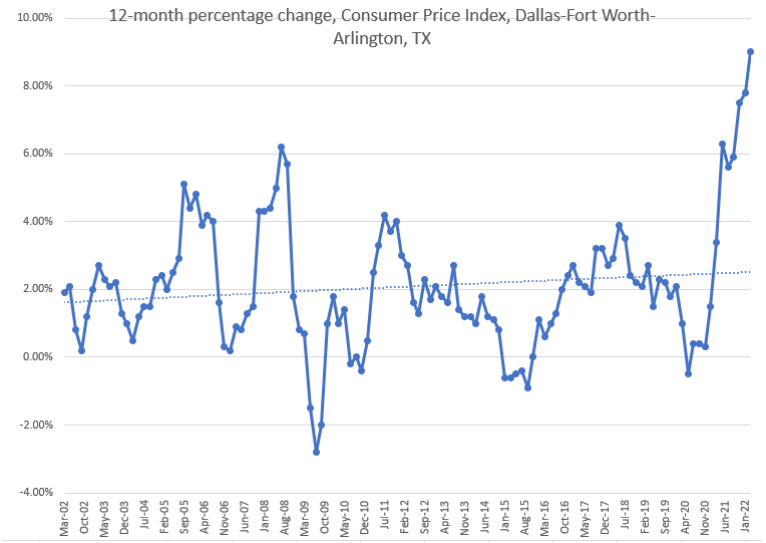
- A new paving model was implemented in October 2021
- In addition to PCI, Public Works is evaluating other pavement health metrics to add as a data point in our street deterioration curves
- Moving forward , we will need asset assessments every 2 years to enhance our deterioration curves
- Price and inflation also play an important role in paving model success





Streets

- Previous and current model did not account for price inflation
- After the past year, we are now evaluating the inclusion of a moderate inflation rate
- Expecting future construction contracts to be impacted by inflation, which will reduce lane miles and impact PCI



Five-Year IMP - Sidewalks

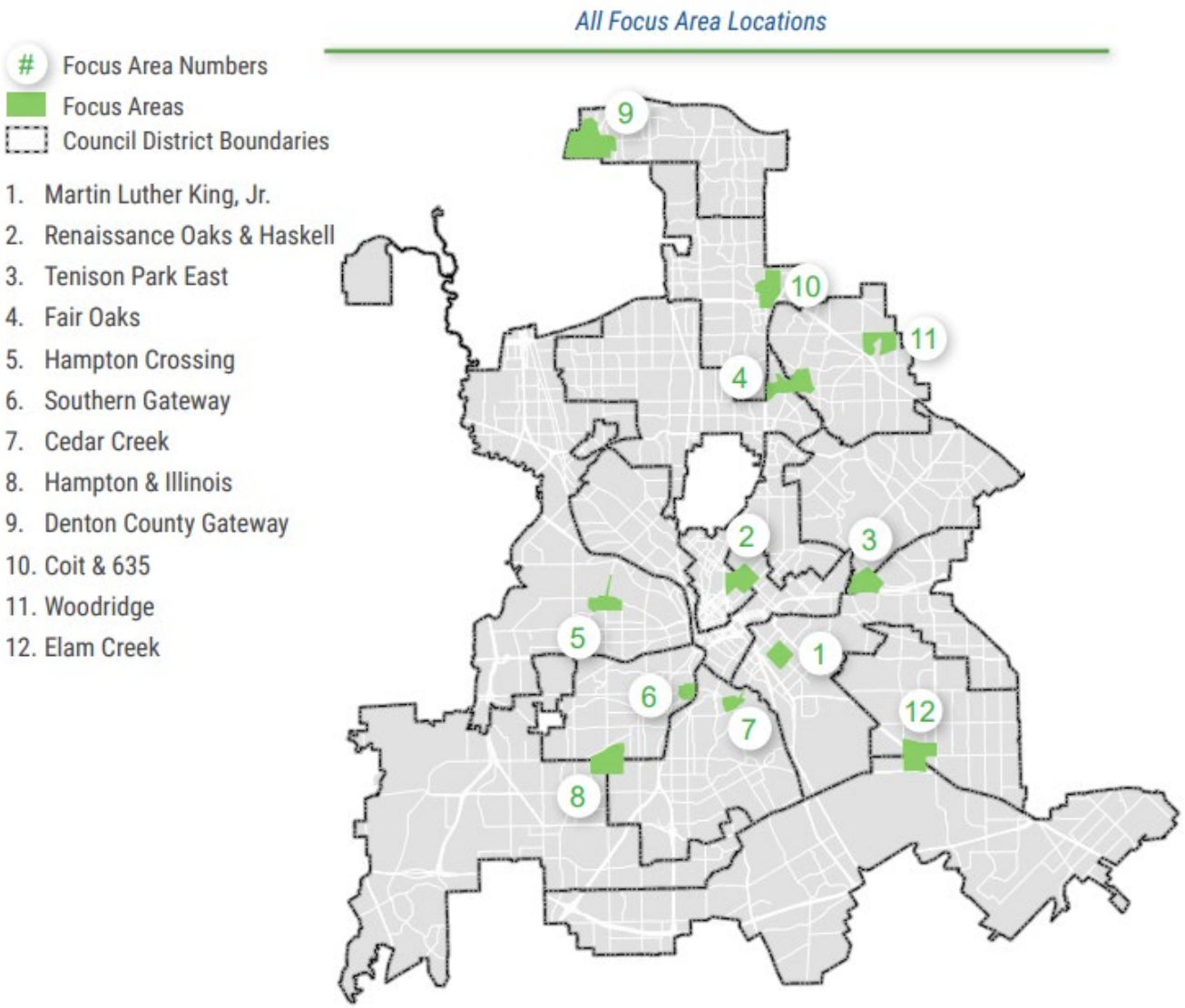
- Sidewalk Program
  - In June 2021, Public Works completed the City's first Sidewalk Master Plan.
  - Through this work, a data driven system identified the most impactful projects to increase accessibility pedestrians throughout the City.

Sidewalk Project Scoring Criteria

- Places of Public Accommodation - 20%
- Equity - 20%
- Street Classification - 10%
- Citizen Request - 10%
- Pedestrian Safety - 10%
- Activity Areas - 30%

Five-Year IMP - Sidewalks

- Sidewalk Master Plan identified 12 priority focus areas across all 14 Council Districts.
- The 12 focus areas include $30M of identified projects to be completed.



Five-Year IMP - Sidewalks

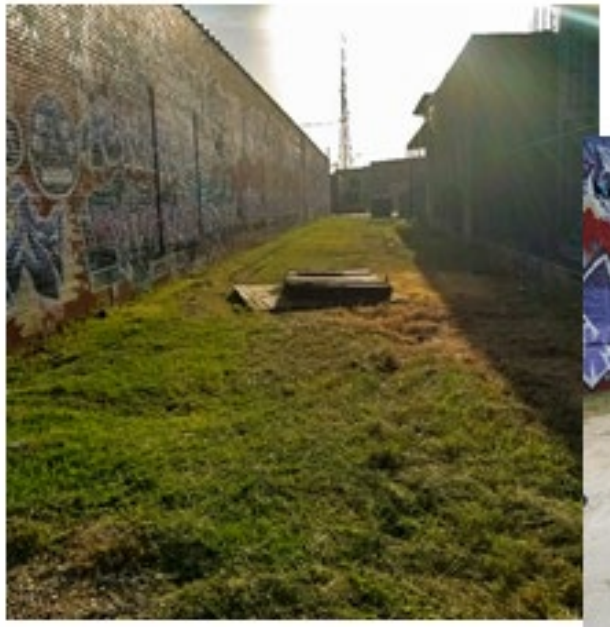
- The FY 22 IMP has 14 planned projects and as of March 2022, 8 (57%) of those projects have been completed
- Sidewalk Funding for initial $30M in projects included in the Sidewalk Master Plan:
  - FY 21-23 budgets included/assumes $15.4M for Sidewalk Master Plan projects
  - A total of $14.6M is needed in future budgets to complete the first $30M of priority projects identified in the Sidewalk Master Plan
- Once the initial $30M in Sidewalk Master Plan projects are funded, the Sidewalk Master Plan will be recalibrated based on scoring criteria and site changes (new parks, transit, etc.)

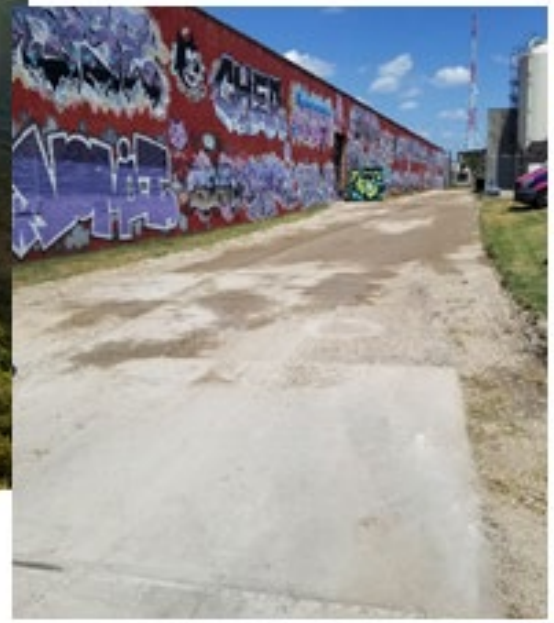
Alleys – Unimproved Alley Clean Up

- Work done by contractor funded through $4M in ARPA funds (not included in the IMP)
- To date, all 1,363 unimproved alleys have had:
  - Vegetation cut back
  - Large debris removed
- Neighborhoods now have a clean slate to maintain the alleys
- As alleys were cleaned, a list of the completed alleys were provided to Code Compliance for follow-up

Alleys - Unimproved

- Council authorized to purchase on February 9, 2022, to utilize reclaimed asphalt pavement for unimproved alleys
- The equipment will be delivered in May due to nation-wide supply chain issues
- The goal is to complete the program by end of September





Alley in Deep Ellum

Alleys - Improved

- Scheduled for FY 22 – 1st year of program
  - Work to be done in house
- FY 23 and beyond will have stand-alone contracts
  - Evaluating the creation of 4 smaller contract opportunities ($500K each/$2M total) per year to support M/WBE contractors

Bridges

- Number of Bridges or culverts: 762
- Inspected by TxDOT every 2 years
- TxDOT Ratings
  - 7 Components with separate ratings
  - Scores 1 – 9; 9 being the best
    - Threshold is 4, anything 4 or below requires immediate repair
- Bridges with a component score of 6 or less, we are monitoring

Bridges

- Will advertise the first annual maintenance contract for bridges, June 2022, will address many of the 177 bridges with score 6 or less
- Contract will be for routine maintenance items, guard rail repairs, minor deck replacements, etc
- Anticipate taking contract to council in September or October 2022, will be subject to annual appropriations

Example of emergency repairs on the Marsalis Bridge

Discussion/Questions

City of Dallas

Infrastructure Management Plan Update

Transportation and Infrastructure Committee Briefing
May 16,2022

Ali Hatefi, P.E., Director
Jennifer Nicewander, P.E., Assistant Director
Department of Public Works
City of Dallas

City of Dallas

Proposed Traffic Calming Program

Transportation and Infrastructure Committee
May 16, 2022

Ghassan "Gus" Khankarli, Ph.D. P.E., PMP, CLTD
Director
Department of Transportation
City of Dallas

Presentation Overview

- Purpose
- Background/History
- Traffic Calming Factors & Strategies
- Completed Project Pictures
- Draft Prioritization Matrix
- Service Request Process
- Proposed Action
- Next Steps

Purpose

- Provide an overview of the City's historical approach to Neighborhood Traffic Management/ Calming
- Provide an overview of the proposed updates to the process and program
- Replace and consolidate the outdated Road Hump Policy and Street Closure Policy
- Receive feedback from the Committee

Background/History

- Documents that inform the City's approach to roadway usage and operation:
  - Thoroughfare Plan
  - Dallas City Code – Chapter 28: Motor Vehicles and Traffic
  - 1991 Road Hump Policy and Installation Procedures (CR #91-0894) and Road Closure Policy (CR #93-4028)
  - Texas Manual on Uniform Traffic Control Devices (TMUTCD)
  - *Dallas City Code – Section 51A-9.400. Four-Way/All-Way Stop Controls at Residential Intersections*

Background/History

- Evolving guidance and resources for multimodal transportation:
  - 2011 Bike Plan (currently being updated)
  - 2016 Complete Streets Manual guides the planning for reconstruction projects
  - 2021 Strategic Mobility Plan, ConnectDallas
  - Multimodal approach to transportation and mobility efforts
  - Upcoming Vision Zero Action Plan

Neighborhood Traffic Calming Program (NTCP)

- In 2021, the Department of Transportation began developing an updated traffic calming program and policy, with the following goals:
  - Define and update the required steps for traffic calming requests
  - Update policies and approaches to utilize new tools and strategies
  - Reliance on data to inform decision making

Neighborhood Traffic Calming Program (NTCP)

- Traffic calming tools & strategies vary based on the roadway conditions, road classifications, site conditions, etc.
- The NTCP will take an incremental approach, focusing on initial assessment of existing conditions such as signs, pavement markings, and related items
- Based on the initial assessment, traffic calming strategies can be considered

Traffic Calming – Factors to Consider

- Vehicle speeds
- Reported crashes
- Vehicle and/ or pedestrian volumes
- Proximity to schools, hospitals, parks, and other pedestrian generators
- Roadway topography and geometry
- Site specific conditions (i.e., site distance, emergency or transit routes, existing bike lanes, driveway density, etc.)

Traffic Calming Strategies

- Horizontal deflection: hinders the ability for a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle in order to comfortably navigate the measure.
- Vertical deflection: creates a change in the height of the roadway which forces a motorist to slow down to maintain an acceptable level of comfort.
- Street width reduction: narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety.

Traffic Calming Strategies

- Potential strategies for eligible locations include:

Horizontal Deflection (Medium → High Cost)	Vertical Deflection (Low → High Cost)	Street Width/ Lane Reduction (Higher Cost)
Lateral Shift	Speed Hump/ Cushion	Corner Extension/ Bulb-out
Chicane	Speed Table	Choker
Traffic Circle	Raised Crosswalk	Median Island
Mini-Roundabout	Raised Intersection	Road Diet

Traffic Calming Project Photos

Asphalt Road Hump
Lanshire Drive

Asphalt Road Hump
Banning Street

Traffic Calming Project Photos

Chicane
Northaven Road & St. Michaels Drive

Speed Cushions
Wickersham Road

Traffic Calming Project Photos

Splitter Island with Crosswalk Restriping
W. Colorado Blvd & Turner Avenue

Road Diet with Parking Lanes
Hunnicut Road

Requests for Traffic Calming

- An updated and standardized service request process through 311 has been developed, along with a standard operating procedure for staff, which will:
  - Create standardized and familiar approach to address traffic safety concerns and ensure equity in the evaluation of requests
  - Provide process tracking and a consistent point of contact for solutions being implemented
  - Promote community engagement with prompt and/or longer-term traffic calming solution planning

Note: The Traffic Safety Engineering team receives approximately 1500 service requests per year and currently operates with five dedicated engineers.

Service Request Process

- Steps in the process:
  - Create a "Traffic Safety Concern" Service Request through 311 (available on app or by calling 311) with a 60-day service level agreement
  - Department of Transportation Engineering team will review the service request, contact the requestor for additional information (as needed), complete a site visit to better understand the roadway dynamics and driver behavior, and develop recommendations within an "Engineering, Education, or Enforcement" framework
  - If an engineering solution is recommended, staff will coordinate with the requestor to route a petition to ensure support of at least 2/3 of impacted property owners

Project Prioritization

- All eligible "low-cost" locations will be implemented on a first come, first serve basis
- Capital projects will be funded through a variety of funding mechanisms, and will be in a separate category of projects
- As funding is utilized, an inventory of eligible locations will be developed and prioritized

Project Prioritization

- Draft prioritization matrix

Prioritization of Projects for Interior Neighborhood Streets			
Criteria	Lower Points → Higher Points		
Speed[D] 85th percentile at posted speed (PS)	Less than/ equal to PS	1-10mph over PS	11+mph over PS
Reported Crashes[D] Look at last 24 months Avg 2/year	0 crashes	1-3 crashes	4+ crashes
Volume[D] # vehicles expected for neighborhood street	1-350 vehicles	351-800 vehicles	801+ vehicles
Schools[S] Vicinity in miles	1-2miles	5/8-1mile	0-1/2mile
Hospitals[S] Vicinity in miles	1-2miles	5/8-1mile	0-1/2mile
Parks (City or State) [S] Abutting roadway	No	Yes	
Pedestrian Generators/ Facilities[S] Vicinity in miles	1+mile	0-1mile	
Roadway Topography[EA] If features exist…	Street Parking	Curvature	Vertical Alignment
Site Specific Conditions[EA]	Site specific conditions such as sight distance limitations		

Traffic Calming Funding

- FY 2020-2021 Budget: $500,000 in dedicated neighborhood traffic calming funding
- FY 2021-2022 Budget: $1,000,000 in dedicated traffic calming funding
  - An additional $200,000 was provided for the street racing pilot program, which is primarily for arterial roadways
- Low-cost projects (example: speed cushions) versus capital projects

Proposed Action

- City Council approval of Traffic Calming Policy via resolution in Summer 2022
- Internal and external communication and outreach about the Traffic Calming Program

Staff Recommendation

- Staff recommends the Committee forward the following to City Council for consideration and approval:
  - Adoption of Traffic Calming Policy & Program which will replace the outdated existing policies

Questions

- General questions & discussion

City of Dallas

Proposed Traffic Calming Program

Transportation and Infrastructure Committee
May 16, 2022

Ghassan "Gus" Khankarli, Ph.D. P.E., PMP, CLTD
Director
Department of Transportation
City of Dallas

DOT

NEIGHBORHOOD TRAFFIC CALMING POLICY

Providing a safe and inclusive transportation system for the City of Dallas that advances economic vitality, quality of life, and access to mobility for our communities and businesses through the core values of equity, empathy, ethics, and excellence.

Department of Transportation
1500 Marilla Street – L1BS
Dallas, Texas 75201

- The purpose of this publication is to provide a high-level understanding of the Neighborhood Traffic Calming Program (NTCP) for residential and mixed-use roads including the criteria, steps, and goals of pursuing a traffic calming project.
- Steps, qualifications, project determination tables, evaluation methods are listed but not exhaustive.
- This Policy is subject to modification based on any new best practices widely accepted by relevant agencies.
- This Neighborhood Traffic Calming Policy is designed to replace the requirements outlined in the previous Road Hump and Street Closure Policies.
- The guidelines in this Policy take into consideration the street design recommendations of the City of Dallas Complete Streets Design Manual (2016), Vision Zero (2021), Bike Plan (2022), Curb Lane Management Policy, and Thoroughfare Management Plan.
- All implementations will follow best practices set forth by the Institute of Traffic Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA); state, regional, and industry standards, and already-built traffic calming projects in cities across the United States.

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Policy Statement

Traffic Calming is the application of techniques at a specific location which result in a reduction in vehicular speeds, traffic volumes, traffic noise, incidents and/or a combination of them. The techniques are based on a combination of engineering, education, and enforcement and may include educational programs, improvements in traffic signing and markings, speed limits reductions, or physical changes to the roadway to alter driving patterns.

The City of Dallas Department of Transportation (DDOT) is committed to maintaining and improving the safety, livability, and integrity of neighborhoods while also meeting the needs of multimodal roadway users. Speeding vehicles and unnecessary cut-through traffic in residential neighborhoods can create safety hazards and negatively affect livability. It is the Department of Transportation's goal to address traffic related problems in a manner least intrusive to the neighborhood and overall transportation network. To accomplish this goal, the department has developed this policy and accompanying procedures to assure a systematic and comprehensive approach to each situation.

The City of Dallas Neighborhood Traffic Calming Policy and Program (NTCP) establishes a process for receiving requests, determining eligibility, and collaboratively working with residents to develop solutions which best address the noted concerns. By following this policy, it will provide an appropriate and consistent application of traffic calming measures throughout Dallas' residential streets. The support of the residents where traffic calming is being considered is critical to the success of any neighborhood traffic calming program and therefore, they must be an integral part of the process.

This policy is supported by following best practices set forth by the Institute of Traffic Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA); state, regional, and industry standards and best practices, and already-built traffic calming projects in cities across the United States. This traffic calming policy is intended to build on the guiding principles set forth in the Strategic Mobility Plan, Connect Dallas, and the Vision Zero Action Plan.

We will achieve traffic calming in appropriate locations through a combination of Engineering, Education, and Enforcement. Coordination with the Dallas Police Department (DPD), Dallas Fire-Rescue (DFR), neighborhood organizations, and other stakeholders will ensure program effectiveness.

Purpose

The Neighborhood Traffic Calming Program (NTCP) represents an important milestone in the development and consistent application of various traffic calming solutions within the City of Dallas. This program addresses the need for specific traffic calming measures when other methods are not appropriate or no longer meet the needs of the neighborhood. Effective and efficient traffic calming measures may minimize negative vehicular impacts associated with

traffic within residential neighborhoods and could provide new or expanded active mobility opportunities for pedestrians, bicyclists, and transit use.

Some traffic concerns may not require the use of the neighborhood traffic calming. Traffic safety concerns will be addressed utilizing a combination of "the 3 Es" of engineering, education, and enforcement. The Department of Transportation traffic safety engineers coordinates with the Dallas Police Department (DPD) when enforcement is needed, ensures proposed traffic calming measures do not inhibit emergency response from Dallas Fire & Rescue (DFR) or DPD, and provides resident and motorist education. This type of transportation management establishes an integrated set of strategies to optimize the performance of existing and future infrastructure to improve equitable security, safety, and reliability in the transportation network.

This Neighborhood Traffic Calming Policy provides clarity to the "process for the planning, evaluation, and implementation of neighborhood traffic calming" (FHWA, ePrimer) and is designed to replace the outdated Road Hump Policy and Street Closure Policy.

Opportunities

The Neighborhood Traffic Calming Policy provides many opportunities for residents, as they are often the primary group interested in addressing vehicle speed and volume through their neighborhoods. It also provide opportunities for communities and other City of Dallas departments and government entities to collaborate to find the optimal solutions.

Residents:

- Defines consistent process steps to be followed each time
- Creates standardized and familiar approach to address traffic safety concerns
- Reiterates the relationship of "the 3 Es" – Engineering, Education, and Enforcement
- Provides process tracking and a single point of contact for solutions being implemented
- Promotes community engagement with prompt and/or longer-term traffic calming solution planning

Other Stakeholders

- Allows coordination with other City of Dallas departments and external entities such as neighboring cities, TxDOT, and utilities companies that may be impacted by proposed solutions and perceived solutions
    - e.g. Nearby construction is causing increased volume
        - Can another route to be considered?
        - Would better signage reduce/eliminate volume?
        - Would a temporary solution to address the temporary inconvenience suffice instead of installing a permanent solution envisioned by residents?
    - e.g. Add better solutions to capital improvement projects
        - Traffic circle and raised table vs. series of road humps

Goals

The goals of the Neighborhood Traffic Calming Program take into consideration design standards applicable design manuals and standards and planning documents.

These goals are:

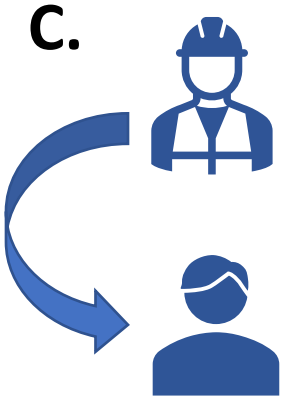
- Providing residential neighborhoods potential solutions to mitigate unsafe vehicle speeds and/or volume of non-local traffic in residential areas.
- Mitigating safety risks on the City's transportation infrastructure through quality planning, engineering, parking management, illuminated streets, well-operating signals, and clear markings and signage for our multimodal system.
- Providing for multiple transportation modes-pedestrian, bicycle, transit, and automobile- and include environmentally sustainable solutions appropriate for the situations.
- Utilizing quantifiable data and innovation to create responsible and effective mobility solutions which maximizes the transportation network operating efficiency.

Eligibility for Neighborhood Traffic Calming Program (NTCP)

Traffic calming measures should be implemented only after the existing traffic conditions have been studied and it has been determined that traffic challenges exist with speeding or unusually high traffic volumes. Traffic safety concerns can be addressed utilizing engineering applications, enforcement , and/or education of the specific traffic concern at hand.
Traffic engineers will indicate when and where the Neighborhood Traffic Calming Program is necessary.

The following steps outline the process a resident can follow to initiating the NTCP.

A.		**Requestor identifies a Traffic Safety Concern and submits a service request through Dallas' 311 system** • Include as much details as possible
B.		**Department of Transportation (DDOT) traffic engineer responds to Traffic Safety Concern service request** Response activities may include: • Contacting requestor for additional information • Forwarding the service request to other City department or partnering agency for proper handling • Conducting initial site assessment • Begin necessary engineering studies

C. 	**DDOT communicates to requestor outcome of the service request.**
	All services requests will result in at least one of the following outcomes:
	• *Engineering* – Apply engineering principles and best practices to improve on the effectiveness and functionality of roadways by factoring in safety for all road users.
	  ○ Prompt engineering solutions that can be resolved within 75 days, such as traffic signs or markings, will have a work order created by the appropriate district engineer
	  ○ Longer-term engineering solutions, such as speed cushions or road diets, will be referred to the Neighborhood Traffic Calming Program Coordinator.
	• *Education* - Provide information or instruction regarding pertinent ordinances, laws, and best practices that govern bicyclists', pedestrians', and motorists' movements and operations.
	• *Enforcement* – Partner with Dallas Police Department for added police presence, speed deterrence, and targeted enforcement.

Factors to Consider

When evaluating neighborhood streets, the primary factors considered by the traffic engineers are speed, volume, reported crashes, and roadway topography of the street. Each request is independently evaluated based on its location, roadway use, and unique site conditions for traffic calming strategies, therefore what may work for one neighborhood may not be the best solution for another, even if they are in the same general area.

Speed

The speed limit is an essential element of neighborhood traffic safety. Speed limits are considered reasonable when the majority of drivers can operate their vehicle and have the awareness of all neighborhood elements (i.e. schools, parks, pedestrians, other drivers and roadway users, and site-specific features). While higher speeds contribute to heightened potential of incidents on the roadway, speeds that are set too low can also create unsafe roadway conditions. If a formal traffic study is ordered, the traffic safety engineer evaluates the speed of the road users and determines if 85% or more of the vehicles in the study were traveling at or below the posted speed limit. This is known as the "85th percentile speed" and is a standard measure in traffic engineering. *NOTE: Texas Transportation Code 545.352 prima facie speed limit for urban districts is 30 MPH*

Volume

The number of vehicles on a roadway is considered as its volume. Volume in respect to traffic calming measures are generally low. Local internal residential streets with posted speed limits less than or equal to 30 MPH is the target for Neighborhood Traffic Calming Program (NTCP). Neighborhoods also have collector roads with the sole purpose of collecting interior neighborhood traffic and routing them to a larger roadway to accommodate and facilitate traffic movement. To provide safer traffic operation conditions inside our neighborhoods, we must manage the volume and its traffic characteristics and behavior to accomplish safety on our internal neighborhood streets.

Reported Crashes

Crashes are incidents that disrupt or stop traffic. Information collected by various investigation authorities is kept by Texas Department of Transportation (TxDOT) in a database that DDOT uses to aid in the evaluation of safe vehicle operation per unique site conditions. DDOT reviews the previous 24 months of *reported* crashes and the valuable information it contains. These datapoints contribute to determining the best traffic calming resolution.

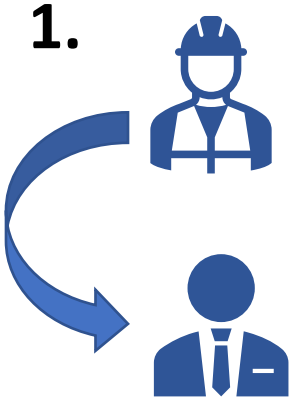
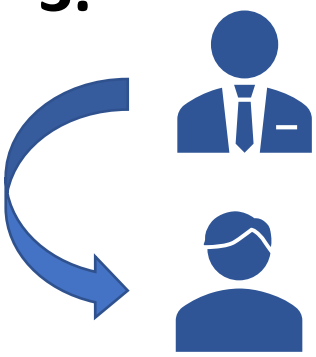
Roadway Topography

The roadway topography includes the road's geometry plus the unique site conditions, e.g. trees, curves and slopes of land, and man-made physical features, homes, buildings, etc. These elements contribute to a driver's ability to safely move along the roadway and for other roadway users to interact with moving vehicles. DDOT uses this information to aid in the assessment of traffic calming enhancements for the NTCP. The combination of the natural features and man-made features with the geometry of the road in question affects the possible traffic calming solutions that can be implemented.

NTCP – Request Evaluation Process

After the traffic engineer evaluates and assesses the traffic safety concern, s/he will determine eligibility for the Neighborhood Traffic Calming Program. If eligible, the traffic safety concern is transferred to the NTCP's coordinator, along with all the supporting documentation obtained from the initial receipt of the service request to the results and interpretations of the traffic study.

Once the NTCP Coordinator has reviewed the documentation and determined the best and most feasible solutions, s/he will contact the initiating Requestor to discuss the possible solutions and any required documentation.

1. 	**Traffic Engineer transfer case to Neighborhood Traffic Calming Program (NTCP).** • A linked, internal only service request will be created to keep track of the progress of the traffic calming solution for that case.
2.	**NTCP Coordinator reviews initial service request and supporting information** • DDOT determines best solutions for traffic safety concern service request • Coordinator gathers relevant documentation and contacts the Requestor
3. 	**NTCP Coordinator works with Requestor to explain program and start petition process** • Works with Requestor and any other designated representative, e.g. HOA, to determine best method and date for community engagement and education efforts • Explains solutions relevant to neighborhood and how solutions will address their traffic safety concerns • Reviews with Requestor required community survey and other necessary paperwork • Provides due dates when community survey and other necessary paperwork needs to be returned

NTCP – Preparing and Installation

For each proposed project through the Neighborhood Traffic Calming Program, there is required documentation.

At a minimum, the Requestor will be required to fill out a survey that gathers signatures from 2/3 of the adjacent property owners and residents along the petitioned street.

The petition will include at a minimum the following information, so residents signing for/against the proposed solution will be informed:

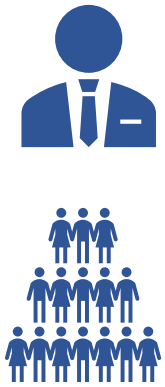
- Description of impacted areas, with map identifying boundary zone
- Description of problem: speeding, cut-through traffic, etc.
- Number of elementary or middle schools
- Pedestrian generators, within or adjacent to requested street
- Adjacent land use
- Roadway type (e.g. arterial, collector, local residential)
- Number of reported crashes within past 24 months (fatalities & injuries)
- Traffic volumes; amount of traffic in each direction
- Existing speed limit on roadway within impacted area
- 85th percentile speed in both directions within petition area

Additionally, the Department will engage in public outreach with the community in the preparation of a traffic calming plan for the identified project area. This will always occur whether the project is reactive (responding to a Requestor's traffic safety concern) or proactive (DDOT staff identifying problems and initiating action prior to complaints, crashes, and other adverse consequences).

Notice and outreach may include original request for traffic calming, neighborhood associations, community organizations, business owners, and any other stakeholders within the impacted area deemed essential by DDOT.

Once outreach is completed and all considerations are made, the project coordinator will create a final draft design, timeline for implementation, expected outcomes and method of measuring expected outcomes.

4.	**NTCP Coordinator works with Requestor on necessary paperwork:** • Engineering preliminary design and conceptual drawings • DPD and DFR approval, as needed • NTCP Coordinator gathers finalized survey from Requestor no later than 45 days after Requestor is provided the community survey.

5.		**DDOT facilitates community engagement and provides information of proposed solutions including:** • Conceptual layout and/or plan • Estimated time line to implement • Cost and funding availability • Ideal outcome from implementation • Community responsibilities
6.		**DDOT will finalize design plans** • Plans sent to contractor for installation • Estimate of time to complete work is documented

NTCP – Monitoring and Evaluation

A post implementation traffic evaluation may be conducted to ensure the planned outcome is achieved and the traffic calming measure is effective. If a project does not meet its objectives, additional measures may be considered with respect to available funding. A measure not fully effective does not automatically justify removal.

Measures of Effectiveness (MOE)

At the end of any project, the work completed should be reviewed and measured to determine if what was done meets the needs of the neighborhood. There are two primary categories that measure the effectiveness of traffic calming devices - *devices that reduce speed* and *devices that reduce volume*.

Devices to *reduce speed* have the goal of reducing excessive neighborhood speeds to acceptable levels. Common examples may include road humps/speed cushions.

Devices to *reduce volume* have the goal to reduce cut-through traffic on local residential roads that should otherwise be traveling on collector roads.

Additional NTCP Information

7.

DDOT determines effectiveness of traffic calming solution

- Visual traffic assessment conducted after 9-12 months to look at new traffic patternsitorin

Maintenance

The City of Dallas embraces infrastructure and safety improvements. It's important to consider who is responsible to maintain these improvements over time. Planned projects must have an agreed-upon maintenance agreement to move forward with installation and construction.

Any necessary maintenance related to transportation improvements will be the responsibility of the City. The installation of signage and marking must conform to DDOT standards and the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

Removal of an Improvement

DDOT reserves the right to modify or remove any traffic calming measure for traffic safety or emergency response needs. If DDOT determines that a measure should be modified or removed, notification will be made to the adjacent property owners and residents along the petitioned street.

If neighborhood representatives would like to have a traffic calming measure modified or removed, the process is the same as for installation and it is subject to review by the Assistant Director or Director of Transportation. A Neighborhood Traffic Management survey with signatures from property owners representing at least 2/3 of the adjacent property owners and residents along the petitioned street.

Definitions

- Collector road – a street with the sole purpose of collecting interior neighborhood traffic and routing them to a larger roadway
- Community survey – a benchmarking document to determine the neighborhood consensus for traffic calming implementation
- DDOT – the City of Dallas Department of Transportation
- Neighborhood traffic calming – the effort of traffic calming a primarily residential area (FHWA, ePrimer)
- Neighborhood Traffic Calming Program (NTCP) – strategies and processes DDOT uses to "reduce automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling" (FHWA, ePrimer)
- NTCP Manual – a guide providing design criteria and means and methods for proposing the most feasible solutions
- Residential street – all local interior streets to a neighborhood

References

Bike Plan

Complete Streets Design Manual

Curb Lane Management

DDOT Standards - 251D

Federal Highway Administration (FHWA)

Neighborhood Traffic Calming Program Manual

Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Texas Transportation Code

Thoroughfare Management Plan

Vision Zero

Memorandum

CITY OF DALLAS

DATE May 16, 2022

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

SUBJECT **I-345 Feasibility Study Upcoming TxDOT Public Meetings**

The Texas Department of Transportation (TxDOT) will be hosting public meetings on May 24, 2022 and May 26, 2022 to present and solicit public input on the recommended alternative for the future of I-345.

Background:
Interstate 345 (I-345) is located on the east side of Downtown Dallas and carries traffic between I-30, US 75/I-45 and Woodall Rodgers Freeway (Spur 366). More than 180,000 vehicles use the 1.4-mile roadway every day. TxDOT has been conducting a feasibility study of I-345 to take the concepts created through the Dallas CityMAP process and develop refined alternatives, evaluate the alternatives, and identify a preferred alternative that would be recommended for inclusion in the regional long-range transportation plan (Mobility 2045 Update, or its successor). Once the preferred alternative has been added to the regional long-range transportation plan, the North Central Texas Council of Governments (NCTCOG) and TxDOT could begin working to secure funding engineering and construction.

Two rounds of public engagement have been held thus far as part of the feasibility study:

1. Initial public meetings were held in December 2019 to provide the public with preliminary information about the project and to ask for feedback, including the identification of environmental constraints and/or issues that need to be addressed during the environmental analysis.
2. The second round of public meetings was held in June 2021 to preview five alternatives and get feedback.

Planned May 2022 Public Meetings:
The purpose of the public meetings is to present information on the I-345 feasibility study process and receive feedback from the public on the preferred alternative for the future of I-345.

In-Person Meeting 1
Tuesday, May 24, 2022
5:30 p.m. to 7:30 p.m. (Open House)
St. Philip's School and Community Center
Gymnasium
1600 Pennsylvania Avenue
Dallas, TX 75215
Served by DART bus route 002

In-Person Meeting 2
Thursday, May 26, 2022
3 p.m. to 6:30 p.m. (Open House)

DATE May 16, 2022

SUBJECT **I-345 Feasibility Study Round 3 Public Meetings**

Sheraton Dallas Hotel
Dallas Ballroom
400 Olive Street
Dallas, Texas 75201

Meeting materials will also be posted online at https://www.keepitmovingdallas.com/I345. Additional project history information can be found at https://www.txdot.gov/inside-txdot/projects/studies/dallas/111519.html.

If you have any additional questions, please contact Ghassan 'Gus' Khankarli, Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.

Robert M. Perez, Ph.D.
Assistant City Manager

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager
Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Carl Simpson, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

Estudio de Viabilidad

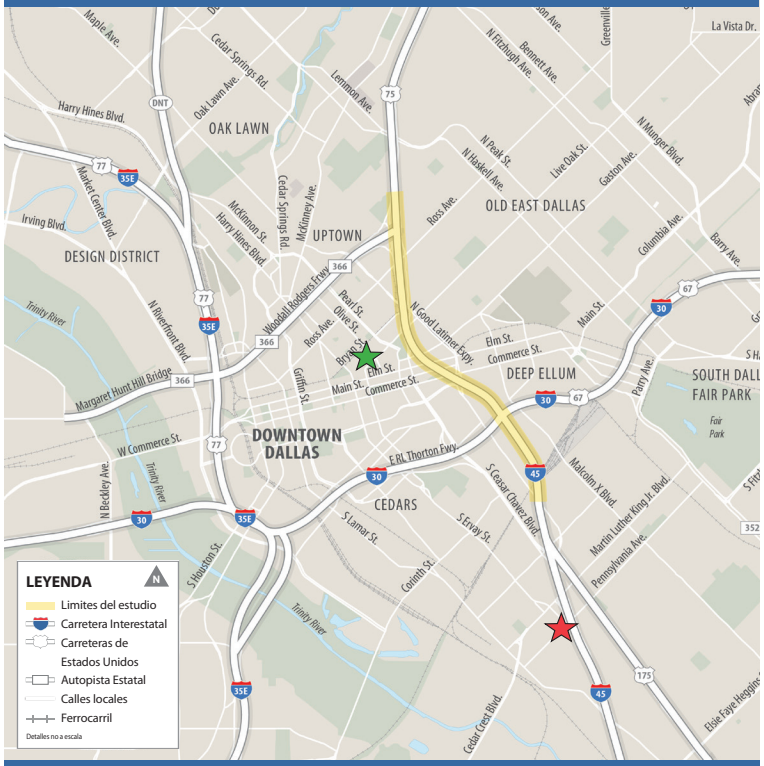
Mapa de Localidad de la Reunión Pública

I-345 desde I-30 hasta Woodall Rodgers (Spur 366)

Únase a TxDOT durante la tercera ronda de reuniones públicas para dar su opinión sobre la alternativa recomendada para el futuro de I-345.

Se realizará una reunión pública virtual con dos opciones en persona. La información presentada en la reunión virtual y en las reuniones en persona será idéntica.

Localidades de la Reuniones en Persona



Contacto del Proyecto: Grace Lo, P.E.
(214) 320-6200 • 345study@txdot.gov CSJ: 0092-14-094

Reunión Virtual

Sitio del Proyecto: www.keepitmovingdallas.com/I345 (este no es un evento en vivo)
La reunión virtual se llevará a cabo desde el Martes, 24 de mayo del 2022 desde las 5:30 p.m. hasta el lunes, 27 de junio del 2022 a las 11:59 p.m. Para ingresar a la reunión pública virtual, diríjase al sitio web del proyecto indicado arriba. Este no es un evento en vivo; podrá revisar los materiales a su conveniencia.

St. Philip's School & Centro Comunitario

1600 Pennsylvania Avenue, Dallas, Texas 75215

Martes, 24 de mayo del 2022
De 5:30 PM a 7:30 PM (Casa Abierta)

Por favor tenga en cuenta que el estacionamiento es limitado en frente de la escuela. Hay estacionamiento adicional en los lotes localizados en frente, del otro lado Pennsylvania Avenue. En reconocimiento de COVID-19, se aplicarán medidas de seguridad mejoradas en la reunión en persona que se llevara a cabo en St. Phillips School y Centro Comunitario, incluyendo el requerimiento de usar máscaras y el chequeo de temperatura.

Desde el Norte — Viajando hacia el sur en US 75/Central Expressway, tome la salida 283B/Fair Park/Kaufman/US 175/Martin Luther King Jr. Boulevard. Continúe en la carretera de servicio hasta Pennsylvania Avenue y doble a la derecha. Siga por Pennsylvania Avenue y St. Philip School está en la mano izquierda.

Desde el Sur — Viajando hacia el norte en I-45/Central Expressway, tome la salida 283B/Pennsylvania Avenue/Martin Luther King Jr. Boulevard. Continúe en la carretera de servicio hasta Pennsylvania Avenue y doble a la izquierda. Siga por Pennsylvania Avenue y St. Philip School está en la mano izquierda.

Accesible a través de la ruta 13 de DART y South Dallas GoLink

Sheraton Dallas Hotel - Ballroom Dallas

400 Olive Street, Dallas, Texas 75201

Jueves, 26 de mayo del 2022
De 3:00 PM a 6:30 PM (Casa Abierta)

Por favor tenga en cuenta que se ofrece estacionamiento complementario en el garaje del Hotel Sheraton a los asistentes a la reunión. Los asistentes a la reunión deben traer su tiquete del estacionamiento para validación. Solo se ofrece validación estacionándose usted mismo.

Desde el Norte — Viajando hacia el sur en US 75/Central Expressway, tome la salida 284B/Live Oak Street. Continue en Live Oak Street hasta Olive Street y doble a la derecha. La entrada al nivel del garaje del estacionamiento estará a mano izquierda.

Desde el Sur — Viajando hacia el norte en US 75/Central Expressway, tome la salida 284B/Main Street West/Elm Street. Siga las señales a Elm Street. Siga por Elm Street hasta Pearl Street and doble a la derecha. Siga por Pearl Street hasta Live Oak Street y doble a la derecha. La entrada al nivel del garaje del estacionamiento estará a mano izquierda.

El Ballroom Dallas está en el primer piso.

Accesible a través de las rutas de bus 1, 3, 45, 47, 102, 105, 109, 230 y 237 de DART

Feasibility Study

Public Meeting Venue Map

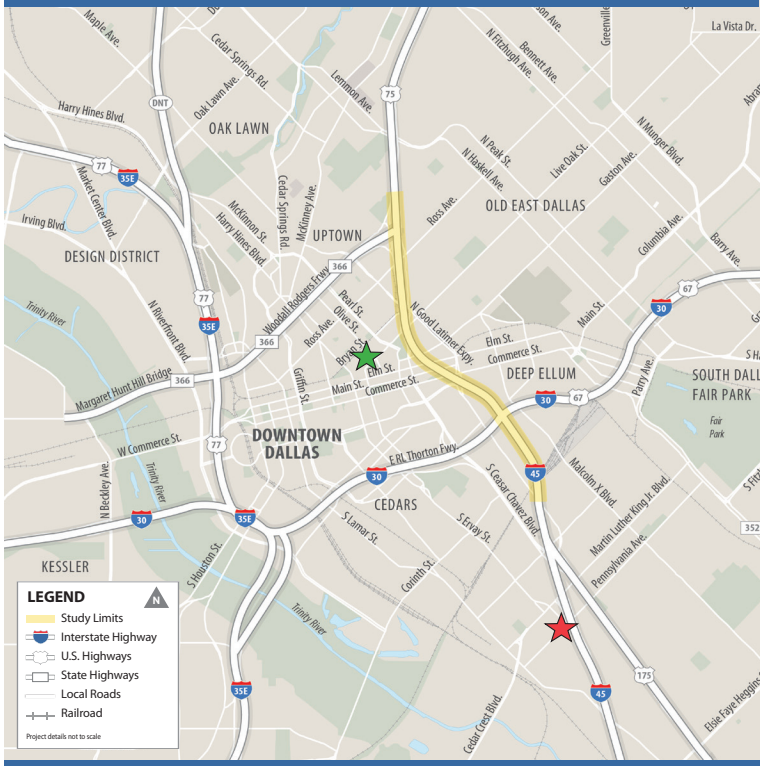
I-345 from I-30 to Woodall Rodgers Freeway (Spur 366)

Texas Department of Transportation

Join TxDOT for a third round of public meetings to provide input on the recommended alternative for the future of I-345!

An online virtual public meeting will be held along with two in-person public meetings. The information presented at the virtual and in-person meetings will be identical.

In-Person Meeting Locations



Project Contact: Grace Lo, P.E.
(214) 320-6200 • 345study@txdot.gov CSJ: 0092-14-094

Virtual Meeting

Project website: www.keepitmovingdallas.com/I345 (not a live event)
The virtual meeting will be held from Tuesday, May 24, 2022 at 5:30 PM through Monday, June 27, 2022 at 11:59 PM. To log onto the virtual public meeting, visit the project website listed above. This is not a live event; materials can be viewed at your convenience.

St. Philip's School & Community Center

1600 Pennsylvania Avenue, Dallas, Texas 75215

Tuesday, May 24, 2022
5:30 PM to 7:30 PM (Open House)

Please note, there is limited parking in front of the school. Additional parking is available at the parking lots located across Pennsylvania Avenue. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option at St. Philips School and Community Center, including requirement to wear a face mask and a temperature check.

From the North — Take US 75/Central Expressway southbound to Exit 283B/Fair Park/Kaufman/US 175/Martin Luther King Jr. Boulevard. Continue on the frontage road to Pennsylvania Avenue and turn right. Continue on Pennsylvania Avenue and St. Philip's School will be on the left.

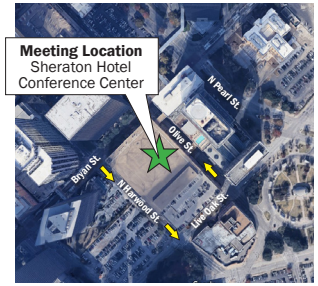
From the South — Take I-45/Central Expressway northbound to Exit 283B/Pennsylvania Avenue/Martin Luther King Jr. Boulevard. Continue on the service road to Pennsylvania Avenue. Turn left onto Pennsylvania Avenue. Continue on Pennsylvania Avenue and St. Philip's School will be on the left.

Served by DART bus route 13 or the South Dallas GoLink

Sheraton Dallas Hotel - Dallas Ballroom

400 Olive Street, Dallas, Texas 75201

Thursday, May 26, 2022
3:00 PM to 6:30 PM (Open House)



Please note, complimentary parking in the Sheraton Hotel parking garage will be provided for meeting attendees. Attendees should bring their parking ticket into the meeting for validation. Validation will be provided for self-parking only.

From the North — Take US 75/Central Expressway southbound to exit 284B/Live Oak Street Continue on Live Oak Street to Olive Street and turn right. The entrance to the parking garage level will be on the left.

From the South — Take US 75/Central Expressway northbound to Exit 284B/Main Street West/Elm Street. Follow the signs to Elm Street. Take Elm Street to Pearl Street and turn right. Take Pearl Street to Live Oak Street and turn left onto Live Oak Street. Take Live Oak Street to Olive Street and turn right. The entrance to the parking garage level will be on the left.

The Dallas Ballroom is located on the first floor.

Served by DART bus routes 1, 3, 45, 47, 102, 105, 109, 230 or 237

Memorandum

CITY OF DALLAS

DATE May 12, 2022

TO Honorable Members of the Quality of Life, Arts & Culture and Transportation and Infrastructure Committees

SUBJECT **Proposed Changes to Chapter 42A Sec. 22 and 28.2 of the Dallas City Code**

Outlined in this memorandum are two amendments to the existing *Chapter 42A, "Special Events; Neighborhood Markets; Dallas Street Seats; Dallas Farmers Market Farmers Market; Streetlight Pole Banners*" of the Dallas City Code. Convention and Event Services – Office of Special Events (CES-OSE) has provided an overview of these changes respective to Neighborhood Markets and the Dallas Street Seats Pilot Program.

As Chapter 42A serves as gateway and guide for the public who host various temporary outdoor activations throughout the city, two council committees have been involved in stewarding the chapter since 2020: Transportation and Infrastructure and the Quality of Life, Arts & Culture (QoLAC) committees. Originally, QoLAC exercised primary policy recommendation authority over Chapter 42A. With the addition of the Temporary Parklet and Dallas Street Seats Pilot Program, the Transportation and Infrastructure Committee was added to the policy oversight of this ordinance as these programs take place in the city right-of-way. As such, please accept this dual memorandum to ensure the proposed ordinance changes are communicated in a timely manner across both committees.

As outlined in the May 25, 2022 draft agenda as Item 36, CES-OSE is recommending the amendment of two sections of the existing *Chapter 42A* as follows:

1. *Sec. 22 Location of a Neighborhood Market* provides an exception for residential properties with a valid certificate of occupancy for a non-residential use for Neighborhood Markets by adding the underlined language below:

   A neighborhood market may not be conducted:

   (1) in the central business district;

   (2) in a single family, duplex, or townhouse zoning district as defined in the Dallas Development Code, <u>*except in the case that the location has a valid Certificate of Occupancy for a non-residential use or by special exception granted by the director on a case-by-case basis;*</u>

   (3) within one mile of another neighborhood market permitted under this chapter that has the same or overlapping operating dates and times;

   (4) at any location where one or more neighborhood markets have already been conducted a total of 28 days during the particular calendar year;

   (5) at any location other than the one listed in the permit application;

   (6) at a public park; or

   (7) on a sidewalk.

2. *Sec. 28.2 Application Issuance for the Dallas Street Seats Pilot Program* adds an additional year to the pilot to give applicants more time to complete the requirements of the program, extending the program through July 31, 2023.

Chapter 42A Section 22 - Neighborhood Market Program

To clarify the requirements under the *Location of a Neighborhood Market* section of the code, CES-OSE collaborated with Planning & Urban Design, Building Inspection, Code Compliance, and outside partners to add language that encourages equity and food access.

As currently written, the ordinance does not allow for Neighborhood Markets to be held in a single family, duplex, or townhouse zoning district as defined in the Dallas Development Code (Chapter 51A). City staff have recommended the addition of language that allows for an exception for properties with valid certificates of occupancy for a non-residential use. This would allow for the permitting of markets at schools, churches, and other non-residential uses allowable under the underlying zoning district.

Special Event Permits are for temporary activations (60 days in a calendar year) and are tied to additional temporary type permits from other departments, including, but not limited to Temporary Health Permits that have higher fees. In comparison, the Neighborhood Market Permit program has been designed for permit applicants and their vendors to have easy access to affordable permits from all departments.

CES-OSE is currently working with two clients, For Oak Cliff and Good Local Markets – White Rock, that do not presently meet the zoning requirements for a Neighborhood Market as outlined in Chapter 42A. Thus, they have been required to obtain a Special Event Permit which is allowed under their chosen residentially zoned properties. The amendment recommended in the agenda item offers an exception that alleviates this challenge.

Dallas Street Seats Pilot Program

CES-OSE launched the Temporary Parklet Program on May 18, 2020, as authorized by the COVID-19 Economic Recovery and Assistance Ad Hoc Committee. On June 24, 2020, City Council approved amendments to the Special Events Ordinance - Chapter 42A by Council Resolution No. 20-0970 allowing the permitting of temporary parklets through December 31, 2020. On December 9, 2020, City Council approved Ordinance No. 31708, an extension of the temporary parklet program through April 30, 2021. Concurrently, City Council approved amendments to Chapter 42A to create the “Dallas Street Seats Pilot Program.”

The Dallas Street Seats Pilot Program was originally slated to end on July 31, 2022. With the ongoing pandemic and the level of financial investment required to construct the street seat, the onboarding process of applicants has taken longer than anticipated. To allow more time for the Dallas Street Seats Pilot Program to develop and increase participation, CES-OSE staff seeks to extend the program through July 31, 2023.

DATE May 12, 2022

SUBJECT **Proposed Changes to Chapter 42A Sec. 22 and 28.2 of the Dallas City Code**

The AIS for these proposed changes has been filed under the Transportation and Infrastructure Committee because the request for the extension of the Dallas Street Seats Pilot Program had been filed prior to the additionally proposed amendment for the Neighborhood Market section.

Should you have any questions, please contact Rosa Fleming, Director – Convention and Event Services, at 214.939.2755 or by email at rosa.fleming@dallascityhall.com.

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

cc: T. C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Robert Perez, Interim Assistant City Manager
Carl Simpson, Interim Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

Memorandum

CITY OF DALLAS

DATE May 11, 2022

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

SUBJECT **Monthly Update of Public Works Program Performance – March 2022**

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 March 2022:

FY 22 Infrastructure Management Program (IMP) Projects - General Fund

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	782	374	745.0 Lane miles	234.7 Lane miles	$ 107,708,017	$ 39,473,780	$ 68,234,237
Alleys	191	19	25.2 Linear miles	2.2 Linear miles	$ 3,600,000	$ 730,083	$ 2,869,917
Sidewalks*	14	12	12.0 Linear miles	1.0 Linear miles	$ 5,347,780	$ 1,644,248	$ 3,703,532
Bridges	-	1	- Bridges	1.0 Bridges	$ 1,000,000	$ 225,230	$ 774,770
Total	**987**	**406**	**N/A**	**N/A**	**$ 117,655,797**	**$ 42,073,341**	**$ 75,582,456**

* Note - Some FY 21 Funds, beyond the $5.3M for FY 22, are being used to complete the 14 projected projects.

FY 22 Bond Projects

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	156	53	92.6 Lane miles	42.3 Lane miles	$ 46,091,296	$ 7,555,898	$ 38,535,398
Alleys	35	26	5.8 Linear miles	4.4 Linear miles	$ 6,703,136	$ 383,838	$ 6,319,298
Sidewalks	3	1	1.0 Linear miles	0.4 Linear miles	$ 954,266	$ 1,004,456	$ (50,190)
Bridges	4	1	- Bridges	1.0 Bridges	$ 944,462	$ 55,991	$ 888,471
Total	**198**	**81**	**N/A**	**N/A**	**$ 54,693,160**	**$ 9,000,183**	**$ 45,692,977**

Total General Fund and Bond Programs

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	938	427	837.6 Lane miles	277.0 Lane miles	$ 153,799,313	$ 47,029,678	$ 106,769,635
Alleys	226	45	31.0 Linear miles	6.5 Linear miles	$ 10,303,136	$ 1,113,921	$ 9,189,215
Sidewalks	17	13	13.0 Linear miles	1.4 Linear miles	$ 6,302,046	$ 2,648,703	$ 3,653,343
Bridges	4	2	- Bridges	2.0 Bridges	$ 1,944,462	$ 281,221	$ 1,663,241
Total	**1,185**	**487**	**N/A**	**N/A**	**$ 172,348,957**	**$ 51,073,523**	**$ 121,275,434**

DATE May 11, 2022

SUBJECT **Monthly Update of Public Works Program Performance – March 2022**

Performance Notes:
Public Works has 1,185 projects planned for FY 2022 and through March 2022, of those projects 487 have been completed. Of the total $172.3M programmed dollars for FY 2022, through March 2022, Public Works expended $51.1M or 29.63% of total budget. In addition to the 487 projects completed through March 2022, there are a total of 299 projects currently under construction.

Given this overview of Public Works' efforts through March 2022, the April 2022 update of this report will be provided to the Transportation and Infrastructure Committee as part of the June 2022 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 Ali Hatefi, Director of Public Works.

Dr. Robert Perez
Assistant City Manager

c: Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
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M. Elizabeth Reich, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

INTERAGENCY TRANSPORTATION REPORT – MAY 2022

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

MAY 12, 2022, REGIONAL TRANSPORTATION COUNCIL ITEMS OF INTEREST (LINK TO COMPLETE AGENDA AND MATERIALS)

- **CHANGING MOBILITY: DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY**
  - Michael Morris, NCTCOG Director of Transportation, presented data regarding travel behavior, roadway trends, transit trends, bicycle and pedestrian trends, airport trends, and the funding impact COVID has had on the region. As of February 2022, Bicycle and pedestrian travel has increased by 28%, while freeway volumes, toll road, airport passengers, and transit ridership has decreased by 2%, 13%, 21% and 43% (in the order listed).
- **AIR QUALITY FUNDING OPPORTUNITIES FOR VEHICLES**
  - There are several funding opportunities for projects that address air quality, including clean vehicle projects, available through federal, state, local, and non-profit entities. Additionally, NCTCOG has evaluated all applications received for the "Electric Vehicle Charging Station Call For Projects". The amount requested exceeded the available funding and NCTCOG does not plan on holding a second round of applications. More information and specific funding opportunities can be found at https://www.nctcog.org/trans/quality/air/funding-and-resources
- **FISCAL YEAR 2022 MULTIMODAL PROJECT DISCRETIONARY GRANT PROGRAM**
  - This grant program is $2.85 billion dollars for three combined funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). For the eastern subregion, NCTCOG proposes submitting the South Dallas County Inland Port Multimodal Connectivity Project and partnering with TxDOT to resubmit the IH 30 Canyon project. For the western subregion, NCTCOG proposes to resubmit the East Lancaster Avenue Complete Streets and Transit Technology Project.

MARK YOUR CALENDARS NOW

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 in-person and is scheduled for June 9, 2022** at 1:00 PM in the Transportation Council Room at the NCTCOG headquarters (616 Six Flags Drive, Arlington, Texas 76011).

I-345 PUBLIC MEETINGS START MAY 24TH

TxDOT is hosting a third and final series of public meetings on the I-345 feasibility study starting on May 24th.

In Person - Tuesday, May 24th 5:30 to 7:30 (Open House)

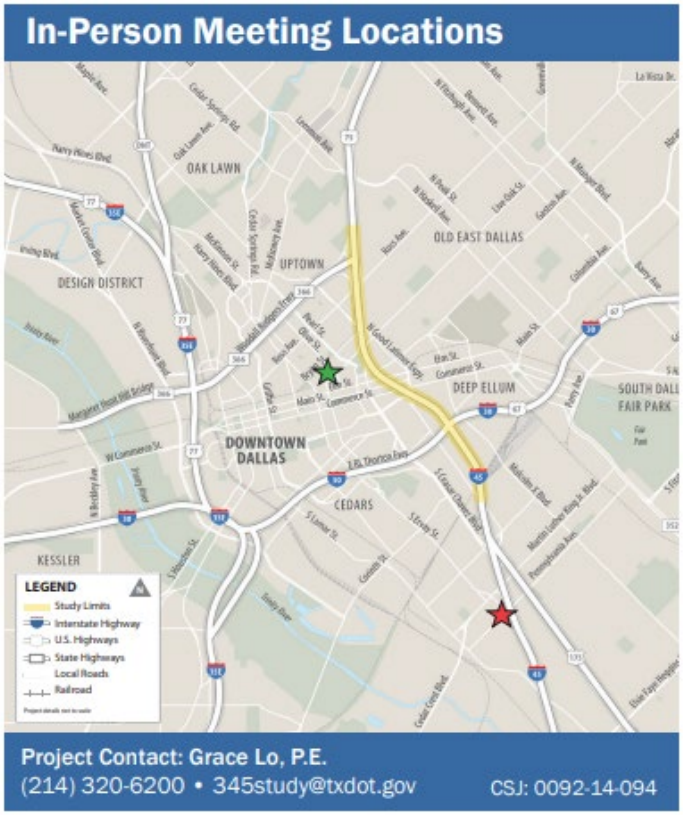
St. Philip's School and Community Center
1600 Pennsylvania Avenue
Dallas, Texas 75215

In Person - Thursday, May 26th 3:00 to 6:30 (Open House)

Sheraton Dallas Hotel – Dallas Ballroom
400 Olive Street
Dallas, Texas 75201

Virtual - Tuesday, May 24th from 5:30 PM to June 27th at 11:59 PM (on-going)

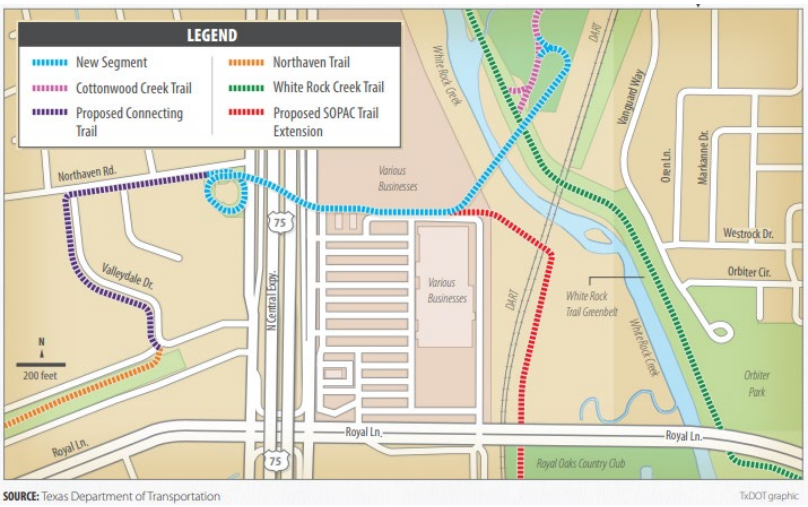
Not a live event. Materials can be viewed any time at www.keepitmovingdallas.com/I345



NORTHAVEN TRAIL BRIDGE WORK

Work on the Northhaven Trail Bridge over US 75 has started. This project will connect two bicycle/pedestrian trails to extend opportunities for recreational uses and to reduce barriers to alternative methods of transportation.

The project will join the Northaven Trail to existing trails east of US 75 and the regional trail system.



Schedule of Work

Spring 2022	• Relocate water line on the west side of US 75 • Finish column work on southbound frontage road on the west side of US 75
Late spring 2022	• Pour deck over northbound frontage road on the east side of US 75
Early summer 2022	• Construct retaining wall on the east side of US 75 • Pave White Rock Creek Trail and install railing on the east side of US 75
Summer 2022	• Set beams and pour deck over southbound frontage road on the west side of US 75 • Construct retaining wall and parking lot on the west side of US 75 • Arch preassembly
Early fall 2022	• Arch installation
Late 2022	• Install pedestrian railing on the bridge and on both sides of US 75
Early 2023	• Substantial completion

OVERNIGHT LANE CLOSURES PLANNED FOR U.S. 75 IN RICHARDSON FOR SILVER LINE BRIDGE

On Friday and Saturday nights from 7:00 PM to 5:00 AM, both northbound and southbound HOV lanes of US 75 will be closed for construction of the DART Silver Line bridge in Richardson. These **closures will continue through July 24th.**

MAY 20TH IS DART'S ANNUAL BIKE TO WORK DAY

Friday, May 20th is Bike to Work Day. This is a national event to encourage people to try bicycle commuting as a healthy and safe alternative to driving.

UPCOMING MEETING

The next board meeting will be Tuesday, May 24, 2022 at the DART Headquarters at 1401 Pacific Ave., Dallas, Texas 75202.

APRIL 27, 2022, PROJECT SPECIFIC AGREEMENT WITH DALLAS COUNTY

City of Dallas authorized Council Resolution No. 22-0642, for the Project Specific Agreement for MCIP Project No. 30247, for transportation improvements including installation of a new traffic signal and crosswalks at Summit Parc Drive (West Ridge Drive) and Clark Road to improve safety at this intersection along the Clark Road Corridor.

BOARD MEETING HELD APRIL 20TH

The NTTA Board of Directors held their regular meeting on Wednesday, April 20, 2022.

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

- **Advertise for:** a collections consultant; a TollTag provider; an engineering design firm from additional roadway cameras; engineering design services for additional Dynamic Message Signs; and, construction services for rehabilitation of the mainlane at President George Bush Turnpike and Pioneer Parkway.
- **Approve contracts for**: construction services for wall improvements at President George Bush Turnpike and Pioneer Parkway; construction services for a wall repair contract on the President George Bush Turnpike Western Extension; construction services for Dallas North Tollway bridge repairs; Environmental engineering services for the President George Bush Turnpike East Branch; IT license renewal; and 360T TollTag store lease extension.
- **Approve an Interlocal Agreement** with DART for Silver Line over the Dallas North Tollway

The Board also approved the Internal Audit Charter and the Internal Audit FY2022 updated workplan, the Bond trustee and master custodian services agreement, the master custodial account agreement, and appointment of a master custodian.

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 March 2022.

UPCOMING MEETING

The next Board meeting is scheduled at **10:00 on Wednesday May 18, 2022** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

DRMC

GUEST SPEAKER

State Representative Yvonne Davis was the guest speaker at the May 2022 Dallas Regional Mobility Coalition (DRMC) meeting. Representative Davis is in her 15th term as the Texas State Representative for District 111. She is currently the most senior member on the House Committee of Transportation and is a Vice Chair of Judiciary and Civil Jurisprudence committee.

UPCOMING MEETING

The May DRMC meeting is scheduled for **June 3, 2022** in person at 11:00 AM at the NTTA Headquarters at 5900 W. Plano Parkway, Plano, Texas 75093.

DFW AIRPORT IS 2ND BUSIEST AIRPORT IN THE WORLD

Dallas Fort Worth International Airport (DFW) welcomed more than 62.5 million passengers in 2021 making **DFW the second busiest in the world by passenger volume** according to Airports Council International (ACI).

DFW saw a 58.7% growth over 2020 and has its sights set on returning to 2019 numbers in 2022. This increase showcases DFW's collaboration with airline partners who continue to expand their routes and services at the Airport. As one of the only airports in the U.S. to increase service and the number of destinations served over the past two years, DFW focuses on customer experience as the Airport continues as a leader in the industry. The Airport has implemented numerous advancements to enhance the customer's experience like ultraviolet-C (UV-C) lighting within the ventilation system to better clean circulated air, automated self-bag drops, smart restrooms and other innovative solutions to best serve customers.

The ACI report also recognized DFW as the world's most connected airport for the second consecutive year by offering more convenient connection opportunities than any other hub airport in the world. DFW also was listed as **the third busiest airport in terms of flights for the third consecutive year.**

DFW HITS CARGO MILESTONE

Dallas Fort Worth International Airport (DFW) announced at the 2022 International Air Cargo Association (TIACA) Executive Summit in San Francisco that the Airport **achieved a major milestone of moving one million U.S. tons of cargo in calendar year 2021.** This milestone is significant because of its impact on the local economy as well as being an indicator of growth for the Airport and the North Texas region.

This feat was driven by ongoing shifts in the global supply chain, including a shift from ocean to air freight. The Airport has also worked to streamline processes and gain efficiencies, avoiding the congestion seen at other major air cargo gateways.

A key component in DFW's strategy is to invest in systems that accelerate digitization of the cargo ecosystem, including the DFW Cargo Cloud. The DFW Cloud is an open-architecture digital data-sharing platform that allows cargo community members to seamlessly and securely exchange data, reduce paperwork and facilitate efficient transactions and handoffs between partners.

UPCOMING MEETING

The next board meeting will be Thursday, June 2, 2022. For more information, including agendas and actions, please visit www.dfwairport.com/board.

Update: 05/12/2022

Transportation and Infrastructure Committee Forecast		
Committee Date	**Briefing Item/ Report**	**Presenter(s)**
June 21, 2022	I-345 Update	Ghassan Khankarli, Director, Department of Transportation
	Future Bond Development	Adriana Castaneda, Director, Bond & Construction Management
	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance Report	Ali Hatefi, Director, Department of Public Works
	Committee Forecast	
August 15, 2022	Bike Plan Update	Ghassan Khankarli, Director, Department of Transportation
	Dallas Floodway & Dallas Floodway Extension: Flood Risk Management Projects Update	US Army Corps of Engineers and Dallas Water Utilities
	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Gate Leases	Mark Duebner, Director, Department of Aviation
	Monthly Update of Public Works Program Performance Report	Ali Hatefi, Director, Department of Public Works
	Committee Forecast	

Upcoming:

Southwest Airlines – TBD

Dallas DFW Board Working Group-Special Called- TBD

Update: 05/12/2022

City of Dallas

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Agenda Information Sheet

File #: 22-1201 **Item #:** J

Draft Item #6 Authorize (1) an increase in the construction services contract with Flatiron Constructors, Inc. to provide additional construction services for the Reconstruction of Runway 13R-31L and Taxiway C Phase I Project at Dallas Love Field; and (2) an increase in appropriations in an amount not to exceed $4,994,038.70 in the 2021 AVI Commercial Paper Fund - Not to exceed $4,994,038.70, from $124,623,248.58 to $129,617,287.28 - Financing: 2021 AVI Commercial Paper Fund-AVI

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Agenda Information Sheet

File #: 22-1202 **Item #:** K

Draft Item #L2 An ordinance providing for the closure and vacation to vehicular traffic of a portion of South Pearl Expressway containing approximately 12,160 square feet of land, located at the intersection of South Pearl Expressway and Taylor Street - Financing: No cost consideration to the City-PBW

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Agenda Information Sheet

File #: 22-1203 **Item #:** L

Draft Item #12 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00)- PBW

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Agenda Information Sheet

File #: 22-1204 **Item #:** M

Draft Item #13 Authorize a thirty-six-month construction services contract for the 2022 Dallas Sidewalk Master Plan Improvements that includes water and wastewater adjustments at various locations throughout the City - Vescorp Construction, LLC dba Chavez Concrete Cutting, lowest responsible bidder of seven - Not to exceed $13,887,150.00 - Financing: Certificate of Obligation Funds ($6,922,812.89), Street and Alley Improvements Fund ($5,682,577.11), General Funds ($695,560.00), Water Construction Fund ($546,200.00) and Wastewater Construction Fund ($40,000.00) (subject to annual appropriations)-PBW

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Agenda Information Sheet

File #: 22-1205 **Item #:** N

Draft Item #14 Authorize a sixty-two month lease agreement with Ricchi Towers, LLC, for approximately 2,105 square feet of office space located at 8585 North Stemmons Freeway, Suite S-720, to be used for City personnel purposes for the Dallas Fire Department for the period July 1, 2022 through August 31, 2027 - Not to exceed $190,151.68 - Financing: General Fund (subject to annual appropriations)-PBW

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Agenda Information Sheet

File #: 22-1206 **Item #:** O

Draft Item #15 Authorize Change Order No. 2 to the construction services contract with Heritage Materials, LLC to authorize reducing General Fund capacity by $5,649,587.95 and Street and Alley Improvement Fund by $5,649,587.95 and increasing Certificate of Obligation funding by $11,299,175.90 for a zero-dollar change order, keeping the contract amount at $193,566,066.60 - Financing: 2022 Certificate of Obligation Fund-PBW

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Agenda Information Sheet

File #: 22-1207 **Item #:** P

Draft Item #16 Authorize a construction contract for the Dallas Union Bikeway Connector Project from Houston Street and Nowitzki Way to the intersection of Harwood Street and Woodall Rodgers Freeway access road - Gibson & Associates, Inc., lowest responsible bidder of two - Not to exceed $1,015,842.45 - Financing: Texas Department of Transportation Grant Fund ($554,682.00), Bike Lane Fund ($461,160.45)-TRN

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Agenda Information Sheet

File #: 22-1208 **Item #:** Q

Draft Item #17 Authorize the (1) acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for a Transportation Alternatives Set-Aside (TASA) Program Grant (Agreement No. CSJ 0918-47-327, CFDA No. 20.205) in the amount of $325,661.00 as federal share in the total project cost of $342,743.37 (Federal share $325,661.00, Indirect State $14,121.87, and City of Dallas match for Direct State Participation $2,960.50 totaling $342,743.37) for costs related to the reconstruction and widening of the existing sidewalks to install ADA ramps, from Gaston Avenue to the Northwest, and North Prairie Avenue to the Northeast for installation of traffic calming improvements for crosswalks, signs, pedestrian signals and other Safe Routes to School Improvements; (2) establishment of appropriations in the amount of $325,661.00 in the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (3) receipt and deposit of funds in the amount of $325,661.00 in the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (4) disbursement of funds in the amount of $325,661.00 from the Zaragoza Road Safe Routes to School (SRTS) Improvements Fund; (5) disbursement of City of Dallas Direct State Participation funds in the amount of $1,480.25 to be issued as a warrant check to TxDOT for State construction costs and other State direct costs related to the project from the Bike Lane Fund; (6) disbursement of City of Dallas Direct State Participation funds in the amount of $1,480.25 to be issued as a warrant check to TxDOT for State construction costs and other State direct costs related to the project from the General Fund; and (7) execution of the Advance Funding Agreement with TxDOT and all terms, conditions, and documents required by the grant agreement - Total amount of $328,621.50 - Financing: Texas Department of Transportation Grant Funds ($325,661.00) Bike Lane Fund ($1,480.25) General Fund ($1,480.25)- TRN

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Agenda Information Sheet

File #: 22-1209 **Item #:** R

Draft Item #18 Authorize Supplemental Agreement No. 1 to the consultant contract with AECOM/AZTECA Joint Venture to provide additional program management and staff augmentation services to complete the 2017 Bond Program horizontal projects for Streets and Transportation - Not to exceed $430,580.31 from $7,514,491.04, to $7,945,071.35 - Financing: Bond Program Administration Fund-BCM

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Agenda Information Sheet

File #: 22-1216 **Item #:** S

Draft Item #33 Authorize a construction services contract for the installation and rehabilitation of water and wastewater mains and appurtenances at 13 locations (list attached to the Agenda Information Sheet) - Douglas Dailey Construction, LLC, lowest responsible bidder of four - Not to exceed $13,921,735.00 - Financing: Water (Drinking Water) - TWDB 2020 Fund ($8,678,086.34), Wastewater (Clean Water) - TWDB 2021 Fund ($4,000,900.57), Water (Drinking Water) - TWDB 2021 Fund ($1,242,748.09)-DWU

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Agenda Information Sheet

File #: 22-1211 **Item #:** T

Draft Item #34 Authorize (1) a construction services contract for the installation of erosion control improvements at 8 locations (list attached to the Agenda Information Sheet) and (2) an increase in appropriations in an amount not to exceed $1,316,901.00 in the Storm Drainage Management Capital Construction Fund - Austin Filter Systems, Inc., lowest responsible bidder of four - Not to exceed $5,886,800.00 - Financing: Storm Drainage Management Capital Construction Fund ($2,896,706.00), Flood Control (D) Fund (2017 General Obligation Bond Funds) ($2,525,019.00), Wastewater Capital Improvement G Fund ($328,075.00), and Street and Alley Improvement Fund ($137,000.00)-DWU

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Agenda Information Sheet

File #: 22-1212 **Item #:** U

Draft Item #37 Authorize the second step of acquisition for condemnation by eminent domain to acquire two unimproved tracts of land containing approximately 11,975 square feet, from Theatrical Warehouse, Inc., located on Alex Street near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $50,900.00 ($47,900.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

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Agenda Information Sheet

File #: 22-1213 **Item #:** V

Draft Item #38 Authorize the second step of acquisition for condemnation by eminent domain to acquire three tracts of land containing approximately 35,770 square feet improved with a cell tower, from Theatrical Warehouse, Inc., located McGowan and Alex Streets near their intersections with Childers Street for the Dallas Floodway Extension Project - Not to exceed $119,224.00 ($116,224.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Flood Protection and Storm Drainage Facilities Fund (2006 General Obligation Bond Funds)-DWU

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Agenda Information Sheet

File #: 22-1214 **Item #:** W

Draft Item #PH1 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to delete Amonette Street between West Commerce Street and Singleton Boulevard from the Thoroughfare Plan; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City- TRN

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Agenda Information Sheet

File #: 22-1215 **Item #:** X

Draft Item #PH2 A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to change the dimensional classification of Herbert Street between West Commerce Street and Muncie Avenue from a special two-lane undivided roadway (SPCL 2U) in 56 feet of right-of-way to a special four-lane undivided roadway (SPCL 4U) in 90 feet of right-of-way with bicycle facilities; and, at the close of the hearing, authorize an ordinance implementing the change - Financing: This action has no cost consideration to the City (see Fiscal Information for potential future costs)- TRN

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Agenda Information Sheet

File #: 22-1435 **Item #:** B

I-345 Feasibility Study
[Ceason Cemens, Deputy District Engineer, Texas Department of Transportation]

Presented at May 2022 public meetings

City of Dallas Transportation and Infrastructure Committee Briefing

I-345 Feasibility Study

From I-30 to Woodall Rodgers Freeway (Spur 366)

June 2022

Dallas County, Texas

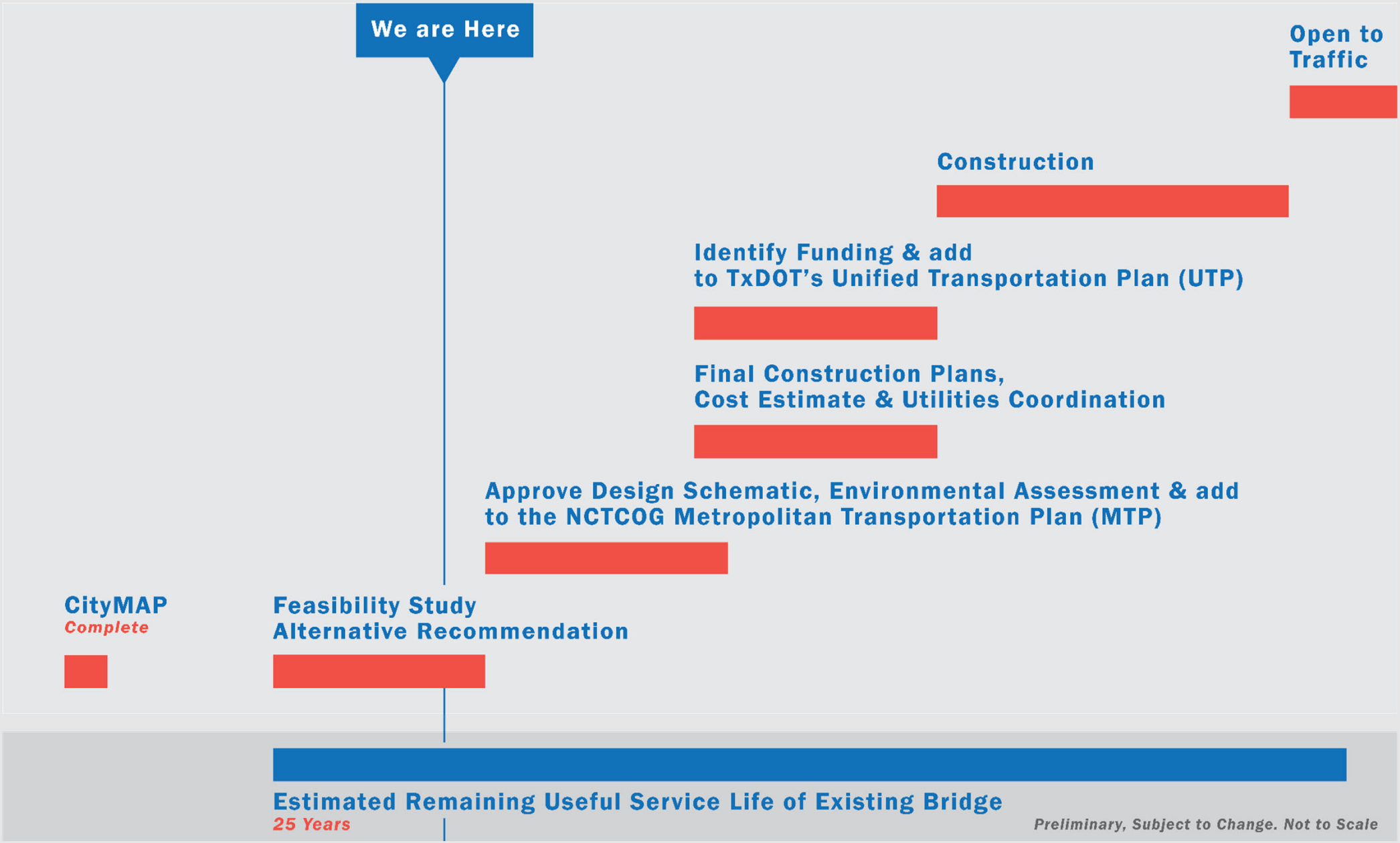
Study Location

Presented at May 2022 public meetings

From I-30 to Woodall Rodgers Freeway (Spur 366)

Overall Timeline

Presented at May 2022 public meetings



CityMAP Goals, I-345 Feasibility Study Goals, and Why Study I-345?

CityMAP Goals

Presented at May 2022 public meetings

- Mobility
- Connectivity
- Sustainability
- Economic Development

I-345 Feasibility Study Goals

- Carry forward CityMAP Goals of Mobility, Connectivity, Sustainability and Economic Development
- Have an inclusive, transparent and collaborative public involvement process
- Work collaboratively with stakeholders
- Review recommendations from previous studies
- Provide the best solution that maintains safety, mobility and operability
- Defendable results
- Incorporate TxDOT and community goals
- Work towards recommended alternative

Why Study I-345?

As Dallas County population continues to grow and I-345 reaches its estimated remaining useful service life, it is necessary to plan for the future of the roadway. This study will help to determine the future of I-345.

Previous Public Involvement, December 2019 Public Meetings Summary

Presented at May
2022 public meetings

PUBLIC MEETING ATTENDANCE

DECEMBER 2
206 people in attendance at St. Philip's School and Community Center

DECEMBER 3
178 people in attendance at CityPlace Conference Center

DECEMBER 5
302 people in attendance at the Sheraton Hotel

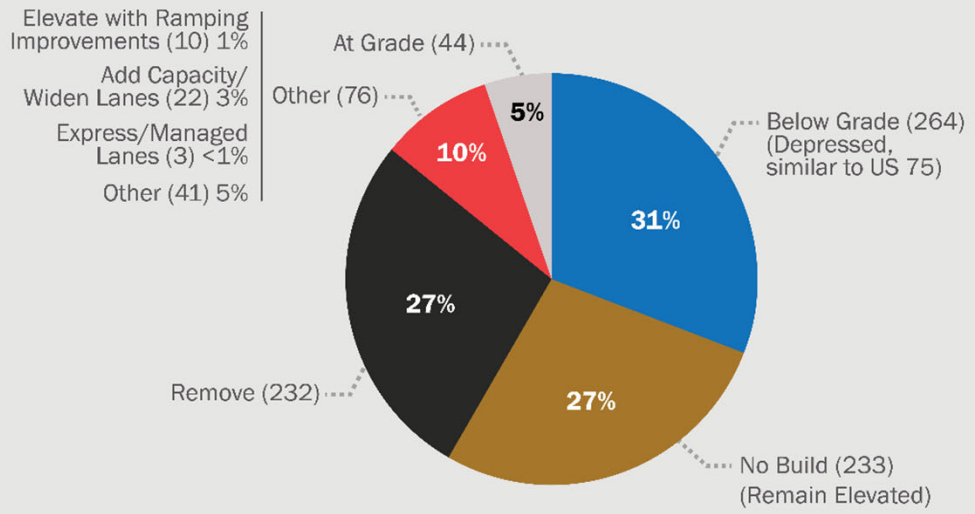
PUBLIC MEETING SERIES 1

1362 # of surveys received

130 # of written comments received

15 # of verbal comments received

PREFERRED ALTERNATIVES



Total Responses: 849

KEY TAKEAWAY

There was a pretty even three-way split for public preference on alternatives to evaluate in the feasibility study. More than 70% of respondents suggested further analysis of the alternatives presented in the 2016 CityMAP Study.

Previous Public Involvement, June 2021 Public Meetings Summary

KEY TAKEAWAY

More than 65% of respondents stated that they preferred a highway alternative versus a removal alternative. Of those that preferred a highway alternative, over 50% of respondents stated that they preferred a below grade (depressed/hybrid) alternative.

POSITION LETTERS

4

Deep Ellum Foundation - Hybrid Alternative
Greater Dallas Planning Council - Hybrid Alternative
Southeast Dallas Now - Hybrid Alternative
Downtown Dallas Inc. - Items for further consideration

PUBLIC MEETING ATTENDANCE

7,400 views online
(includes TxDOT Public Meeting Webpage view, Keepitmovingdallas.com Webpage Views and YouTube Presentation views)

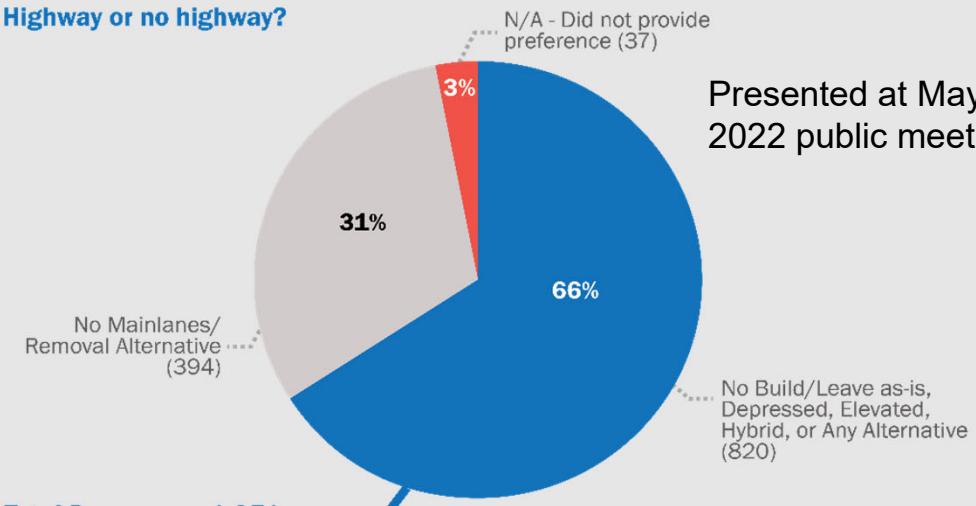
140 total people
in attendance at the Shed at Dallas Farmers Market and at the St. Philips School and Community Center

PUBLIC MEETING SERIES 2

1023	175	47	6
# of surveys received	# of comments received via comment form	# of voicemail comments received	# of email comments received

INPUT RECEIVED FROM SURVEY ON ALTERNATIVES*

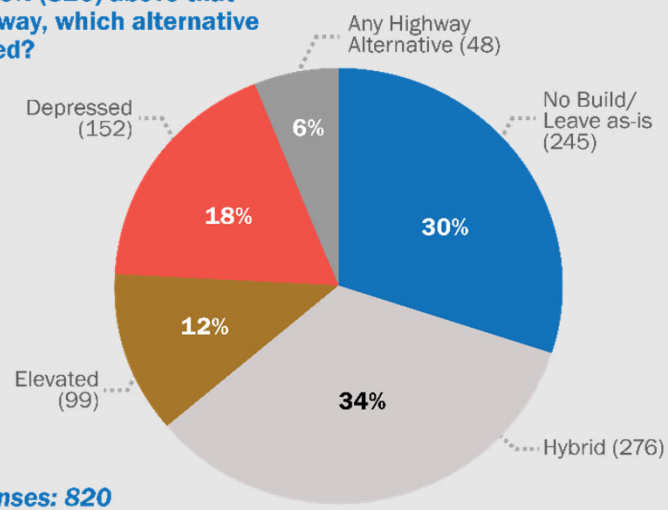
Highway or no highway?



Presented at May 2022 public meetings

Total Responses: 1,251

Out of the 66% (820) above that want a highway, which alternative was preferred?



Total Responses: 820

*Includes input received through the SCOUT survey, comment form, online comment form (surveymonkey.com), email, and verbal comments

What We Heard from You

Presented at May 2022 public meetings

TOPICS THAT MATTERED TO YOU

Common themes from second series of public meetings

Community Cohesion

Better connections to areas east and west of I-345, and potential areas for capping

Impacts to access between South and Southern Dallas and North Dallas

Traffic Concerns

Pedestrian Safety

Economic Development Potential

Potential surplus right of way and areas for capping

Conceptual Alternatives Previously Considered

Presented at May 2022 public meetings

The five alternatives that were previously considered at our previous public meetings were:

NB	**No Build/ Leave I-345 As-Is**	No additional improvements would occur to the existing I-345 other than maintenance.
D	**Depressed Alternative**	Similar to US 75, mainlanes are low with discontinuous frontage roads along either side and cross streets over the top. The city street grid is enhanced and includes pedestrian and bicycle facilities along the frontage roads and local streets.
R	**Removal Alternative**	The existing mainlanes would be removed and the city street grid is enhanced. This alternative includes pedestrian and bicycle facilities.
El	**Elevated Alternative**	Similar to what exists now, with a smaller footprint of an elevated highway with aesthetic improvements, revised access and signage for drivers, enhanced city street grid, and pedestrian and bicycle facilities under the highway.
H	**Hybrid Alternative**	Similar to US 75 and the proposed depressed alternative, where mainlanes are low. There is limited access from the mainlanes to the local streets that are reconnected over the top. No proposed frontage roads. Access to the area is from local streets, I-30 or Woodall Rodgers Freeway. The city street grid is enhanced and includes pedestrian and bicycle facilities.

Alternative Evaluation Matrix

Presented at May 2022 public meetings

*Note: No new ROW would be required with any of the proposed alternatives. This includes no impacts to natural resources (wetlands, streams, farmland, wooded areas or floodplains) or cemeteries.

**N/A = Not applicable

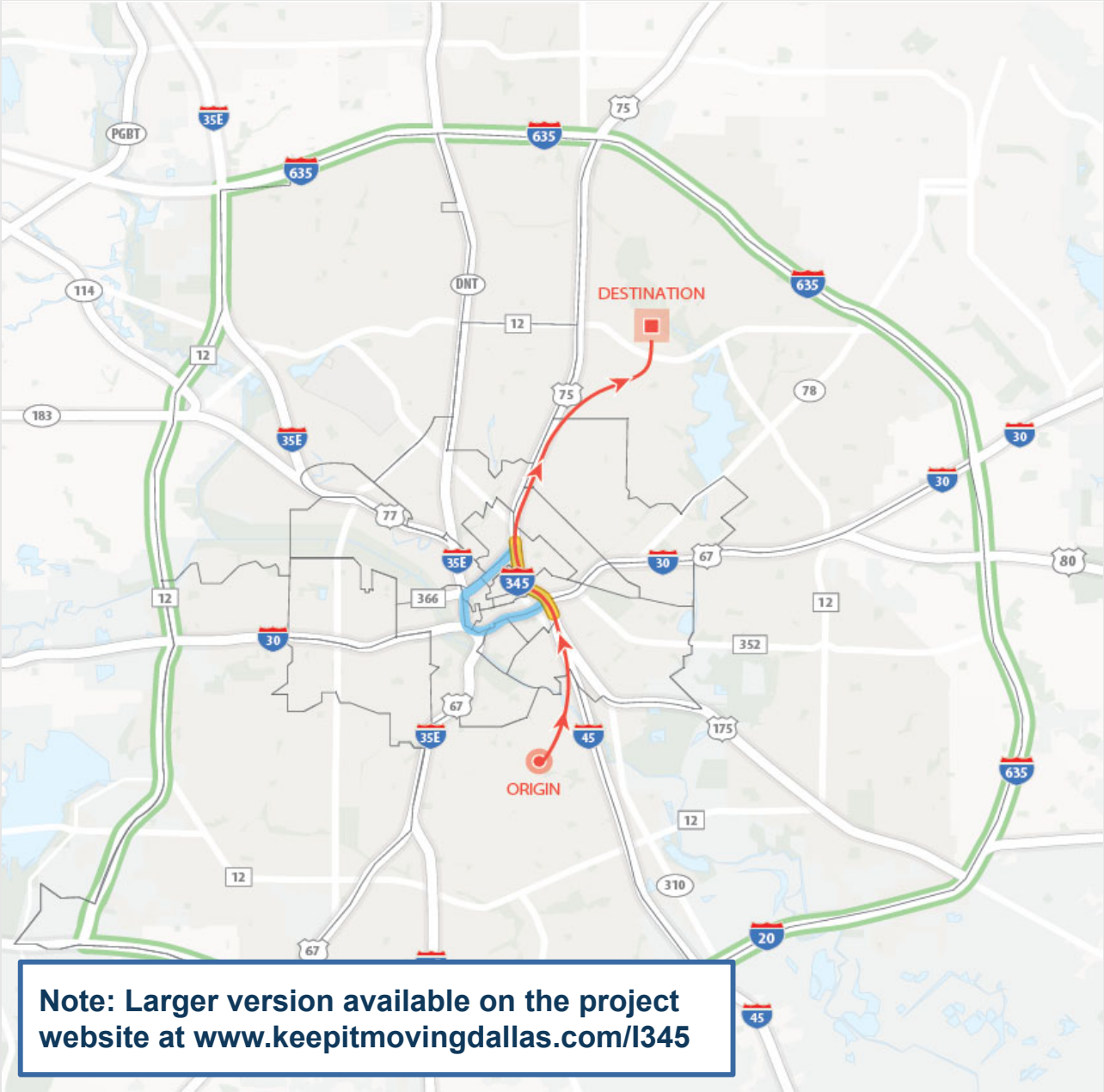
Criteria Rating Scale in comparison to the No Build/Leave I-345 As-is				
Does not achieve criteria	Sometimes meets criteria	Neutral/No Change	Mostly meets criteria	Highly meets criteria
○	◔	◑	◕	●

Criterion		Objective	No Build/ Leave I-345 As-Is	Depressed	Removal	Elevated	Hybrid	Key Takeaway
Mobility	Vehicles	Minimize impacts to corridor mobility on the freeways and local roads	◑	◑	○	◑	◑	Due to the changes in access with each proposed build alternative, traffic patterns will change traffic volumes on various freeways and local roads.
	Bicycle/Pedestrian	Improve bicycle/pedestrian mobility	◑	●	●	◕	●	All proposed build alternatives would improve bicycle and pedestrian mobility.
	Transit	Accomodate existing transit facilities and known future proposed transit projects	●	●	◔	●	●	All proposed build alternatives would accommodate existing transit and the proposed DART D2 alignment. The Removal alternative would have an at-grade crossing with the existing transit facility because of the increased traffic on local roads. With the Removal alternative, DART might have to consider grade separations to improve transit and vehicle operations and safety.
Connectivity	Access between freeways	Freeway to freeway connections	◑	◑	○	◑	◑	The Depressed, Elevated and Hybrid alternatives maintain the I-345 freeway system between I-30 and Woodall Rodgers Freeway (Spur 366). The Removal alternative severs the freeway connection.
	Access between freeways and local roads	Freeway to local road connections	◑	◑	○	◔	◔	I-345 has 16 existing access points (ramps). The Depressed alternative maintains 13 of the 16 access points. The Removal alternative severs the connection of I-345 to local roads. The Elevated alternative maintains 7 and the Hybrid alternative maintains 9 of the 16 access points.
	Access between local roads	Local road connections	◑	○	◕	◑	◑	In all proposed build alternatives, no new connections are proposed, however, the Taylor Street connection is severed. The Depressed alternative, in addition to Taylor Street, severs Canton Street and Good Latimer Expressway. The Removal alternative, in addition to Taylor Street, severs Canton Street.
	Bicycle/Pedestrian	Improve bicycle/pedestrian facility connections	◑	◑	●	●	●	All proposed build alternatives improve bicycle and pedestrian connections along proposed cross streets or frontage roads where applicable. The Depressed alternative does not maintain a connection across Good Latimer Expressway on the southern end of the study limits.
Sustainability	Agency Coordination	Respond to City of Dallas design guidance and DART D2 future plans	◑	◕	◕	◑	●	The alternatives were coordinated with the City of Dallas, NCTCOG and DART. The Hybrid alternative is the only proposed build alternative that meets all of the criteria received to date.
	Right of Way (ROW)*	Avoid additional ROW* and displacements	N/A**	●	●	●	●	All proposed build alternatives avoid additional ROW and would not result in any displacements.
	Parks outside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities, outside existing State ROW	N/A	●	●	●	●	No additional ROW would be required and there would be no impacts to parks or recreational areas located outside of State ROW.
	Parks and public usage inside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities within existing State ROW	N/A	○	○	●	○	The Elevated alternative would not result in permanent impacts to the existing public facilities within State ROW. The Depressed, Removal and Hybrid alternatives would result in permanent impacts to public facilities within the State ROW, including Julius Schepps Park, Bark Park Central, and Carpenter Park extension and existing parking lots.
	Communities	Minimize impacts to existing adjacent communities (Downtown/Deep Ellum)	○	◕	●	◔	◕	The No Build/Leave I-345 As-Is alternative is perceived as a barrier between Downtown and Deep Ellum. The Depressed and Hybrid alternatives would depress the mainlanes and improve the local road connections at grade, including adjacent bicycle and pedestrian accommodations. The Removal alternative replaces the existing highway with local streets, including adjacent bicycle and pedestrian accommodations. The Elevated alternative would be similar to the No Build/Leave I-345 As-Is alternative, but when reconstructed would allow for better connectivity under the mainlanes, including bicycle and pedestrian accommodations.
		Minimize impacts to existing communities beyond downtown	◑	◑	○	◑	◑	The No Build/Leave I-345 As-Is, Depressed, Elevated and Hybrid alternatives maintain the connection from South Dallas to North Dallas. The Removal alternative removes the connection and the communities would have to adjust travel patterns to alternate routes.
	Sustainable Design	Minimize maintenance costs through sustainable design elements	○	◔	◑	◔	◔	The No Build/Leave I-345 As-Is alternative requires significant maintenance to extend the life of the existing structure. The Removal alternative would have the least maintenance costs being an at-grade solution but will increase maintenance on local roads due to the increase in traffic volumes on the local roads. The Elevated alternative would have maintenance costs to inspect and repair any structural deficiencies over time. The Depressed and Hybrid alternatives could have significant maintenance costs to accommodate current DART D2, which requires storm water detention and a pump station. Any potential capping could also add maintenance costs dependent on the type of proposed amenities (TBD).
	Potential Surplus ROW	Amount of potential surplus ROW that could result in development (to be determined) (in acres)	N/A	◕	●	◕	◕	All of the proposed build alternatives have potential for surplus ROW.
Economic Development	Property Values Impacts	Property values at buildout due to potential for economic development (2020 dollars)	◑	●	●	◕	●	All of the proposed build alternatives have potential to increase property values at buildout; however, increased property values could result in higher property taxes which may negatively affect some residents and businesses.
	Property Tax Revenue Impacts	Annual incremental property tax revenue at buildout (2020 dollars)	◑	●	●	◕	●	All of the proposed build alternatives have potential to result in annual incremental property tax revenue at buildout; however increased property taxes could negatively affect some residents and businesses.
	Potential Cap Locations	Provides opportunity for potential development of capping over freeway	○	●	○	○	●	Ratings include both surplus ROW and potential development on top of the freeway.
Construction Cost	Cost ($)	Preliminary, approximate construction cost (2020 dollars)	N/A	$$$	$	$$	$$$	It is estimated that the cost of the alternatives would be approximately: depressed, $1B; elevated $650M; removal, $400M; and hybrid, $1B. There is significant cost associated with the Depressed and Hybrid alternatives. The higher cost is associated with depressing the highway and relocation of existing utilities.

Note: Larger version available on the project website at www.keepitmovingdallas.com/l345

Traffic Introduction – Origin and Destination

- Approximately 175,000 vehicles use I-345 daily
- Origin and destination data represents movement through a geographic space, from an origin to a destination
- Origin-Destination data was collected over a six-month period from fall 2017 to spring 2018.
- A key to evaluating the alternatives is to understand the travel patterns of current users of I-345 within the study area, and into and out of the study area.
- The information is not limited to the I-345 study limits.
- The three origin-destination examples and various travel time exhibits are available for review on the project website.



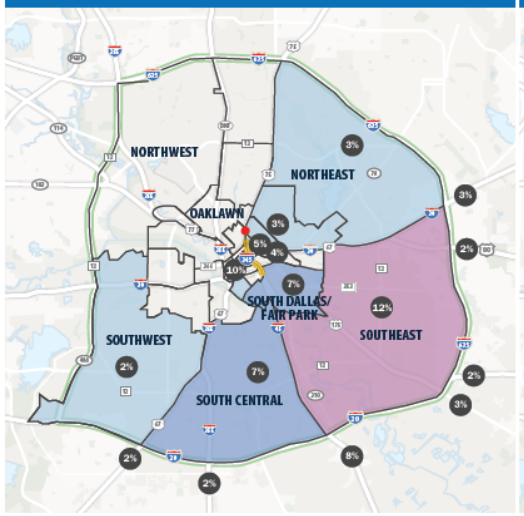
Note: Larger version available on the project website at www.keepitmovingdallas.com/I345

Developing Travel Time Exhibits

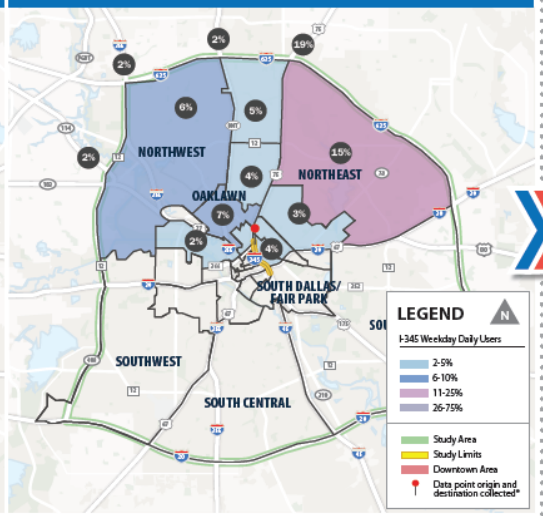
- The representative travel time percent change shown on the following exhibits was developed using the 2045 calibrated subarea regional model*. It is an average percent change of 2045 projected travel times when compared to the No Build/Leave I-345 As-Is Alternative.
- Below is an example of origin destination data (left image) used to identify zones to develop the representative travel time exhibits (right image).

Origin & Destination Disribution of Thru Traffic Northbound on I-345

ORIGIN MAP

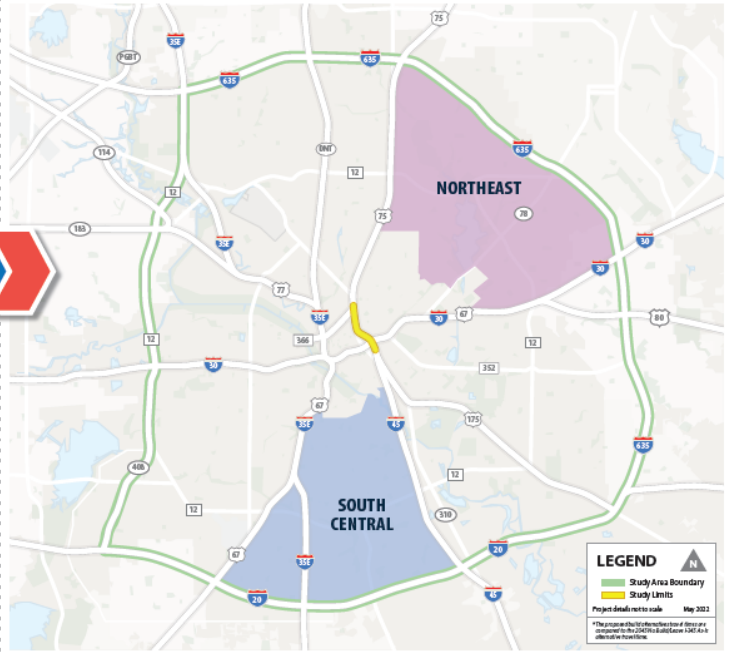


DESTINATION MAP



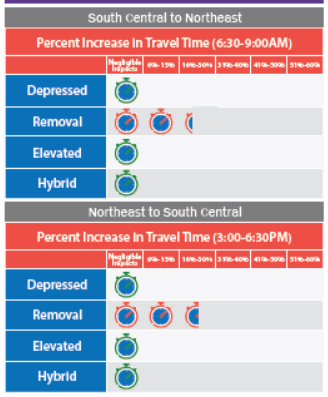
*The 2045 calibrated subarea model is based on of the 2045 NCTCOG regional traffic model to include study area traffic counts and adjacent projects. Adjacent project updates included the Horseshoe project, I-35E Lowest Stemmons, I-30 Canyon, I-30 East Corridor, and SM Wright (PH 1 and PH 2) as of latest plans available (May 2021).

Round Trip between South Central and Northeast 2045 Travel Times



KEY TAKEAWAY

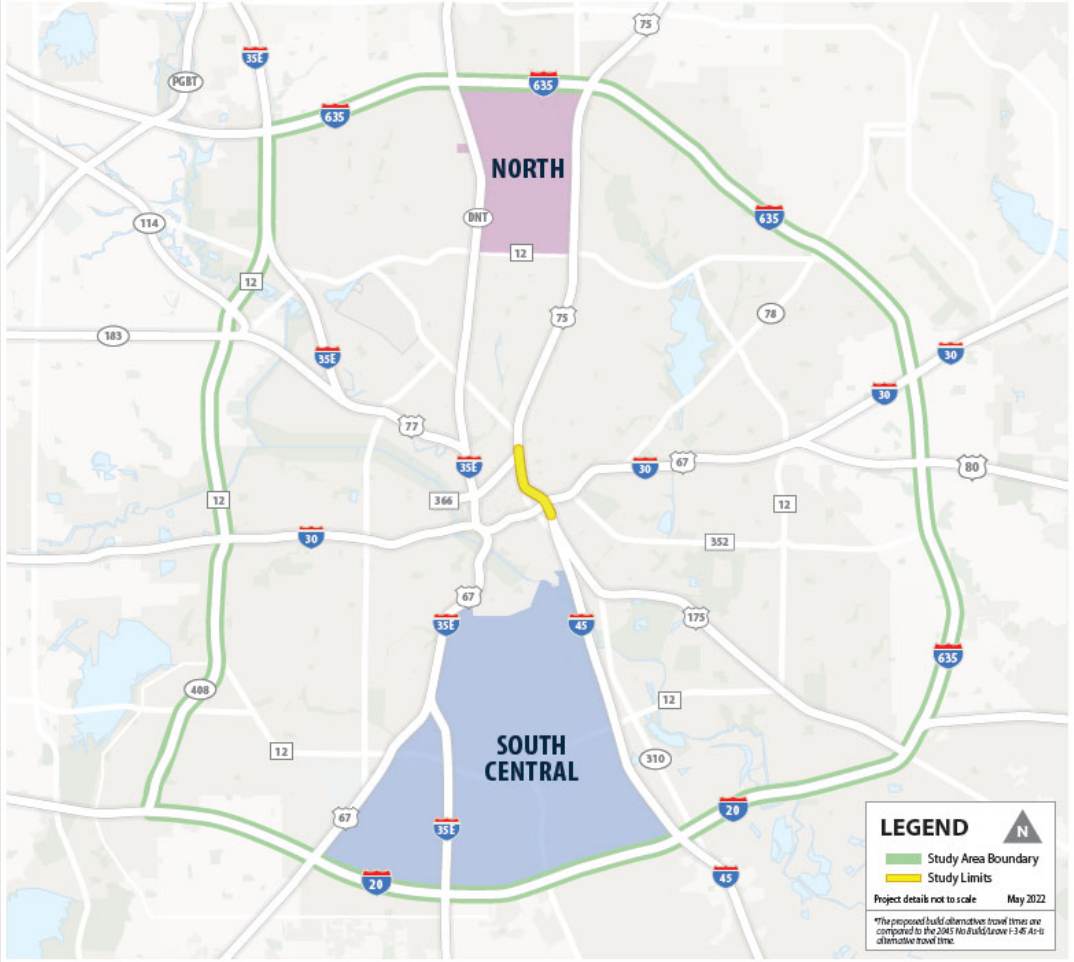
The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and northeast zones. Impacts to 2045 travel times between the south central and northeast zones are significantly impacted with the Removal alternative.



Round Trip between South Central and North 2045 Travel Times

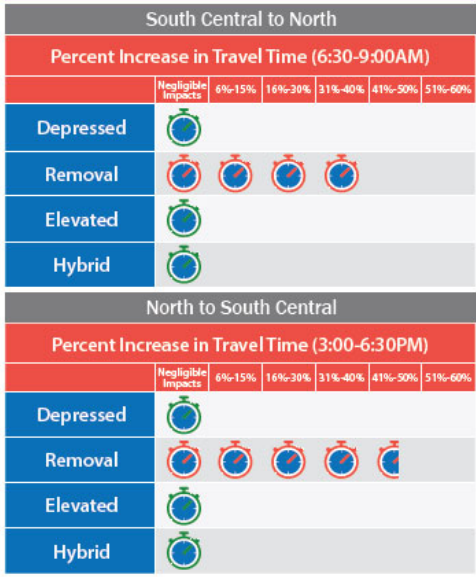
- Adjacent is a representative 2045 travel time exhibit showing the round-trip travel time between the South Central and North zones.
- Several other round trip travel time exhibits are available on the study website between zones.
- In summary, all 2045 travel times are significantly impacted with the Removal alternative.

Presented at May 2022 public meetings



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and north zones. Impacts to 2045 travel times between the south central and north zones are significantly impacted with the Removal alternative.



How Did We Get Down to One Alternative?

Presented at May 2022 public meetings

NB	**No Build/ Leave I-345 As-Is**	The existing bridge can only be maintained for so long to stay safe and operational. The cost to maintain the existing bridge will continue to increase over time. Eventually it will become too costly to maintain and replacement will be needed.
D	**Depressed Alternative**	Severing Good Latimer Expressway and Canton Street does not meet the City of Dallas Design Guidelines and is not favorable by the position papers received from stakeholders.
R	**Removal Alternative**	The impacts to regional traffic with the removal alternative are significant. Based on public feedback, this option was eliminated to continue to provide a connection of mainlanes between south and southern Dallas and north Dallas.
El	**Elevated Alternative**	The existing elevated highway is perceived as a barrier between communities. While the proposed elevated has a smaller footprint and could be built back different, the alternative has been eliminated to provide better community cohesion.
H	**Hybrid Alternative**	This alternative is the best compromise to combine elements from the other alternatives based on public feedback. Based on input, changes have been made to the hybrid alternative to develop refinements to what is now the “recommended alternative”.

Hybrid Alternative

Presented at May 2022 public meetings

Allows for strategic decking/air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines

Provides 10' shared use paths for pedestrian/ bicycle access/with safety lighting

Maintains Good Latimer Expy. and Canton St.

66% of survey participants want some type of highway for I-345

Provides mainlanes to connect South and Southern Dallas and North Dallas

Negligible impacts to regional mobility

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

LEGEND

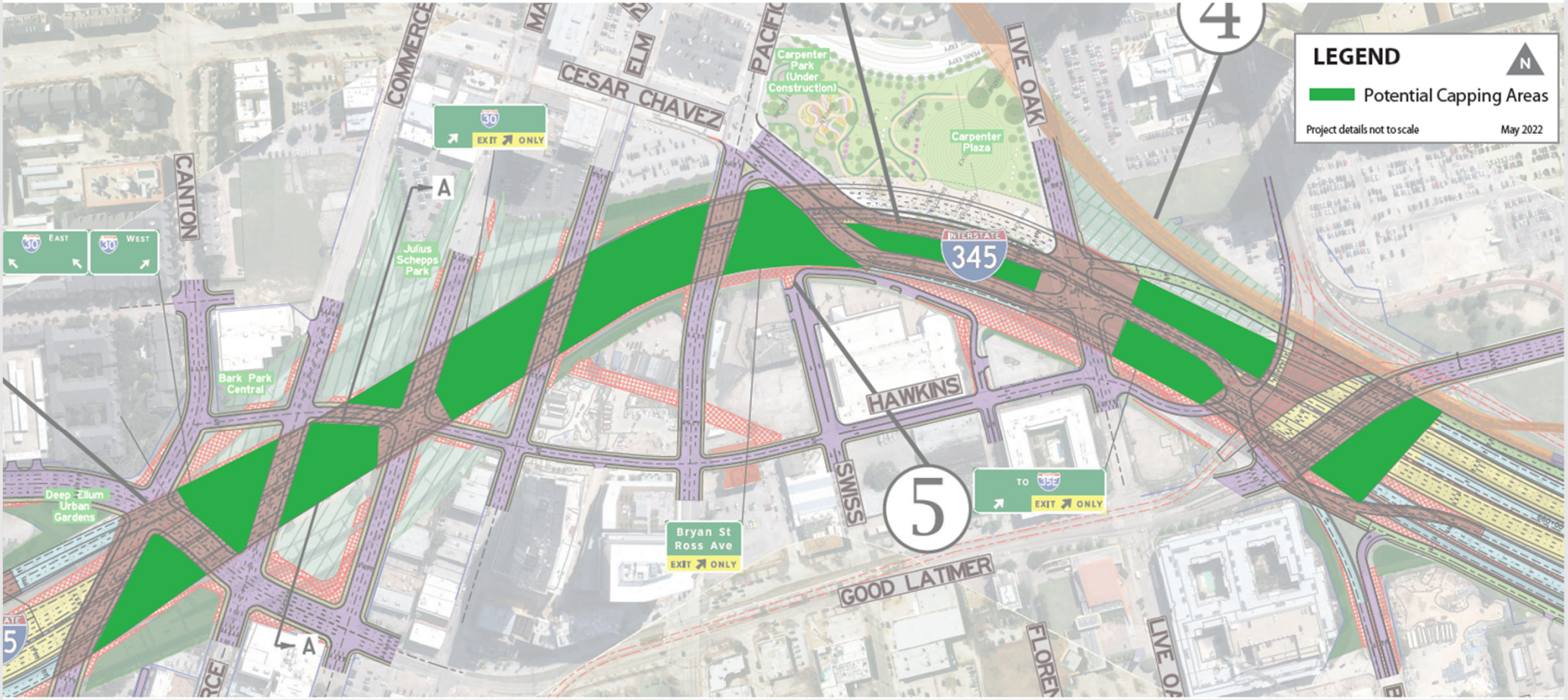
- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

N

Potential Capping Areas

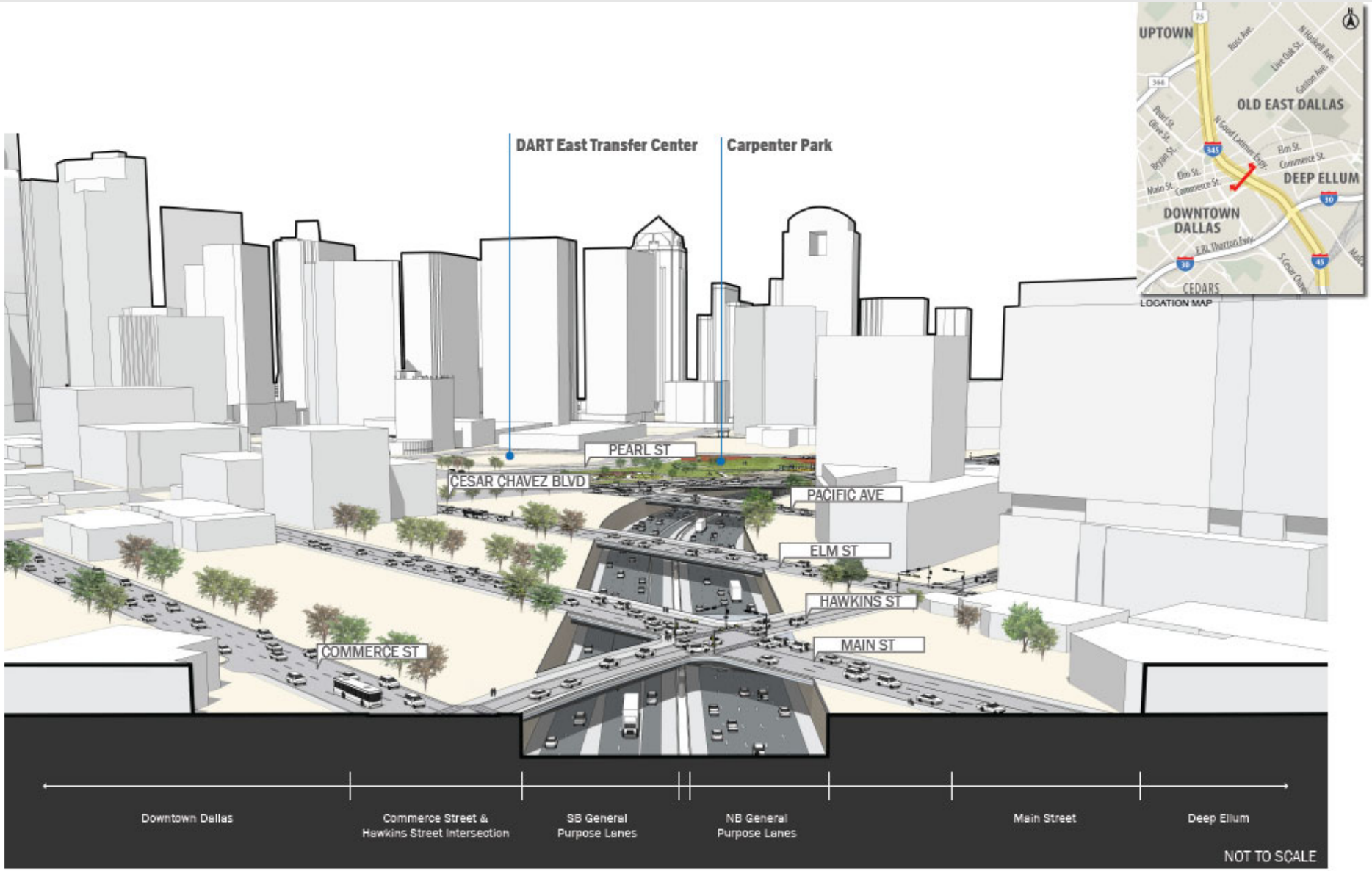
Presented at May 2022 public meetings

There are many areas for potential capping over the recommended alternative. They could be used for deck plazas or potential for development, including buildings, as the City identifies funding and priority locations.



Recommended Alternative 3D Rendering

Presented at May 2022 public meetings

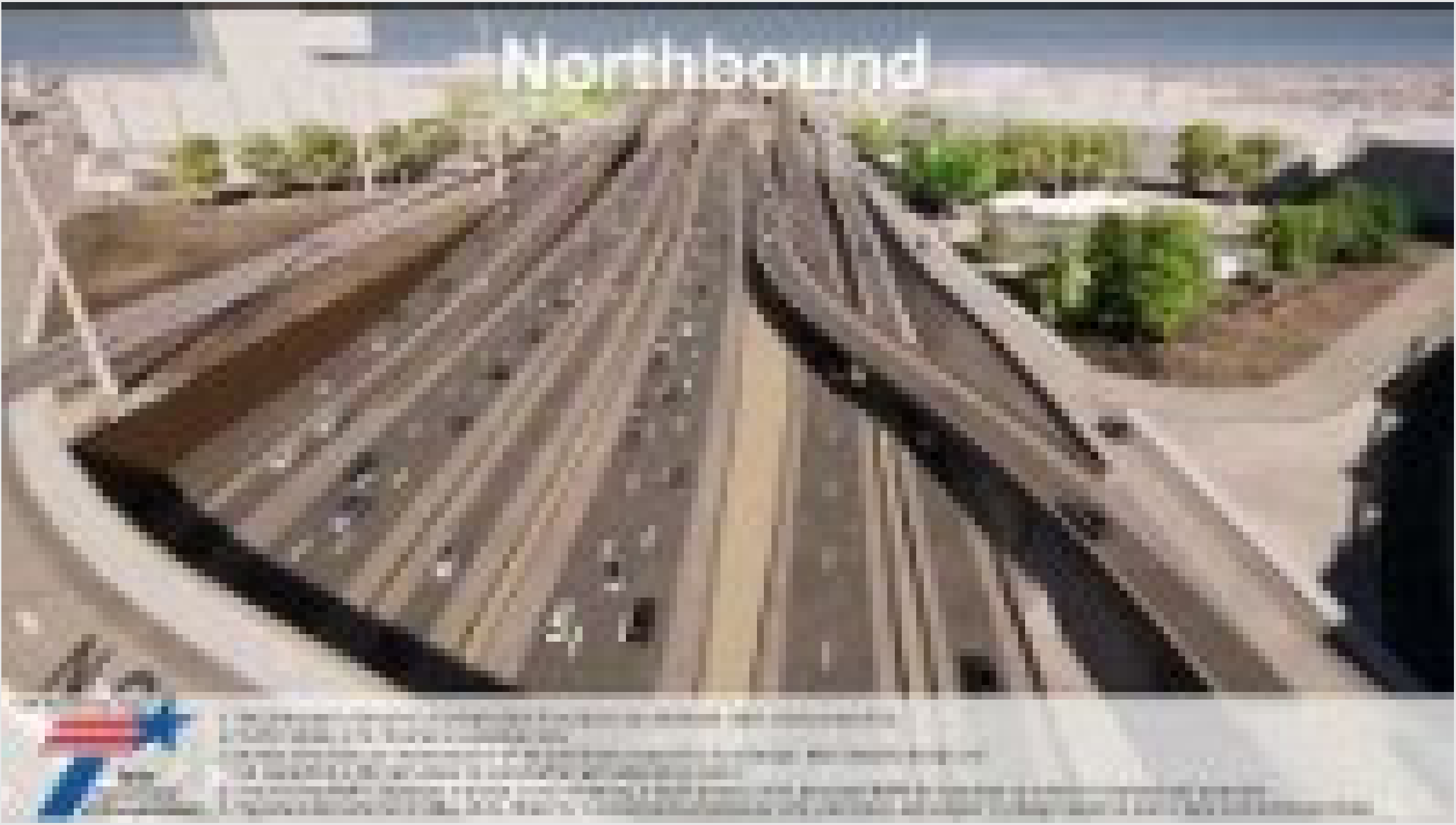


1. Recommended alternative alignment does not require any additional right of way acquisition.
2. Traffic shown is for illustrative purposes only.
3. Bridge structures are representative of the preliminary feasibility level design. More detailed design will be completed in the next phase in coordination with adjacent projects.
4. The existing DART alignment is shown in the rendering. A small portion of the proposed DART D2 alignment is noted for informational purposes.
5. Recommended Alternative (May 2022). Model for representational purposes only. Preliminary and subject to change based on public input and technical review.

N

Recommended Alternative 3D Rendering

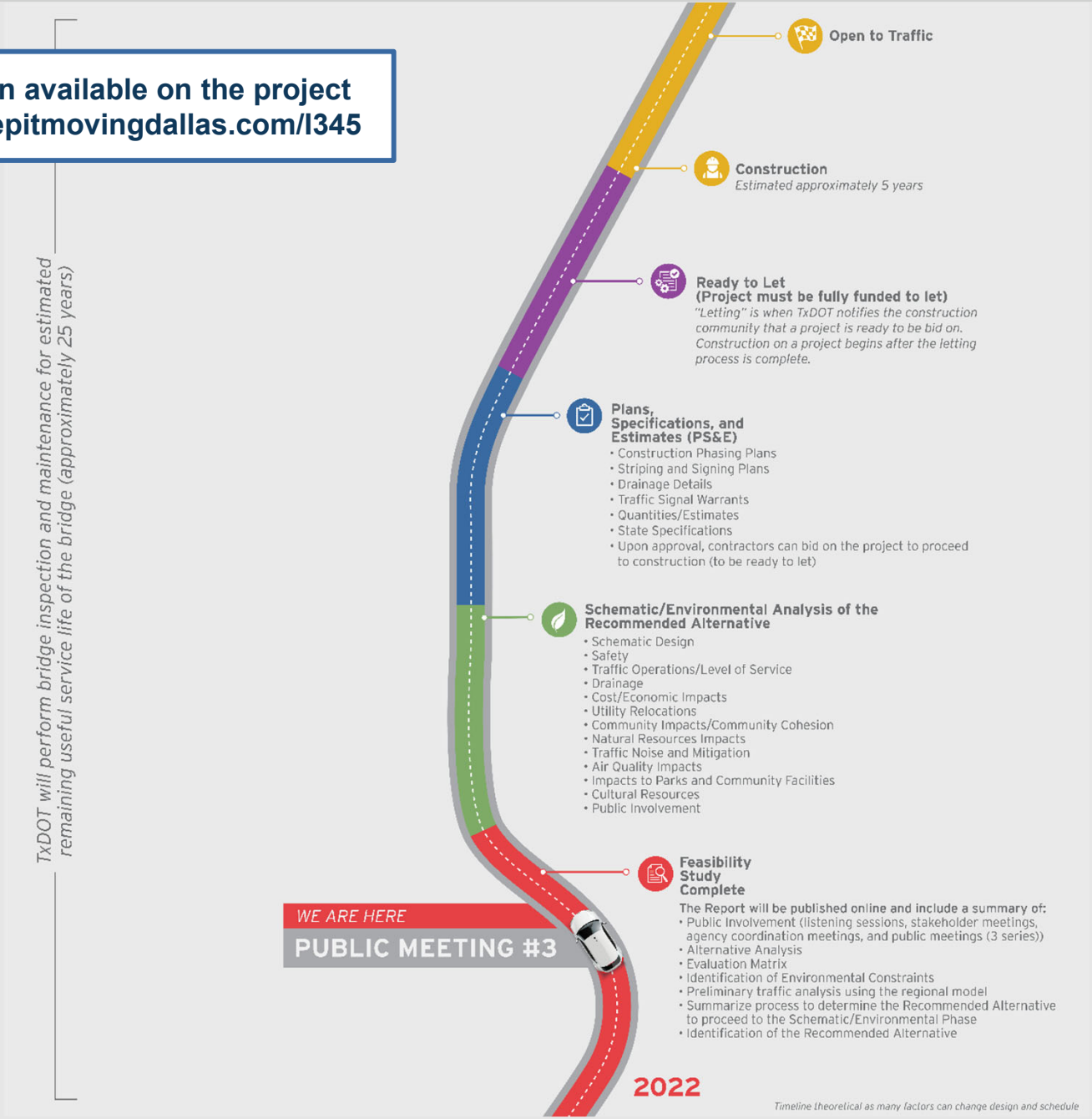
Presented at May
2022 public meetings



Just Getting Started

Presented at May 2022 public meetings

Note: Larger version available on the project website at www.keepitmovingdallas.com/I345



345 Feasibility Study

Comments/Stay Connected

Please submit your comments regarding this Public Meeting using any of the four methods below.

Comments must be received or postmarked on or before Monday, June 27, 2022 to be included in the Public Meeting Summary.

For general questions about the presentation of the study, please contact TxDOT Project Manager, Grace Lo at 345study@txdot.gov

Comment Online
Click the provided link on the website at www.keepitmovingdallas.com/I345

Email Us
345study@txdot.gov

Mail-In Comments
Texas Department of Transportation
Grace Lo, P.E.
4777 E. Highway 80
Mesquite, TX 75150

Leave a Voicemail
(833) 933-0439

Thank You!

This concludes the presentation.

City of Dallas

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

Agenda Information Sheet

File #: 22-1436 **Item #:** C

Proposed 2024 Bond Program
[Adriana Castaneda, Director, Bond & Construction Management]

City of Dallas

Proposed 2024 Bond Program

Transportation & Infrastructure Committee
June 21, 2022

Adriana Castaneda, Director
Candi Green, Assistant Director
Leong Lim, P. E., Assistant Director
Bond & Construction Management

Overview

- Background
- Proposed 2024 Bond Program Process
- Next Steps

Background

- On November 7, 2017, Dallas voters approved the most recent Bond Program, with 10 propositions totaling $1.05 Billion.

- The City Manager's Office (CMO) committed to the citizens of Dallas to execute the 2017 Bond Program over a five-year period.

- In February 2018, the CMO established the Office of Bond & Construction Management (BCM) to provide oversight of the City's 2017 Bond Program.

- In addition, the 2006 and 2012 Bond Programs are also part of BCM's oversight purview to track and ensure delivery of previously approved capital projects.

Background

- As of ***April 30, 2022***, the 2017 Bond Program has committed **$676,125,331** of the approved to-date appropriations of $870,798,072 which is approximately **78%**.

- The 2017 Bond Program is scheduled for completion by September 30, 2023 (originally September 30, 2022, but delayed due to adjustment in bond funds availability due to COVID-19).

- BCM will be leading the process for the development, coordination, and implementation of a Proposed 2024 Bond Program.

- Initial financial modeling assumes a Proposed 2024 Bond Program of approximately $1B.

Proposed 2024 Bond Program Process

1
Establish Technical Criteria & Policy
May 2023

2
Present the Needs Inventory from Each Department
September 2023

3
Receive the First Round of Public Input
October 2023

4
Present Proposed Bond Program Themes and Financial Capacity
November 2023

5
Draft Proposed Bond Program to Present to City Council
Dec. 2023/Jan. 2024

6
Second Round of Public Input for Proposed Bond Program
January 2024

7
Present Final Proposed Bond Program and Funding Amounts
February 2024

8
Call for Bond Election
February 2024

9
Bond Election
May 2024

Proposed 2024 Bond Program - *Continued*

1. Technical Selection Criteria & Policy

A. Technical Selection Criteria

- Staff uses it to:
  - Rank and prioritize projects.
  - Recommend projects to City Council for inclusion in a bond program.
- Each type of project has its own criteria.
  - This allows ranking of like projects, but not between different types of projects.
- Criteria reflects City Council policies and goals, as well as neighborhoods' needs.
- The technical selection criteria is vetted through the various Committees before finalizing.

B. Other policies

- Besides the inherent policy questions within the criteria, other policies related to infrastructure should be examined and considered:
  - Comprehensive Environmental & Climate Action Plan (CECAP)
  - Sidewalks Masterplan
  - Vision Zero
  - Equity Lens

Proposed 2024 Bond Program *- Continued*

2. Needs Inventory

- This list is based on maintenance records, master plans, resident input, and City Council recommendations. It includes costs for each project and whether they are considered new, replacements/refurbishments or major maintenance.
  - The needs inventory is updated periodically working with each respective Council District.

3. First Round of Public Comments

- Public input is obtained on such questions as whether to have a bond program, what types of projects to include, and what size of program to recommend.

4. Bond Program Themes and Financial Capacity

- Based on input received, staff will present the recommended bond program themes, the financial capacity available to fund the bond program.

5. Draft Bond Program is Presented

- The City Manager will present a recommended draft bond program propositions and projects, cost information for both design/construction and operation and maintenance costs for each project.

Proposed 2024 Bond Program *- Continued*

6. Bond Programs is Updated and Presented for a Second Round of Public Comments

- Public input will be solicited for the draft bond program through various townhalls and social media outlets. Public comments will be shared with the City Council.

7. Final Bond Program Propositions and Amounts to be Funded

- Final draft bond program is presented to City Council.

8. Call for Bond Election

- Final draft bond program presented with election date to City Council for recommendation.

9. Bond Election

- Public vote on bond program TBD.

Next Steps

- **June 2022/March 2023-** Finalize the needs inventory, the technical selection criteria, the equity lens, meetings with council districts, finalize a project list for City Council feedback, establish Bond/Citizen Taskforce, engage Office of Procurement/Office of Small Business Administration to identify opportunities for small-businesses, meet with contractor associations, and meet with the American Council of Engineering Companies.
- **April/May 2023-** Committee briefings on policies and technical criteria.
- **May/June 2023-** City Council briefings to finalize policy considerations.
- **September 2023-** Finalize needs Inventory, conduct public input, select size and goals for the bond program.
- **January 2024-** City Council briefing of staff recommended bond program and second round of public input.
- **February 2024-** City Council finalizes bond program and calls the election for May 2024.

Proposed
2024 Bond Program

Transportation & Infrastructure Committee
June 21, 2022

Adriana Castaneda, Director
Candi Green, Assistant Director
Leong Lim, P. E., Assistant Director
Bond & Construction Management

Appendix A – Draft Briefings/Meetings Schedules

Briefing	Department	Council Committee	Date
Bond Program Briefing Schedule	BCM	City Council	Summer 2022
Technical Criteria & Policy for Streets and Transportation Projects	PBW	TRNI	Spring 2023
Technical Criteria & Policy for Buildings/Facilities Projects	BCM & BSD	TRNI	Spring 2023
Technical Criteria & Policy for Trails & Bikes Projects	PKR	QLAC	Spring 2023
Technical Criteria & Policy for Parks & Rec Projects	PKR	QLAC	Spring 2023
Technical Criteria & Policy for Eco Development Projects	ECO	ED	Spring 2023
Technical Criteria & Policy for Erosion & Drainage Projects	DWU	TRNI	Spring 2023
Technical Criteria & Policy for Housing Projects	HOU	HHS	Spring 2023
Technical Criteria & Policy for Cultural Facilities and Library Facilities	BCM & BSD	QLAC	Spring 2023
Street Rating Privatization Alternative	PBW	TRNI	Spring 2023
Summary of Technical Criteria Briefings & Policy	BCM	City Council	Spring 2023

Appendix A- Draft Briefings/Meetings Schedules

Briefing	Department	Council Committee	Date
Fire Public Needs Inventory	BCM & DFR	PS	Fall 2023
Drainage Needs Inventory	DWU	TRNI	Fall 2023
Parks Needs Inventory	PKR	QLAC	Fall 2023
Police Public Safety Needs Inventory	BCM & DPD	PS	Fall 2023
Economic Development Needs Inventory	ECO	ED	Fall 2023
Housing Needs Inventory	HOU	HHS	Fall 2023
Streets Needs Inventory	PBW	TRNI	Fall 2023
Transportation Needs Inventory	TRN	TRNI	Fall 2023
City Buildings	BCM/BSD	TRNI	Fall 2023
Cultural Facilities Needs Inventory	BCM/OCA/BSD	QLAC	Fall 2023
Library Facilities Needs Inventory	BCM/LIB/BSD	QLAC	Fall 2023
The City's Needs Inventory	BCM	City Council	Fall 2023
Meetings	**Department**	**Meeting**	**Date**
Public Meetings	Infrastructure Depts.	Various Townhalls	Fall 2023
Financial Capacity Themes	BMS & BCM	City Council	Fall 2023
Updated Bond Program w/ Propositions & Funding Amounts	BCM	City Council	Winter 2024
Public Meetings	CMO	Various Townhalls	Winter 2024
City Council Amendments to Bond Program & Finalization	BMS & BCM	City Council	Winter 2024
City Council Calls for Election	CMO	City Council	Winter 2024

City of Dallas

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

Agenda Information Sheet

File #: 22-1437 **Item #:** D

Economic Impacts & Contributions: Dallas Love Field Airport

[Mark Duebner, Director, Department of Aviation
Sheneice M. Hughes, Assistant Director, Department of Aviation
Bernard L. Weinstein, Ph.D., Principal Weinstein, Clower & Associates]

Economic Impacts & Contributions: Dallas Love Field Airport

City of Dallas

Transportation and Infrastructure Committee Briefing
June 21, 2022

Bernard L. Weinstein, Ph.D., Principal
Weinstein, Clower & Associates

Mark Duebner, Director
Department of Aviation

Sheneice M.Hughes, Assistant Director
Department of Aviation

Presentation Overview

Dallas Love Field Airport

- Introduction/Overview
- Purpose
- Methodology
- Economic Impacts
  - Capital Spending
  - Operations
  - Total FY2020 -2021 Impact
- Contributions
- Questions
- Appendix

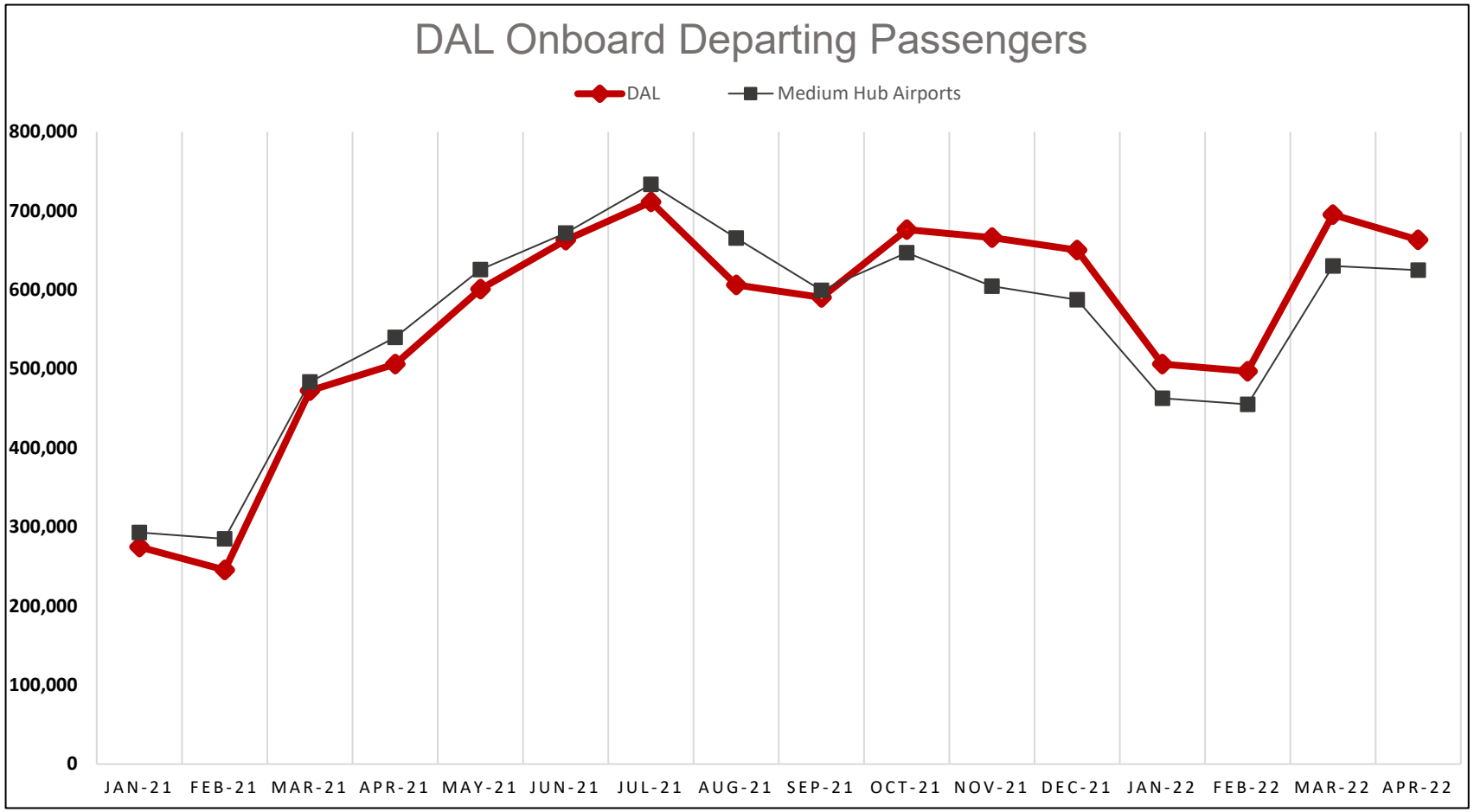
Onboard Departing Passengers

JANUARY 2021 – APRIL 2022

DAL departing passenger recovery averaged 10-20% above the medium HUB airports (October 2021- May 2022)

With one runway available, DAL is ranked second in Operation Air Traffic / General Aviation operations

DAL moves more passengers per gate than any other airport domestically



Department of Aviation

Purpose

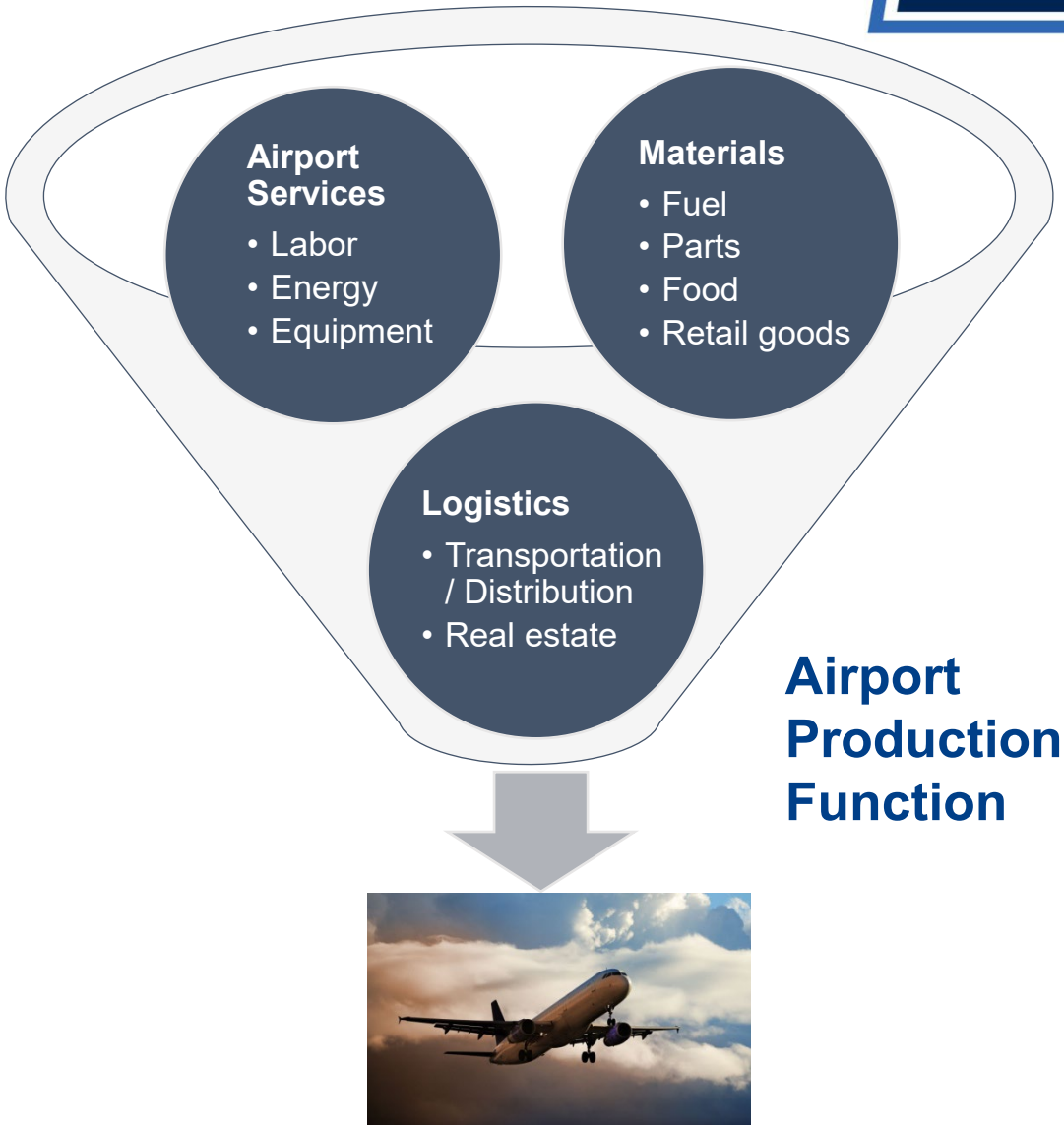
- **Examine the economic impacts and contributions of airport related business activities**.
  - Economic impacts of capital spending
  - Economic contributions of recurring airport and related business operations spending
  - Impact of visitor spending

Methodology

- **Timeline**
  - Discussions/Contracting: March 2021– August 2021
  - Data gathering: August 2021 – April 2022
  - Analysis: August 2021 – April 2022
  - Reporting: April 2022– May 2022

Methodology

- **IMPLAN Economic Input-Output Model**
  - Direct Effects; Indirect Effects; Induced Effects
  - Output (business transactions); Value Added (gross regional product); Labor Income (salaries, wages, benefits); Jobs (headcount or job-year); City revenues (taxes, fees, other)
  - Study area: City of Dallas



Airport Production Function

Methodology

- **How Love Field boosts Dallas economic growth and competitiveness**
  - Engagement with key informants
  - Review of documents
  - Tracking the regional economy for more than 40 years

DRC
DALLAS REGIONAL CHAMBER

We Are Downtown.

Steve Brown

VISIT DALLAS

Economic Impacts of Capital Spending

- **Based on Capital Improvement Program (CIP) budget documents**
  - FY2020-2021: Captures projects at different phases of completion (planning to finish out). Total spending $463.8 million
  - Cumulative impacts of the entire Capital Improvement Program total almost $1.1 billion. (Upgrading fire protection; customer convenience, safety, and comfort; repaving surfaces, garage upgrades, other.)

	Impact	
Description	FY 20-21	Total CIP
Spending	$ 463,808,000	$ 1,095,305,000
Output	$ 611,377,000	$ 1,439,994,000
Value Added	$ 321,221,000	$ 777,430,000
Labor Income	$ 231,178,000	$ 594,393,000
Jobs (job-years)	2,941	7,934
City Revenues	$ 1,628,702	$ 3,712,000

Sources: City of Dallas Aviation Department; IMPLAN; Weinstein, Clower &Associates

Economic Impacts of Operations

- **Includes: Airport administration, airline and other aircraft operations (including General Aviation), concessionaires, tenants, related businesses (through-the-fence, nearby), visitor spending**
  - Because of pandemic effects, examined impacts in FY 2018-2019 and FY 2020-2021
  - Data sources: Aviation Department, JobsEQ, Reference USA, Business Websites, Federal Aviation Administration, VisitDallas (Tourism Economics), other.

- Visitor Spending FY 2018-2019
  - $635 million
- Visitor Spending FY 2020-2021
  - $245 million

	Impact	
Description	FY 18-19	FY 20-21
Output	$ 4,998,838,000	$ 4,206,892,000
Value Added	$ 2,586,041,000	$ 2,143,159,000
Labor Income	$ 1,513,796,000	$ 1,220,495,000
Jobs (job-years)	25,276	17,282
City Revenues	$ 45,792,000	$ 39,861,784

Sources: City of Dallas Aviation Department; IMPLAN; Weinstein, Clower & Associates

Total FY 2020-2021 Economic Impacts

Capital Improvement Program Spending Impacts
&
Operating Contributions

Description	Impact
Output	$ 5,610,215,000
Value Added	$ 2,907,261,000
Labor Income	$ 1,744,974,000
Jobs (job-years)	28,217
City Revenues	$ 47,421,000

Sources: City of Dallas Aviation Department; IMPLAN; Weinstein, Clower &Associates

Contributions to Economic Competitiveness

- **Key contributor to major growth nodes**
  - Stemmons bio-tech corridor (Pegasus Park)
  - Lemmon Ave revitalization (inc. former Braniff Airlines headquarters)
  - Harry Hines medical district
  - Mixed use near and in downtown
  - Planned Dallas Convention Center expansion
  - Only San Diego and Washington, DC have a commercial airport so close to downtown

Questions

Appendix - About the Consultants

BERNARD L. WEINSTEIN, Ph.D.

Bernard L. Weinstein retired on January 1, 2021 as Associate Director of the Maguire Energy Institute and an Adjunct Professor of Business Economics in the Cox School of Business at Southern Methodist University in Dallas. From 1989 to 2009 he was Director of the Center for Economic Development and Research at the University of North Texas, where he is now an Emeritus Professor of Applied Economics.

Dr. Weinstein studied public administration at Dartmouth College and received his A.B. in 1963. After a year of study at the London School of Economics and Political Science, he began graduate work in economics at Columbia University, receiving an M.A. in 1966 and a Ph.D. in 1973. He has authored or co-authored numerous books, monographs and articles on the subjects of economic development, energy security, public policy and taxation, and his work has appeared in professional journals such as *Land Economics, Challenge, Society, Policy Review, Economic Development Quarterly, Policy Studies Journal, and Annals of Regional Science*. His op-eds have been published in *The New York Times*, *The Wall Street Journal*, *The Washington Times, Investor's Business Daily, The Financial Times, The Los Angeles Times, The Hill* and a number of regional newspapers and magazines.

From 2011 to 2014 he was a Fellow with the George W. Bush Institute, and he is currently an Associate of the John Goodwin Tower Center for Political Studies at SMU and a Fellow of Goodenough College in London.

Appendix - About the Consultants

TERRY L. CLOWER, Ph.D.

Terry L. Clower is Northern Virginia Chair and Professor of Public Policy at George Mason University. He is also director of GMU's Center for Regional Analysis. The Center provides economic and public policy research services to sponsors in the private, non-profit and public sectors. Prior to joining GMU, he was director for the Center for Economic Development and Research at the University of North Texas.

Dr. Clower has authored or co-authored over 200 articles, book chapters, and research reports reflecting experience in economic and community development, economic and fiscal impact analysis, labor market analysis, housing, transportation, land use planning, and economic forecasting. His scholarly articles have appeared in *Economic Development Quarterly*; *Urban Studies*; *Economic Development Review*; *Regional Studies, Regional Science*; the *Australasian Journal of Regional Studies*; *Regional Studies Regional Science*, *Sustaining Regions*; and *Applied Research in Economic Development*. His most recent publication is the textbook *Globalization, Planning and Local Economic Development* with Prof. Andrew Beer (Taylor-Francis, London).

Dr. Clower received a B.S. in Marine Transportation from Texas A&M University in 1982, a M.S. in Applied Economics from the University of North Texas in 1992 and a Ph.D. in Information Sciences from the University of North Texas in 1997 specializing in information policy issues and the use of information resources.

City of Dallas

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Agenda Information Sheet

File #: 22-1438 **Item #:** E

Monthly Update of Public Works Program Performance- April 2022
[Ali Hatefi, Director, Department of Public Works]

Memorandum

CITY OF DALLAS

DATE June 17, 2022

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

SUBJECT **Monthly Update of Public Works Program Performance – April 2022**

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 April 2022:

FY 22 Infrastructure Management Program (IMP) Projects - General Fund

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	782	444	745.0 Lane miles	258.8 Lane miles	$ 107,708,017	$ 49,350,303	$ 58,357,714
Alleys	191	22	25.2 Linear miles	2.3 Linear miles	$ 3,600,000	$ 730,083	$ 2,869,917
Sidewalks*	14	12	12.0 Linear miles	5.1 Linear miles	$ 5,347,780	$ 1,910,341	$ 3,437,439
Bridges	-	1	- Bridges	1.0 Bridges	$ 1,000,000	$ 225,230	$ 774,770
Total	**987**	**479**	**N/A**	**N/A**	**$ 117,655,797**	**$ 52,215,957**	**$ 65,439,840**

* Note - Some FY 21 Funds, beyond the $5.3M for FY 22, are being used to complete the 14 projected projects. **Program Budget only shows FY 22 Funds.**

FY 22 Bond Projects

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	156	67	92.6 Lane miles	53.4 Lane miles	$ 46,091,296	$ 12,192,499	$ 33,898,797
Alleys	35	26	5.8 Linear miles	4.4 Linear miles	$ 6,703,136	$ 388,441	$ 6,314,695
Sidewalks*	3	2	1.0 Linear miles	0.6 Linear miles	$ 1,223,191	$ 1,004,456	$ 218,735
Bridges	4	1	- Bridges	1.0 Bridges	$ 944,462	$ 56,375	$ 888,087
Total	**198**	**96**	**N/A**	**N/A**	**$ 54,962,085**	**$ 13,641,771**	**$ 41,320,314**

* Note -Program budget adjusted based on current contract funding

Total General Fund and Bond Programs

Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	938	511	837.6 Lane miles	312.3 Lane miles	$ 153,799,313	$ 61,542,802	$ 92,256,511
Alleys	226	48	31.0 Linear miles	6.6 Linear miles	$ 10,303,136	$ 1,118,524	$ 9,184,612
Sidewalks	17	14	13.0 Linear miles	5.7 Linear miles	$ 6,570,971	$ 2,914,797	$ 3,656,174
Bridges	4	2	- Bridges	2.0 Bridges	$ 1,944,462	$ 281,605	$ 1,662,857
Total	**1,185**	**575**	**N/A**	**N/A**	**$ 172,617,882**	**$ 65,857,728**	**$ 106,760,154**

Performance Notes:

Public Works has 1,185 projects planned for FY 2022 and through April 2022, of those projects 575 have been completed. Of the total $172.6M programmed dollars for FY 2022, through April

DATE June 17, 2022

SUBJECT **Monthly Update of Public Works Program Performance – April 2022**

2022, Public Works expended $65.9M or 38.2% of total budget. In addition to the 575 projects completed through April 2022, there are a total of 398 projects currently under construction.

Given this overview of Public Works' efforts through April 2022, the May and June 2022 update of this report will be provided in August 2022 and subsequent reports will follow each month. Should you have questions or would like other data included in the monthly report, please contact Ali Hatefi, Director of Public Works.

Dr. Robert Perez
Assistant City Manager

c: Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager
Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Robert Perez, Assistant City Manager
Carl Simpson, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

City of Dallas

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Agenda Information Sheet

File #: 22-1439 **Item #:** F

Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

INTERAGENCY TRANSPORTATION REPORT – JUNE 2022

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

RTC APPROVES THE 2023-2026 TIP/STIP

At the June 9th Regional Transportation Council (RTC) meeting, the RTC approved the 2023-2026 Transportation Improvement Program (TIP) and the final Statewide Transportation Improvement Program (STIP) listings.

The TIP is a multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. It is developed every two years.

DALLAS AWARDED AIR QUALITY FUNDING

The RTC approved $775,950 to the Department of Equipment and Fleet Management (EFM) for replacement of diesel refuse haulers at the June meeting.

The funding is from the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program as follows:

$155,190	Full rebate award to replace two class 8 diesel refuse haulers with one CARB low-NOx certified compressed natural gas hauler
$114,293	Partial rebate award to replace class 8 diesel refuse hauler with CARB low-NOx certified compressed natural gas refuse hauler
$506,467	Full rebate award to replace class 8 diesel refuse haulers with CARB low-NOx certified compressed natural gas refuse haulers using available funds from an unobligated project

DALLAS AWARDED FUNDING FOR ELECTRIC VEHICLE CHARGING STATIONS

During the June 9th meeting, the RTC also approved an award of $376,334 to the EFM Department for installation of two electric vehicle chargers at the Southeast Service Center and two at the Central Service Center.

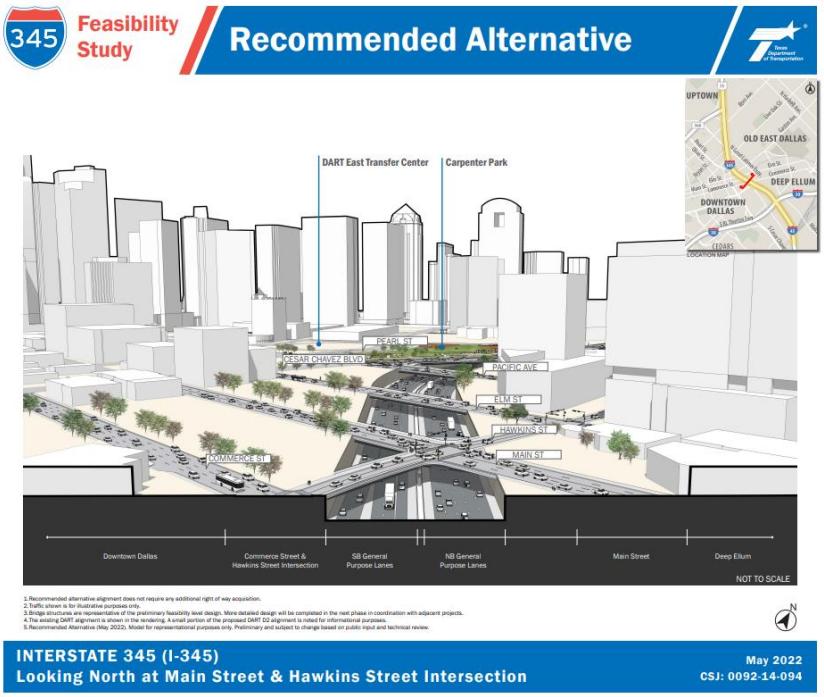
MARK YOUR CALENDARS NOW

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 in-person and is scheduled for July 14, 2022** at 1:00 PM in the Transportation Council Room at the NCTCOG headquarters (616 Six Flags Drive, Arlington, Texas 76011).

I-345 Recommended Alternative



The Texas Department of Transportation (TxDOT) has recommended a preferred alternative for I-345.

Among the five alternatives studied, the recommendation is to place the highway in a trench between downtown and Deep Ellum (the "hybrid alternative"), re-establish the city street grid and reconnect downtown with Deep Ellum with opportunities for deck caps.

One option considered was to remove the highway and make it a boulevard, however, TxDOT noted that 66 percent of respondents from the public meetings and online surveys expressed a desire to keep the freeway.

Through Monday, June 27th, TxDOT is soliciting comments on the preferred alternative at I-345 Survey.

Additional information can be found at the TxDOT website: Virtual Public Meeting for I-345 Feasibility Study | Keep It Moving Dallas

Santa Fe Trail Detour

TxDOT revised the detour plans for connecting the Santa Fe Trail to the White Rock Trail while the pedestrian bridge over Garland Road is down for the 3G construction. Below is a map of the new detour route.

SERVICE MODIFICATIONS

Starting Monday, June 13th, Dallas Area Rapid Transit (DART) implemented temporary service adjustments on 31 of its 97 bus routes due to the ongoing shortage of bus operators.

DART implemented a five-minute temporary reduction in frequency on most routes currently operating every 15 minutes. Some routes with 20-minute midday and early evening service changed to 30-minute service. Light rail service, as well as service on the Trinity Railway Express (TRE) and the Dallas Streetcar, remain the same.

These temporary frequency adjustments will ensure that passengers can rely on the DART service schedule, improving service and reducing bus stop wait times, while continuing to aggressively recruit new bus operators.

DART tentatively plans to return to regular frequency on all services on January 23, 2023, based on bus operator hiring goals. As hiring continues, DART will continue

to re-evaluate the temporary service frequency adjustments and adjust as necessary.

Detailed information about the service adjustments can be found at DART.org - June 13, 2022 Service Change Information.

BERNARD JACKSON SELECTED AS DART'S NEW COO

Mr. Bernard Jackson has been selected as the agency's new Chief Operations Officer and began his new role at DART on May 23.

Mr. Jackson leads the agency's operations teams, including bus, light rail, facilities maintenance, GoLink, and mobility management.

Jackson joins DART from the Los Angeles County Metropolitan Transportation Authority where he served as the chief operations officer for service delivery.

Prior to his time at LA Metro, he worked nearly 30 years at the Chicago Transit Authority as the vice president of bus operations and the director of rail operations.

During his career in transit, Jackson has been instrumental in establishing customer-focused performance measures to improve transit operations for the benefit of riders.

OLDER AMERICANS MONTH

In May, DART hosted 1,000 older adults at the Older Americans Month Information & Health Fair at Centennial Hall in Fair Park. This free annual event is one of the largest in North Texas.

This year's theme, Age My Way, focused on aging in place - how older adults can plan to stay in their homes and live independently in their communities for as long as possible.

The event showcased businesses and public services of special interest to older adults, caregivers and families, along with providing health screenings, giveaways, and live entertainment from the Dallas Tap Dazzlers, Ms. Senior America, and the Skyline Jazz Band.

Community partners supporting this year's event included the City of Dallas, Dallas Park & Recreation, Dallas Police Department, Dallas Area Agency on Aging, Community Council, Fair Park First and The Senior Source.

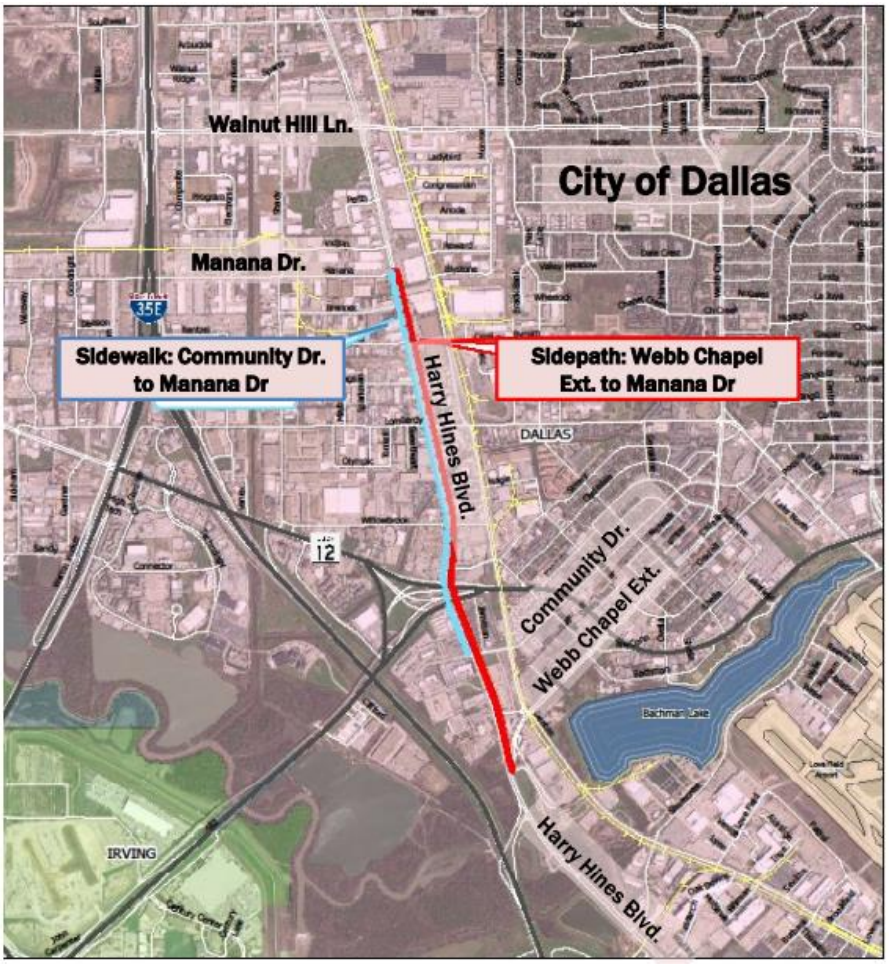
UPCOMING MEETING

The next DART Board meeting will be on **Tuesday, June 28, 2022** at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.

DALLAS COUNTY
Texas Est. 1846

HARRY HINES TRAIL PRE-BID MEETING HELD

On Thursday, June 9th, Dallas County held their pre-bid meeting for the Harry Hines Shared Use Path project.



Dallas County has completed design of this $5.2 million project and anticipates construction to start at the end of 2022.

This project includes construction of:

- A seven-foot-wide sidewalk on the west side of Harry Hines Blvd. from Community Drive to Manana Drive.
- An eight to ten-foot-wide shared use path on the east side of Harry Hines from Web Chapel Extension to Manana Drive.
- Driveway reconstructions, pedestrian traffic signal improvements, storm drain inlet relocations, fire hydrant relocations, bollards at some locations for safety, and underground conduit for the length of the project.

The project is being led by Dallas County with TxDOT, the City of Dallas, and the North Central Texas Council of Governments supporting the efforts.

UPDATE - RIVERFRONT BOULEVARD PROJECT

The City and Dallas County continue to coordinate with the North Central Texas Council of Governments (NCTCOG) and Union Pacific Railroad to address the technical requirements for drainage placement below the road pavement as it passes under the existing railroad bridge.

As a reminder the project is approximately 1.25 miles from **Cadiz** and **to just north of the Union Pacific Railroad** crossing (north of Commerce).

The scope includes **improvement of roadway** with **provisions for bicycle lanes** in each direction and **enhanced sidewalks**. The scope also includes **water, wastewater and storm drainage** improvements.

BOARD MEETING HELD MAY 18TH

The NTTA Board of Directors held their regular meeting on Wednesday, May 18, 2022.

The Board heard Committee Chair reports from the Regional Transportation Council Chair, the Customer Service, Projects, and Operations Chair, and the Finance, Audit and Administration Chair.

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

- **Advertise for:** purchase of 2023 fleet vehicles; construction services for the Addison Airport Toll Tunnel improvements; and for construction services for frontage road joint and crack sealing on the Sam Rayburn Tollway.
- **Approve contracts for** fourth lane widening from Sam Rayburn Tollway to US 380.

The Board received briefings on the Consolidated Monthly Performance Report, the Quarterly Investment Report for the 1st Quarter of 2022, and the Executive Director's report on contracts, supplements, and change orders less than $300,000 that were executed in April 2022.

UPCOMING MEETING

The June 13th Board meeting was canceled, and a **mid-year Board Retreat was held on June 17th** at the Gaylord Texan in Grapevine.

The next Board meeting is scheduled at **10:00 on Wednesday July 20, 2022** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

DRMC

GUEST SPEAKER

State Senator Nathan Johnson was the guest speaker at the June 3rd Dallas Regional Mobility Coalition (DRMC) meeting. Senator Johnson was elected in 2018 to represent Senate District 16. He received bipartisan support and is the first Democrat to represent that District in thirty years. Senator Johnson serves on the Senate Business & Commerce, Water, and Jurisprudence Committees. He discussed the importance of bipartisan cooperation in the next legislative session.

Senator Johnson provided information about the Broadband Development Office (BDO), operated out of the Office of the Texas Comptroller of Public Accounts. The BDO created in the 2021 Legislative Session. The BDO is charged with:

- Creating an accurate broadband map of eligible versus ineligible areas for financial assistance;
- Establishing a long-term, statewide plan that addresses strategies and goals for expanding access to and further adoption of broadband services;

- Awarding grants and other financial tools to meet the goas of the plan
- Setting the effective threshold speed for broadband service
- Engaging in outreach to communities regarding expansion of broadband services
- Addressing barriers for future expansion efforts

The office was appropriated $5 million for the biennium. Senator Johnson reiterated the importance of this Office for the future of Texas and expects additional support in the next Session.

UPCOMING MEETING

There is no DRMC meeting in July. The next meeting is at **11:00 on August 5, 2022**, **via Zoom.**

DFW AIRPORT ANNOUNCES NEW SERVICE TO AUKLAND

Dallas Fort Worth International Airport (DFW) will be adding another route into the Southern Hemisphere as **American Airlines announces a daily non-stop route between DFW and Auckland, New Zealand to begin October 29.**

Seasonal, daily service will connect DFW passengers with New Zealand and beyond aboard a Boeing 787-9 aircraft. This addition continues to make DFW one of the most connected airports in the world with over 70 international destinations.

TERMINAL C RENOVATED GATES OPEN

DFW Airport is proud to announce the opening of **five newly renovated gates at the south end of Terminal C.**

Known as the Terminal C High Gates, Gates 35-39 were built utilizing the latest innovation in engineering. The gates were constructed offsite, then moved into place to allow for the inside finish out to begin. This process, known as modular construction, reduced the amount of time needed to construct the gates, reducing the impact on customers.

The gates were completed under budget and four months ahead of schedule. Gate C33 will be renovated as part of this project and will open as C35, once renovations are complete.

The four new gates are the beginning of renovations to Terminal C as the Airport prepares to add nine new gates as part of the Terminal C pier project.

The High C gates will elevate the customer experience with innovative technology such as **dynamic glass windows** and **smart restrooms**. The new gates also feature

unique artwork throughout providing a relaxing atmosphere to help customers de-stress while in the gate waiting area. The gate holding areas feature **large information screens** featuring flight information for that gate. There also will be **space for additional dining options** in Terminal C.

UPCOMING MEETING

The next board meeting will be Thursday, August 4, 2022. There will be **no board or committee meetings in the month of July**. For more information, including agendas and actions, please visit www.dfwairport.com/board.

City of Dallas

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Agenda Information Sheet

File #: 22-1440 **Item #:** G

Committee Forecast

Update: 06/16/2022

Transportation and Infrastructure Committee Forecast		
Committee Date	**Briefing Item/ Report**	**Presenter(s)**
August 15, 2022	Bike Plan Update	Ghassan Khankarli, Director, Department of Transportation
	Dallas Floodway & Dallas Floodway Extension: Flood Risk Management Projects Update	US Army Corps of Engineers and Dallas Water Utilities
	Gate Leases	Mark Duebner, Director, Department of Aviation
	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance Report	Ali Hatefi, Director, Department of Public Works
	Committee Forecast	

Upcoming:

Southwest Airlines – TBD

Dallas DFW Board Working Group-Special Called- TBD

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Agenda Information Sheet

File #: 22-1452 **Item #:** H

Draft Item #10 Authorize a construction services contract for construction services of Crossfield Taxiways Project at Dallas Love Field with Flatiron Constructors, Inc., lowest responsible bidder of four - Not to exceed $48,618,432.00 - Financing: 2021 AVI Commercial Paper Fund ($22,156,749.42) and Aviation Passenger Facility Charge - Near Term Projects Fund ($26,461,682.58)-AVI

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Agenda Information Sheet

File #: 22-1453 **Item #:** I

Draft Item #11 Authorize a construction services contract for construction services to the Dallas Love Field Emergency Medical Service Suite Renovation Project with JC Commercial, Inc., lowest responsible bidder of five - Not to exceed $770,777.00 - Financing: Aviation Construction Fund-AVI

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Agenda Information Sheet

File #: 22-1454 **Item #:** J

Draft Item #12 Authorize a professional services contract with InterVISTAS Consulting Inc. to provide a financial feasibility study for a potential Consolidated Rental Car (ConRAC) Facility at Dallas Love Field - Not to exceed $421,184.00 - Financing: Aviation Construction Fund-AVI

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Agenda Information Sheet

File #: 22-1455 **Item #:** K

Draft Item #13 Authorize Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation to provide construction support services for the Runway 13R/31L Reconstruction Project at Dallas Love Field - Not to exceed $1,214,073.00 from $9,965,821.00 to $11,179,894.00 - Financing: Aviation Passenger Facility Charge - Near Term Projects Fund-AVI

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Agenda Information Sheet

File #: 22-1456 **Item #:** L

Draft Item #22 A resolution (1) declaring six properties unwanted and unneeded, and authorizing their advertisement for sale by sealed bid (list attached to the Agenda Information Sheet); (2) establishing a minimum bid amount for each surplus property; and (3) authorizing the sale and conveyance of a deed to the highest qualified bidder - Estimated Revenue: General Fund $72,000.00-PBW

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Agenda Information Sheet

File #: 22-1458 **Item #:** M

Draft Item #23 A resolution authorizing the conveyance of a water easement and a temporary construction easement containing a total of approximately 66,780 square feet of land to North Texas Municipal Water District for the construction, maintenance and use of water facilities across City-owned land located at Lake Ray Hubbard - Estimated Revenue: Wastewater Construction Fund ($6,254.00) and General Fund ($15,000.00) -PBW

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Agenda Information Sheet

File #: 22-1459 **Item #:** N

Draft Item #24 A resolution authorizing the conveyance of a water easement and a temporary construction easement containing a total of approximately 121,027 square feet of land to North Texas Municipal Water District for the construction, maintenance and use of water facilities across City-owned land located at Lake Ray Hubbard - Estimated Revenue: Wastewater Construction Fund ($18,231.00) and General Fund ($15,000.00) -PBW

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Agenda Information Sheet

File #: 22-1460 **Item #:** O

Draft Item #25 An ordinance abandoning a portion of a street easement to SEVA, Ltd., the abutting owner, containing approximately 443 square feet of land, located near the intersection of Cockrell Hill Road and Interstate Highway 30; and authorizing the quitclaim - Revenue: General Fund $6,645.00, plus the $20.00 ordinance publication fee-PBW

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Agenda Information Sheet

File #: 22-1461 **Item #:** P

Draft Item #26 Authorize the (1) deposit of the amount awarded by the Special Commissioners in the condemnation proceedings styled City of Dallas v. Alvin Julius Scott, Sr., et al., Cause No. CC-22-00337-A, pending in Dallas County Court at Law No. 1, to acquire a wastewater easement of approximately 11,826 square feet of land located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project; and (2) settlement of the condemnation proceeding for an amount not to exceed the award - Not to exceed $2,225.00, increased from $9,990.00 ($8,900.00, plus closing costs and title expenses not to exceed $1,090.00) to $12,215.00 ($11,125.00 being the award, plus closing costs and title expenses not to exceed $1,090.00) - Financing: Water Utilities Capital G Fund-PBW

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Agenda Information Sheet

File #: 22-1462 **Item #:** Q

Draft Item #27 Authorize a construction services contract for the construction of Bonnie View Road from Ann Arbor Avenue to Cummings Street - Camino Construction, LP, lowest responsible bidder of seven - Not to exceed $2,503,547.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($2,165,922.50), Water Capital Improvement F Fund ($212,248.00), Water Construction Fund ($3,300.00), Wastewater Capital Improvement G Fund ($119,977.00), and Wastewater Construction Fund ($2,100.00) -PBW

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Agenda Information Sheet

File #: 22-1463 **Item #:** R

Draft Item #28 Authorize a construction services contract for the construction of Street Reconstruction Group 17-3003 (list attached to the Agenda Information Sheet) - David Bowers dba HD Way Concrete Service, LLC, lowest responsible bidder of six - Not to exceed $4,015,910.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,597,815.00) Water Capital Improvement F Fund ($669,283.00), Water Construction Fund ($29,650.00), Wastewater Capital Improvement G Fund ($689,762.00), and Wastewater Construction Fund ($29,400.00) -PBW

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Agenda Information Sheet

File #: 22-1464 **Item #:** S

Draft Item #29 Authorize acquisition from Wilbow-Timberlawn, LLC, of approximately four acres of land located near the intersection of Samuell Boulevard and Grove Hill Road for the 4600 Samuell Boulevard Future Park Project - Not to exceed $1,207,600.86 ($1,200,000.00, plus closing costs and title expenses not to exceed $7,600.86) - Financing: Equity Revitalization Capital Fund ($107,600.86) and General Fund ($1,100,000.00) -PBW

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Agenda Information Sheet

File #: 22-1477 **Item #:** T

Draft Item #30 Authorize an amendment to an existing lease agreement with SOHO/Davis FG, LLC to extend the lease agreement for an additional seven-years for approximately 4,290 square feet of office space located at 11910 Greenville Avenue, Suite 100, to be used as a Building Inspection North Central District Office for the period November 1, 2022 through October 31, 2029 - Not to exceed $531,231.12 - Financing: Building Inspection Fund (subject to annual appropriations) -PBW

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Agenda Information Sheet

File #: 22-1466 **Item #:** U

Draft Item #31 Authorize an increase in the purchase from Paradise Baptist Church, also known as Paradise Missionary Baptist Church, of approximately 239,246 square feet of land, located near the intersection of University Hills Boulevard and Camp Wisdom Road for the University Hills Infrastructure Project - Not to exceed $60,000.00, increased from $357,000.00 ($350,000.00, plus closing costs and title expenses not to exceed $7,000.00) to $417,000.00 ($410,000.00, plus closing costs and title expenses no to exceed $7,000.00) - Financing: Water Utilities Capital G Fund ($60,000.00) -PBW

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Agenda Information Sheet

File #: 22-1467 **Item #:** V

Draft Item #32 Authorize a ten-year lease agreement with R. G. Colling, LLC, for approximately 8,333 square feet of office and warehouse space located at 10903 Shady Trail, Building A, Suite 160, to be used for office and warehouse for storage of program material and supplies for the Women, Infants and Children Program for the period July 1, 2022 through June 30, 2032 - Not to exceed $1,124,853.82 - Financing: Health and Human Services Commission Grant Funds (subject to annual appropriations) -PBW

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Agenda Information Sheet

File #: 22-1468 **Item #:** W

Draft Item #35 Authorize a Beautification and Maintenance Agreement, for a ten-year period, with The Bottom District Community Development Foundation, to upgrade existing signs and posts with custom signs, street toppers and decorative posts for the Bottom Beautification Project within the following limits: between Interstate 35E to the west, Corinth Street to the east, Hutchins Avenue to the south, and the Trinity River Floodplain to the north - Financing: This action has no cost consideration to the City (see Fiscal Information) -TRN

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Agenda Information Sheet

File #: 22-1469 **Item #:** X

Draft Item #36 Authorize a construction contract for the Tornado-Damaged Signals Group 1 project consisting of re-construction of traffic signals located at Midway Road and Killion Drive, Preston Road (SH 289) and Preston Royal Center (North of Royal Lane), and Lenel Place and Walnut Hill Lane - Durable Specialties, Inc., lowest responsible bidder of two - Not to exceed $1,255,550.10 - Financing: Federal Highway Administration (FHWA) Emergency Relief Program Fund-TRN

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Agenda Information Sheet

File #: 22-1470 **Item #:** Y

Draft Item #37 An ordinance amending Chapter 28, "Motor Vehicles and Traffic" of the Dallas City Code by amending Section 28-41.1.1 “Restrictions on the Use of Motor Assisted Scooters, Pocket Bikes, and Minimotorbikes” to (1) providing definitions; (2) designating authority; (3) providing for permissible behavior and defining what constitutes an offense; (4) providing a penalty not to exceed $200.00; (5) providing a saving clause; (6) providing a severability clause; and (7) providing an effective date - Financing: This action has no cost consideration to the City (see Fiscal Information) - TRN

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Agenda Information Sheet

File #: 22-1471 **Item #:** Z

Draft Item #38 An ordinance amending Chapter 43, "Streets and Sidewalks," of the Dallas City Code by amending Article X. “Dockless Vehicle Permit” to (1) providing definitions; (2) designating authority; (3) providing permitting guidelines and requirements; (4) providing a saving clause; (5) providing a severability clause; and (6) providing an effective date - Financing: Estimated Revenue: General Fund $200,000.00 (see fiscal information) -TRN

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Agenda Information Sheet

File #: 22-1472 **Item #:** A1

Draft Item #62 Authorize (1) an increase in the construction services contract with Ark Contracting Services, LLC for additional work associated with the relocation of a 48-inch diameter water transmission pipeline along Ranchview Drive and Ranch Trail in the City of Irving - Not to exceed $695,156.07, from $3,010,639.00 to $3,705,795.07; and (2) the receipt and deposit of funds from the City of Irving in an amount not to exceed $257,207.75 for the City of Irving's share of the project cost within Irving Corporate limits - Financing: Water Construction Fund ($695,156.07)- DWU

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Agenda Information Sheet

File #: 22-1473 **Item #:** A2

Draft Item #63 Authorize a construction services contract for improvements to the Jim Miller Pump Station and Reservoir - Eagle Contracting, LLC, lowest bidder of four - Not to exceed $35,936,000.00 - Financing: Water Capital Improvement F Fund ($25,000,000.00) and Water Capital Improvement G Fund ($10,936,000.00)- DWU

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Agenda Information Sheet

File #: 22-1474 **Item #:** A3

Draft Item #64 Authorize a professional services contract with Halff Associates, Inc. to provide engineering services for storm drainage and erosion control improvements at 3 locations (list attached to the Agenda Information Sheet) - Not to exceed $791,300.00 - Financing: Storm Drainage Management Capital Construction Fund)- DWU

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Agenda Information Sheet

File #: 22-1475 **Item #:** A4

Draft Item #65 Authorize an increase in the construction services contract with Rebcon, Inc. for additional work associated with the White Rock Lake Dam and Spillway Maintenance Improvements Project - Not to exceed $543,030.65, from $5,997,105.00 to $6,540,135.65 - Financing: Water Capital Improvement G Fund)- DWU

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