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DALLAS, TEXAS

City of Dallas

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

Public Notice

220878

POSTED CITY SECRETARY DALLAS, TX

Transportation and Infrastructure Committee

September 19, 2022

1:00 PM

2022 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 PROFESSIONAL SPORTS RECRUITMENT AND RETENTION Johnson (C), Atkins, Bazaldua, Blackmon, Thomas	**AD HOC COMMITTEE ON GENERAL INVESTIGATING & ETHICS** Mendelsohn (C), Atkins, Blackmon, McGough, Schultz
AD HOC COMMITTEE ON ADMINISTRATIVE AFFAIRS Willis (C), McGough, Moreno, Schultz, West	

(C) – Chair, (VC) – Vice Chair

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.

This Council Committee meeting will be held by video conference and in the Council Chambers, 6th Floor at City Hall. The Public is encourage to attend the meeting virtually, however, City Hall is available for those wishing to attend the meeting in person following all current pandemic-related public health protocols. The meeting will be broadcast live on Spectrum Cable Channel 16 and online at bit.ly/cityofdallastv.
The public may also listen to the meeting as an attendee at the following video conference link:

Call to Order

MINUTES

A 22-2101 Approval of June 21, 2022 Special Called Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

B 22-2102 Approval of August 15, 2022 Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

BRIEFING ITEMS

C 22-2113 Dallas Bike Plan Update
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation
Jessica Scott, Manager, Department of Transportation]

Attachments: Presentation

D 22-2114 Status Update on the Dallas Floodway and Dallas Floodway Extension
[Sarah Standifer, Assistant Director, Dallas Water Utilities
Eduardo Valerio, Engineering Program Administrator, Dallas Water Utilities
Carlos Denson, US Army Corps of Engineers
Sarwenaj Ashraf, P.E., US Army Corps of Engineers]

Attachments: Presentation

BRIEFINGS BY MEMORANDUMS

E 22-2115 Dallas Love Field Food and Beverage Concession Contract Amendment and Consent to Assignment - Puente Enterprises, Inc. and CBC SSP America DAL, LLC
[Mark Duebner, Director, Department of Aviation]

Attachments: Memorandum

F 22-2116 Burchfield & Partners, LLC - Amendment to Development Agreement
[Mark Duebner, Director, Department of Aviation]

Attachments: Memorandum

G 22-2112 Amendments to the Dallas Fort Worth International Airport Code of Rules & Regulations
[Paul Tomme, Legal Council, Dallas Fort Worth International Airport]

Attachments: Memorandum

H 22-2118 Upcoming Agenda Items for October 26, 2022, City Council Agenda - Ordinance Amending Chapter 28 “Motor Vehicles and Traffic” and Ordinance Amending Chapter 13 “Courts, Fines and Imprisonments”
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Memorandum

I 22-2119 Update of the Dallas Area Rapid Transit (DART) Allocation of Funds to Service Area Cities
[Robert Perez, Ph. D, Assistant City Manager, City Manager’s Office]

Attachments: Memorandum

J 22-2120 Proposed Changes to Chapter 30, Sec. 30-2(8) of the Dallas City Code
[Ali Hatefi, Director, Department of Public Works]

Attachments: Memorandum

K 22-2121 Department of Transportation Interactive Vision Zero Dashboard
[Brita Andercheck, Ph.D., Chief Data Officer, Data Analytics and Business Intelligence]

Attachments: Memorandum

L 22-2123 Monthly Update of Public Works Program Performance - July 2022
[Ali Hatefi, Director, Department of Public Works]

Attachments: Memorandum

REPORTS

M 22-2122 Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Report

FORECAST

N 22-2124 Committee Forecast

Attachments: Forecast

UPCOMING AGENDA ITEMS

O 22-2129 **Aviation:** Authorize the first amendment to the development agreement between the City of Dallas and Burchfield & Partners, LLC to extend the deadline for completing the development project and to increase the City's reimbursement amount for the development of certain airport-owned common-use improvements at Dallas Executive Airport - Not to exceed $600,000.00 - Financing: Aviation Construction Fund (subject to annual appropriations)

P 22-2132 **Aviation:** Authorize the Second Amendment to the Dallas Love Field Food and Beverage Concession Contract at Dallas Love Field Airport dated March 7, 2012, originally entered with Gina Puente Ventures, Inc. succeeded in interest by Puente Enterprises, Inc., with CBC SSP America DAL, LLC by Resolution No. 15-1335 to (1) exercise both one-year renewal terms provided for in the concession contract for the space formerly branded as Sky Canyon; and (2) add two one-year extension terms to the concession contract - Estimated Revenue: Aviation Fund $824,000.00

Q 22-2133 **Aviation:** Authorize (1) a three-year professional services contract, with two one-year extension options at the City's discretion, with HNTB Corporation to provide consulting services for construction management, project management and inspection services for various capital improvement projects within the Dallas Airport System; and (2) the establishment of appropriations in an amount not to exceed $20,537,251.38 in the Aviation Passenger Facility Charge - Near Term Project Fund - Not to exceed $20,537,251.38 - Financing: Aviation Passenger Facility Charge - Near Term Project Fund

R 22-2134 **Public Works:** An ordinance abandoning a portion of a sanitary sewer easement to Hardwood Cedars Developers, LLC, the abutting owner, containing approximately 1,413 square feet of land, located near the intersection of Harwood and Corinth Streets - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

S 22-2135 **Public Works:** An ordinance abandoning a portion of a water easement to Bent Tree Flats, LP, the abutting owner, containing approximately 450 square feet of land, located near the intersection of the Dallas North Tollway and Trinity Mills Road - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

T 22-2136 **Public Works:** An ordinance abandoning portions of Altamoore Drive to TC Cedar-Alt Distribution Center, LLC, the abutting owner, containing a total of approximately 70,624 square feet of land, located near the intersection of Altamoore Drive and Cedardale Road; and authorizing the quitclaim; and providing for the dedication of a total of approximately 81,095 square feet of land needed for street right-of-way - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

U 22-2137 **Public Works:** An ordinance abandoning portions of two temporary working space easements to IDIL Prairie Creek, LLC, the abutting owner, containing a total of approximately 62,345 square feet of land, located near the intersection of Military Parkway and Prairie Creek Road; and providing for the dedication of a total of approximately 19,244 square feet of land needed for a sanitary sewer easement - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

V 22-2138 **Public Works:** An ordinance granting a private license to Fenix TX Owner LP for the use of a total of approximately 7,914 square feet of aerial space and land to occupy, maintain and utilize four electrical conduits, thirty-seven trees, sixteen tree grates, thirty-seven uplights, four landscape and irrigation areas, four bollards, a landscape buffer, a bench and a trash receptacle on and under portions of Zang Boulevard, Beckley Avenue, Colorado Boulevard and Madison Avenue rights-of-way located near its intersection with Zang Boulevard - Revenue: General Fund $4,000 annually and $1,800 one-time fee, plus the $20.00 ordinance publication fee

W 22-2139 **Public Works:** Authorize a five-year lease agreement, with two five-year renewal options with ChildCare Group, Texas for approximately 13,607 square feet of office space located at 2922 Martin Luther King, Jr. Boulevard, Building D to be used as a childcare center for the period October 1, 2022 through September 30, 2027 - Revenue: General Fund $240,000.00

X 22-2140 **Public Works:** Authorize acquisition of a wastewater easement from Delert Investments, Inc., of a total of approximately 23,058 square feet of land located near the intersection of Preston and Arapaho Roads for the McKamy and Osage Branch Wastewater Interceptor Project - Not to exceed $400,000.00 ($393,312.00, plus closing costs and title expenses not to exceed $6,688.00) - Financing: Wastewater Capital Improvement F Fund

Y 22-2141 **Public Works:** Authorize acquisition from Computer Science Innovations LLC Series 12, of approximately 7,158 square feet of land improved with a manufactured dwelling located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed $78,000.00 ($75,000.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

Z 22-2142 **Public Works:** Authorize acquisition from the Estate of Ronald Dean Harris, Estate of Starlett Kay Harris Spicer, Estate of Patricia Louise Cox, and Donald Ray Harris, of approximately 8,730 square feet of land located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed $13,264.00 ($10,264.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

A1 22-2143 **Public Works:** Authorize acquisition from the Heirs at Law of Thomas D. Coates, of approximately 30,710 square feet of land located in Dallas County for the Southwest 120/96-inch Water Transmission Pipeline Project - Not to exceed $95,130.00 ($92,130.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

A2 22-2144 **Public Works:** Authorize an amendment to an existing lease agreement for an additional five-years with the United States of America General Services Administration to extend the lease agreement for approximately 3,043 square feet of land located at 211 South Houston Street, to be used as an outdoor playground for the period April 1, 2022 through March 31, 2027 - Revenue: General Fund $99,726.00

A3 22-2145 **Public Works:** Authorize a construction services contract for the construction of Alley Reconstruction Group 17-4002 (list attached to the Agenda Information sheet) - HD Way Concrete Service LLC, lowest responsible bidder of four - Not to exceed $1,653,450.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,247,560.00), Wastewater Capital Improvement G Fund ($400,590.00), and Wastewater Construction Fund ($5,300.00)

A4 22-2146 **Public Works:** Authorize a construction services contract for the construction of Canada Drive from Westmoreland Road to North Hampton Road and South Canada Drive from Calypso Street to Canada Drive East - Tiseo Paving Company, lowest responsible bidder of two - Not to exceed $23,237,640.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($21,570,623.25), Water Construction Fund ($1,288,377.75), Wastewater Capital Improvement G Fund ($361,541.50), and Wastewater Construction Fund ($17,098.00)

A5 22-2147 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 12-463 (list attached to the Agenda Information Sheet) - DDM Construction Corporation, lowest responsible bidder of two - Not to exceed $6,489,720.23 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($5,442,720.50), Water Construction Fund ($27,500.00), Wastewater Capital Improvement G Fund ($992,899.73), and Wastewater Construction Fund ($26,600.00)

A6 22-2148 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 17-1405 (list attached to the Agenda Information Sheet) - Aushill Construction, LLC, lowest responsible bidder of four - Not to exceed $2,132,880.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,633,770.00), Water Construction Fund ($327,710.00), Wastewater Capital Improvement G Fund ($161,850.00), and Wastewater Construction Fund ($9,550.00)

A7 22-2149 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 17-3004 (list attached to the Agenda Information Sheet) - Jeske Construction Co., lowest responsible bidder of two - Not to exceed $2,829,300.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,300,175.00), and Water Construction Fund ($529,125.00)

A8 22-2150 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 17-8002 (list attached to the Agenda Information Sheet) - Estrada Concrete Company, LLC, lowest responsible bidder of two - Not to exceed $2,817,726.40 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,990,770.00), Water Construction Fund ($420,826.20), Wastewater Capital Improvement G Fund ($382,095.20), and Wastewater Construction Fund ($24,035.00)

A9 22-2151 **Public Works:** Authorize a construction services contract for the construction of Target Neighborhood Group 17-6008 (list attached to the Agenda Information Sheet) - Estrada Concrete Company, LLC lowest responsible bidder of two - Not to exceed $2,484,326.90 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,991,810.00), Water Construction Fund ($301,837.00), Wastewater Capital Improvement G Fund ($181,649.90), and Wastewater Construction Fund ($9,030.00)

A10 22-2152 **Public Works:** Authorize a construction services contract for the construction of the Coombs Creek Trail Extension Project from JR Drive to Beckley Avenue - RoeschCo Construction, LLC, lowest responsible bidder of two - Not to exceed $3,852,762.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($2,177,762.50) and Capital Projects Reimbursement Fund ($1,675,000.00)

A11 22-2153 **Public Works:** Authorize a construction services contract for the construction of the Lamar Street Streetscape, Lamar Street from Wood Street to Elm Street - Gibson & Associates, Inc., lowest responsible bidder of two - Not to exceed $5,058,058.04 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund)

A12 22-2155 **Public Works:** Authorize Supplemental Agreement No. 1 to the professional services contract with Halff Associates, Inc., to provide additional engineering design services and necessary design modifications of 10th Street from Interstate Highway 35 to Clarendon Drive to avoid impact to the cemetery at 100 North Moore Street - Not to exceed $134,500.00, from $290,165.40 to $424,665.40 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($134,500.00)

A13 22-2156 **Transportation:** Authorize (1) an Advance Funding Agreement with the Texas Department of Transportation (TxDOT) in the estimated amount of $2,666,473.52 for a U.S. Department of Transportation - Federal Highway Administration 2020 Highway Safety Improvement Program Grant (CSJ 0918-47-347, etc., CFDA No. 20.205) in the amount of $2,176,081.00 as Federal participation, $378,245.96 ($203,245.96 for direct state costs paid to TxDOT and an estimated $175,000.00 for design, which is being done by City of Dallas staff) as local participation, and $112,146.56 State participation for indirect state costs to design, upgrade, and/or construct five traffic signals and associated off-system intersection improvements at: Marsalis Avenue at Overton Road, Kiest Boulevard at Beckley Avenue, Kiest Boulevard at Westmoreland Road, Kiest Boulevard at Polk Street and Illinois Avenue at Ewing Avenue; and (2) the disbursement of funds in an amount not to exceed $203,245.96 to TxDOT from the Coronavirus State and Local Fiscal Recovery Fund - Not to exceed $203,245.96 - Financing: Coronavirus State and Local Fiscal Recovery Fund

A14 22-2157 **Transportation:** Authorize a Multiple Use Agreement with the Texas Department of Transportation for the use of right-of-way at the Routh Street/Woodall Rodgers Intersection as part of the Routh Street Gateway Sidewalk Improvement Project (AD465121) - Financing: This action has no cost consideration to the City (see Fiscal Information)

A15 22-2158 Dallas Water Utilities: Authorize Supplemental Agreement No. 1 to the professional services contract with Freese and Nichols, Inc. for additional engineering services associated with the replacement and rehabilitation of wastewater mains at five locations (list attached to the Agenda Information Sheet) - Not to exceed $1,378,737.00, from $2,854,123.00 to $4,232,860.00 - Financing: Wastewater Capital Improvement F Fund

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 #: 22-2101 **Item #:** A

Approval of June 21, 2022 Special Called Transportation and Infrastructure Committee Meeting Minutes

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MINUTES OF THE CITY COUNCIL COMMITTEE
TUESDAY, JUNE 21, 2022

22-0002

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

PRESENT: [6] Narvaez, Atkins, Bazaldua, *Mendelsohn (**3:11 p.m.), *Moreno (**3:21 p.m.), Willis

ABSENT: [1] Schultz

The meeting was called to order at 3:08 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 4:20 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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Public Notice

220625

POSTED CITY SECRETARY
DALLAS, TX

Transportation and Infrastructure Committee

June 21, 2022

3:00 PM

SPECIAL CALLED MEETING

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

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Call to Order

BRIEFING ITEMS

A 22-1486 Update on DART Bus Service Adjustments
[DART Staff, Dallas Area Rapid Transit]

Attachments: Presentation

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

JUNE 21, 2022

Item A: Update on DART Bus Service Adjustments

The following individuals briefed the committee on the item:

- Nadine Lee, President & CEO, DART;
- Robert Smith, Vice President of Planning & Scheduling, DART;
- Rosa Medina-Cristobal, Vice President of Human Resources, DART;
- Michele Wong Krause, DART Chair;
- Flora Hernandez, DART Boardmember;
- Jon-Bertrell Killen, DART Boardmember;
- Carmen Garcia, DART Boardmember; and
- Gary Slagel, DART Boardmember

E X H I B I T C

Update on DART Bus Service Adjustments

Rob Smith
Vice President, Service Planning and Scheduling

Rosa Medina
Vice President, Human Resources

June 21, 2022

DART ZOOM
A NEW BUS NETWORK

Background

- On January 24th DART implemented a completely re-designed bus network
- The New Bus Network was the most significant change to bus service in DART's history
- Along with the redesign, services on bus and light rail were restored to pre-pandemic levels
- Work on the redesign started in October 2019, and continued through the pandemic

Improved Access and Coverage

Key measure of new network performance: increase in jobs accessible by transit within 60 minutes travel

Average improvement in jobs reachable within 60 minutes by transit:

+34%

Access improves for every socioeconomic and demographic group

98% of pre-pandemic boardings within walking distance of service

Improved overall service coverage

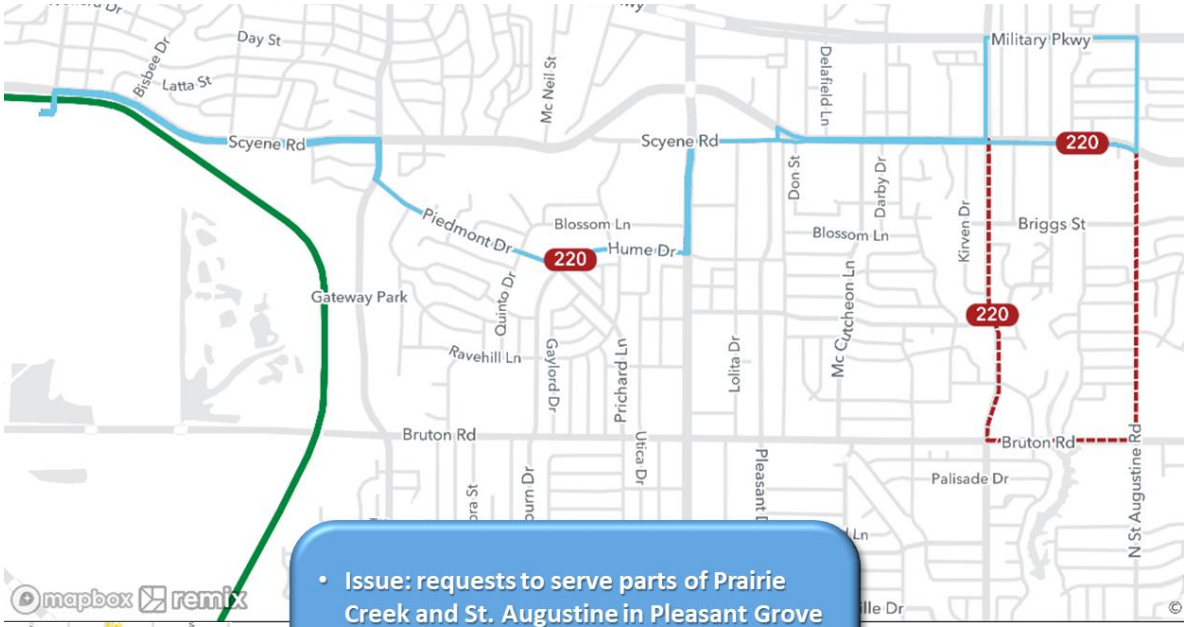
DART ZOOM A NEW BUS NETWORK

June Service Adjustments

- DART has implemented a series of adjustments to some bus schedules and GoLink zones since the bus network redesign was introduced in January
- Additional adjustments to the network occurred on June 13, and these are the focus of today's update
- Two routes in Dallas have had route modifications based upon customer requests:
  - Route 215 to serve Blewitt Flowers and Overton Park Apartments
  - Route 220 to serve additional streets in Pleasant Grove

June Route Modifications

Route 220



- Issue: requests to serve parts of Prairie Creek and St. Augustine in Pleasant Grove via modification of Route 220
- This change is feasible and will not have adverse impact on riders
- Slated for June service changes

Route 215

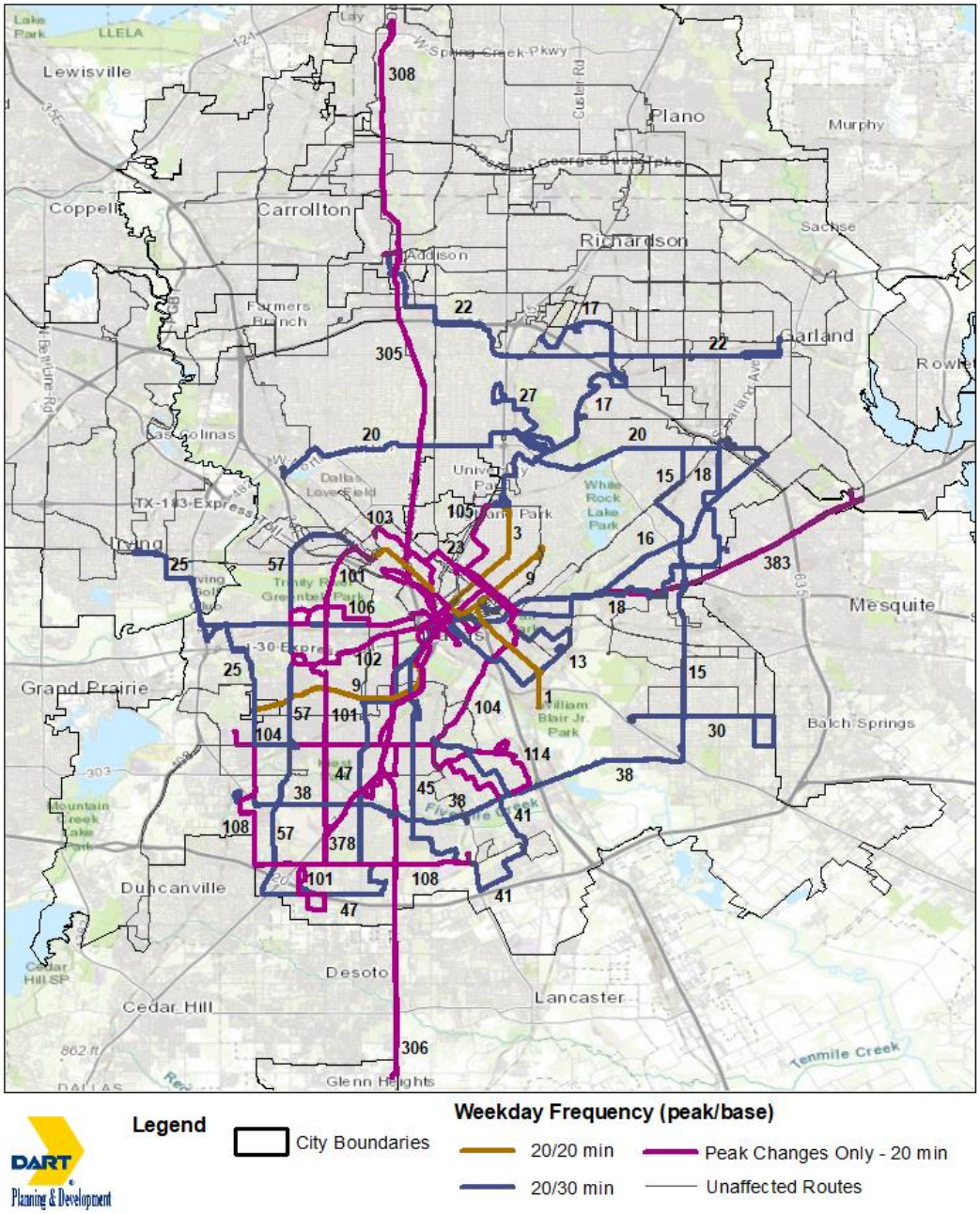
- Issue: service to Bluitt Flowers Health Center
- Walk distance to Kiest 2,600 ft
- Walk distance to Marsalis 1,800 ft

Operator Shortages

- The largest group of the June 13 changes involve schedule adjustments to address bus operator shortages
- Similar to many transit agencies throughout the Country, DART has faced a series of labor shortages over the past two years
- When DART designed and implemented the new network in January, we did not anticipate that labor shortages, specifically for bus operators, would have the impact that we have seen
- Shortages have caused missed service throughout the bus system
- The goal of the changes is to help with missed connections, getting people to work on time, and responding to the customer feedback we have received

Temporary Service Adjustments

- On June 13th, 31 bus routes had schedule adjustments:
  - 15-minute service will switch to 20-minute service
  - Some 20-minute service will switch to 30-minute service midday and early evenings
- Adjustments may continue until January 2023
- As we are able to build the workforce we will re-evaluate the plan and timing and adjust if possible



DART ZOOM A NEW BUS NETWORK

Communications Plan

Temporary Service Adjustments

- Bilingual Communications were targeted to inform:
  - Riders
  - Residents
  - Stakeholders
  - Elected officials
  - Cities staff
- Comprehensive plan started May 23 – three weeks prior to change

Message

- Messaging topics:
  - Describing the adjustments
  - Why we are making them
  - Planned community outreach approach
  - Benefits of DARTzoom (long term benefits remain)
  - Aggressive Operator hiring efforts
- Talking points conveying these messages appear throughout communications plan elements
- Bilingual – Spanish and English

Advertising

- "Acknowledgement and Action"
  - Acknowledge that our riders deserve a dependable bus network
  - Describe the actions we are taking to address:
    - service adjustments to improve timeliness
    - hiring bus operators to meet service levels
    - providing technology options to better manage experience
  - Reinforce benefits of 2022 bus network

Activation

Community:

- Stakeholder, elected official outreach
- General information two weeks before
- Special events
- Messaging to school districts last week of May, again for start of new school year
- Work with key communicators for DART Cities
- Corporate client outreach
- Rider alerts
- Press releases to media outlets

Employees:

- Call center training underway
- “Bus blitz” reachout at key stations/passenger facilities

Delivery

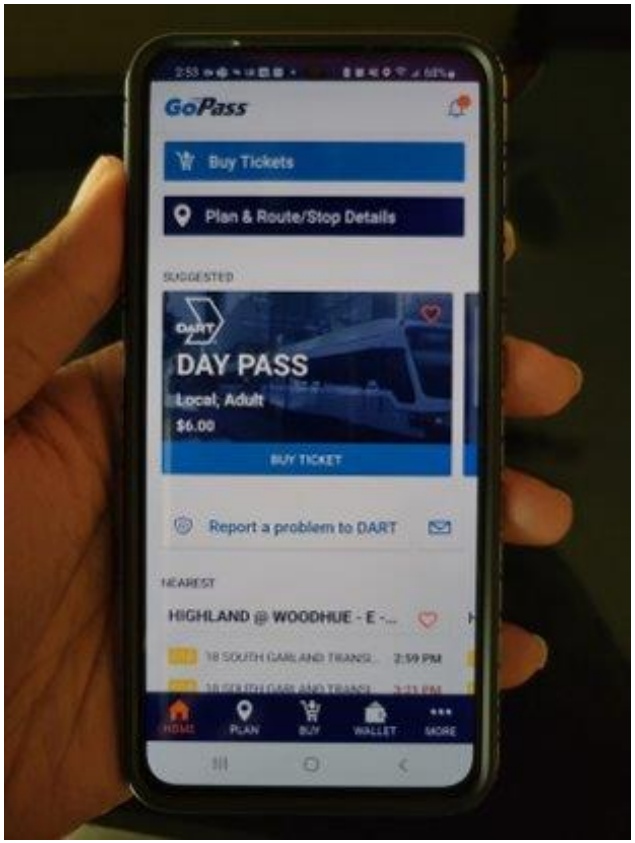
DART Assets

- Rail and bus interiors
- Transit Centers
- Windscreens
- Corner markers
- DARTmart

Delivery

Digital

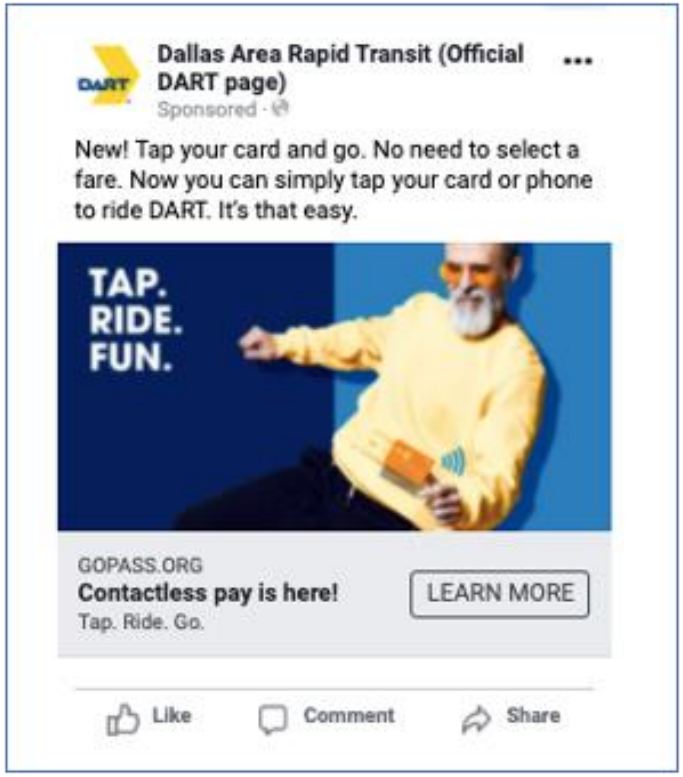
- Gov Delivery emails
- DART.org/DARTzoom.org websites
- DART Daily blog
- GoPass app
- Kiosks
- Bus digital screens



Delivery

Social Media

- Ask DART
- Facebook and YouTube Live Events
  - Several events in advance, others after
  - Bilingual
- Facebook
- Instagram
- Twitter
- LinkedIn



Tools

- Brochure
- New timetables for affected routes
- Printed notices on buses, trains

Bus Operator Hiring

- **Increased Starting Wage**
  - $ 21.13/hr
- **MARCOM Campaign:**
  - Rolling Stock
  - DART owned/ operated locations
  - Digital Content
  - ** Efforts initiated in January and February and still in effect*
- **Launch of Bus Operator Incentive**
  - April 1st - Employee Referral and Sign-on Bonus
  - Announced in English and Spanish on DART.org
  - Over 100 applications in first week of Launch
- **Launch of Government Relations Press:**
  - April 11th press release to DART media database, including local and trade publications, and local print and broadcast media outlets.

What are DART's additional plans?

- Expand external Community-Based Partnerships
- Updated Agreement with Univision
  - Television, Radio, and Digital opportunities
- Establish Partnerships with Local CDL and Trade/Technical Schools
- Biweekly meetings with Operations leadership
- Biweekly hiring events and increased visibility at community Job Fairs
- On the spot interviews and hiring
- Expedited hiring process

Thank you

DART.org

DART ZOOM
A NEW BUS NETWORK

City of Dallas

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

Agenda Information Sheet

File #: 22-2102 **Item #:** B

Approval of August 15, 2022 Transportation and Infrastructure Committee Meeting Minutes

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MINUTES OF THE CITY COUNCIL COMMITTEE
MONDAY, AUGUST 15, 2022

22-0002

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
CITY COUNCIL CHAMBER, CITY HALL/VIDEO CONFERENCE
DEPUTY MAYOR PRO TEM OMAR NARVAEZ, PRESIDING

PRESENT: [7] Narvaez, Atkins, *Moreno (**1:05 p.m.), *Bazaldua, Schultz, Mendelsohn, Willis (**1:02 p.m.)

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 2:00 p.m. and reconvened to open session at 2:04 p.m.

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.**
**** Note: Indicates arrival time after meeting called to order/reconvened.**

DRAFT

E X H I B I T A

RECEIVED
2022 AUG 11 PM 4:04
CITY SECRETARY
DALLAS, TEXAS

City of Dallas

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

Public Notice

220756
POSTED CITY SECRETARY DALLAS, TX

Transportation and Infrastructure Committee

August 15, 2022

1:00 PM

2022 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 PROFESSIONAL SPORTS RECRUITMENT AND RETENTION Johnson (C), Atkins, Bazaldua, Blackmon, Thomas	**AD HOC COMMITTEE ON GENERAL INVESTIGATING & ETHICS** Mendelsohn (C), Atkins, Blackmon, McGough, Schultz
AD HOC COMMITTEE ON ADMINISTRATIVE AFFAIRS Willis (C), McGough, Moreno, Schultz, West	

(C) – Chair, (VC) – Vice Chair

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Call to Order

MINUTES

A 22-1785 Approval of June 21, 2022 Transportation and Infrastructure Committee Meeting Minutes

Attachments: Minutes

BOARD INTERVIEWS

B 22-1786 Dallas-Fort Worth International Airport Board Appointee Candidate Interviews
[Deputy Mayor Pro Tem, Omar Narvaez, Chair of Transportation & Infrastructure]

BRIEFING ITEMS

C 22-1787 Dallas Bike Plan Update
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation
Jessica Scott, Manager, Department of Transportation]

Attachments: Presentation

D 22-1788 Status Update on the Dallas Floodway and Dallas Floodway Extension
[Sarah Standifer, Assistant Director, Dallas Water Utilities
Eduardo Valerio, Engineering Program Administrator, Dallas Water Utilities
Carlos Denson, US Army Corps of Engineers
Sarwenaj Ashraf, P.E., US Army Corps of Engineers]

Attachments: Presentation

BRIEFING BY MEMORANDUM

E 22-1791 Upcoming Agenda Item: Rosemont Safe Routes to School Project in the Davis Garden TIF District
[Ali Hatefi, Director, Department of Public Works
Haytham Hassan, Assistant Director/City Engineer, Department of Public Works
Kevin Spath, Assistant Director, Economic Development]

Attachments: Memorandum

F 22-1789 Request for Transportation & Infrastructure Committee Support for DART Allocation of Funds to Service Area Cities
[Deputy Mayor Pro Tem, Omar Narvaez, Chair of Transportation & Infrastructure Committee
Council Member Tennell Atkins, Vice Chair of Transportation & Infrastructure Committee]

Attachments: Memorandum

G 22-1790 Shared Dockless Vehicle Program Update & Next Steps
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Memorandum

REPORTS

H 22-1792 Interagency Transportation Report
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

Attachments: Report

I 22-1793 Monthly Update of Public Works Program Performance - June 2022
[Ali Hatefi, Director, Department of Public Works]

Attachments: Report

FORECAST

J 22-1794 Committee Forecast

Attachments: Forecast

UPCOMING AGENDA ITEMS

K 22-1797 **Aviation:** Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DCBD) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas CBD Vertiport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 - Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

L 22-1798 **Aviation:** Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DLEX) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas Executive Airport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Executive Airport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Executive Airport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 - Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

M 22-1799 **Public Works:** An ordinance abandoning a portion of a drainage easement to Riveredge Owner, LP, the abutting owner, containing 56 square feet of land, located near the intersection of Irving Boulevard and Riveredge Drive - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

N 22-1800 **Public Works:** An ordinance granting a private license to 1412 Main Street, LLC, for the use of approximately 441 square feet of land to occupy, maintain, and utilize seven planters and three tree grates on a portion of Main Street right-of-way located near its intersection with Akard Street - Revenue: General Fund ($200.00), plus the $20.00 ordinance publication fee

O 22-1801 **Public Works:** An ordinance granting a private license to LoCo Meletio Development L.P. for the use of a total of approximately 5,726 square feet of aerial space and land to install, maintain and utilize six canopies with premise signs, three electrical conduits, a subsurface vault, six benches, six bollards, and three landscape and irrigation areas on and over portions of Jackson Street, Pearl Expressway and Cesar Chavez Boulevard located near its intersection with Cesar Chavez Boulevard and Jackson Street - Revenue: General Fund $49,418.00 annually, $700.00 one-time fee, plus the $20.00 ordinance publication fee

P 22-1802 **Public Works:** An ordinance granting a private license to Southern Methodist University and Peruna East Corporation for the use of a total of approximately 344 square feet of land to install, maintain and utilize three subsurface fiber optic cables on portions of SMU Boulevard and Dyer Street rights-of-way located near its intersection with SMU Boulevard and Prentice Street - Revenue: General Fund $3,000.00 annual fee, plus the $20.00 ordinance publication fee

Q 22-1803 **Public Works:** Authorize (1) an Advance Funding Agreement with the Texas Department of Transportation (TxDOT) (CSJ No. 0918-47-324) for the construction of the Rosemont Safe Routes to School Project; and (2) payment to TxDOT for the City's share of engineering review costs for the design of the Rosemont Safe Routes to School Project in the amount of $6,894.00 - Financing: Rosemont Safe Routes to School Fund

R 22-1804 **Public Works:** Authorize a Public Highway At-grade Crossing Improvement Agreement with the Union Pacific Railroad Company for the widening, improvement and maintenance of the Chalk Hill Road at-grade public road crossing between Interstate Highway-30 frontage road and Singleton Boulevard - Not to exceed $1,308,399.00 - Financing: Streets and Transportation (A) Fund (2017 General Obligation Bond Fund)

S 22-1805 **Public Works:** Authorize a construction services contract for the construction of Alley Reconstruction Group 17-7002 - (list attached to the Agenda Information Sheet) - HD Way Concrete Service, LLC, lowest responsible bidder of four - Not to exceed $1,517,365.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,517,365.00)

T 22-1806 **Public Works:** Authorize a construction services contract for the construction of Chalk Hill Road (North) from IH-30 frontage road to Singleton Boulevard - XIT Paving and Construction, Inc., lowest responsible bidder of two - Not to exceed $16,938,615.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($13,680,848.00), Water Capital Improvement F Fund ($2,100,334.00), Water Construction Fund ($100,806.00), Wastewater Capital Improvement G Fund ($1,015,979.50), and Wastewater Construction Fund ($40,648.00)

U 22-1807 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 17-4005 (list attached to the Agenda Information Sheet) - Jeske Construction Company, lowest responsible bidder of four - Not to exceed $2,774,223.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($1,815,749.00), Water Capital Improvement F Fund ($473,937.00), Water Construction Fund ($127,490.00), Wastewater Capital Improvement G Fund ($320,147.00), and Wastewater Construction Fund ($36,900.00)

W 22-1808 **Public Works:** Authorize a construction services contract for the construction of Street Reconstruction Group 17-5002 (list attached to the Agenda Information Sheet) - Jeske Construction Company, lowest responsible bidder of five - Not to exceed $4,698,759.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,981,393.00), Water Capital Improvement F Fund ($962,500.00), Water Construction Fund ($85,440.00), Wastewater Capital Improvement G Fund ($606,166.00), and Wastewater Construction Fund ($63,260.00)

X 22-1809 **Public Works:** Authorize an increase in the purchase from Crosstimbers Capital, Inc., of approximately 5,353 square feet of land, located near the intersection of Gloyd and Childers Streets for the Cadillac Heights Phase II Project - Not to exceed $27,744.33, increased from $16,800.00 ($15,000.00, plus closing costs and title expenses not to exceed $1,800.00) to $44,544.33 ($43,000.00, plus closing costs and title expenses no to exceed $1,554.33) - Financing: Land Acquisition in Cadillac Heights Fund (2006 Bond Funds)

Y 22-1810 **Public Works:** Authorize Supplemental Agreement No. 4 to the engineering services contract with Dal-Tech Engineering Inc. to provide additional civil engineering, surveying, and geotechnical engineering services to complete the design of Community Drive from Denton Drive to Northwest Highway - Not to exceed $135,523.00, from $278,078.13 to $413,601.13 - Financing: Specified Street Project Fund (2003 General Obligation Bond Funds) ($114,412.00), Water Capital Improvement (F) Fund $11,611.00, and Wastewater Capital Improvement (G) Fund ($9,500.00)

Z 22-1811 **Transportation:** Authorize (1) an agreement with 8111 Douglas Ave, LLC, for contribution of funds towards the traffic signal installation at the intersection of Douglas Avenue and Sherry Lane in the City of Dallas; (2) the receipt and deposit of funds in an amount not to exceed $148,478.00 in the Transportation Special Projects Fund (3) the establishment of appropriations in an amount not to exceed $148,478.00 in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $148,478.00 from the Transportation Special Projects Fund - Not to exceed $148,478.00 - Financing: Transportation Special Projects Fund

A1 22-1812 **Transportation:** Authorize (1) an Agreement with K. Hovnanian DFW Caldwell lakes, LLC, for contribution of funds towards the traffic signal installation at the intersection of Lasater Road and Lawson Road in the City of Dallas; (2) the receipt and deposit of funds in an amount not to exceed $170,000.00 in the Transportation Special Projects Fund; (3) the establishment of appropriations in an amount not to exceed $170,000.00 in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $170,000.00 from the Transportation Special Projects Fund - Not to exceed $170,000.00 - Financing: Transportation Special Projects Fund

A2 22-1813 **Transportation:** Authorize (1) an Interlocal Agreement with the Texas Department of Transportation (TxDOT) through a grant from the Department of Transportation Federal Highway Administration (Agreement No. CSJ 0196-03-290, CFDA No. 20.205) in the amount of $227,161.39 to provide cost reimbursement for material and labor related to the installation of traffic signal equipment at the intersections of Interstate Highway 35E at Mockingbird Lane and State Highway 183 at Mockingbird Lane as part of TxDOT's "Road to Zero" Program; (2) the establishment of appropriations in the amount of $227,161.39 in the Road to Zero Fund; (3) the receipt and deposit of funds in the amount of $227,161.39 in the Road to Zero Fund; and (4) the disbursement of funds in the amount of $227,161.39 from the Road to Zero Fund; and (5) execution of the Interlocal Agreement and all terms, conditions, and documents required by the agreement - Total amount of $227,161.39 - Financing: Texas Department of Transportation Grant Funds

A3 22-1814 **Dallas Water Utilities:** Authorize a professional services contract with Freese and Nichols, Inc. to provide engineering services for storm drainage system and erosion control improvements at 4 locations (list attached to the Agenda Information Sheet) - Not to exceed $1,150,646.22 - Financing: Storm Drainage Management Capital Construction Fund

A4 22-1820 **Dallas Water Utilities:** Authorize a construction services contract for the installation and rehabilitation of water and wastewater mains at 15 locations (list attached to the Agenda Information Sheet) - Douglas Dailey Construction, LLC, lowest responsible bidder of six - Not to exceed $10,985,770.00 - Financing: Water (Drinking Water) - TWDB 2021 Fund ($9,155,000.00) and Wastewater (Clean Water) - 2021 TWDB Fund ($1,830,770.00)

A5 22-1816 **Dallas Water Utilities:** Authorize an increase in the construction services contract with Muniz Construction, Inc., for additional pavement restoration associated with the installation of water and wastewater mains at 16 locations (list attached to the Agenda Information Sheet) - Not to exceed $1,406,088.48, from $6,481,076.00 to $7,887,164.48 - Financing: Water (Drinking Water) - 2021 TWDB Fund ($539,555.49), Wastewater (Clean Water) - 2021 TWDB Fund ($539,555.49), and Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($326,977.50)

A6 22-1818 **Dallas Water Utilities:** Authorize Supplemental Agreement No. 1 to the professional services contract with Halff Associates, Inc. for additional engineering services associated with the Floodplain Program Management Assistance Contract No. 1 - Not to exceed $133,950.00, from $450,000.00 to $583,950.00 - Financing: Storm Drainage Management Capital Construction Fund

A7 22-1830 Bond & Construction Management: Authorize a construction contract for the construction of Fire Station No. 41 Replacement Facility located at 5920 Royal Lane - Imperial Construction, Inc, best value proposer of eight - Not to exceed $6,155,000.00 - Financing: 2020 Certificates of Obligation Fund

A8 22-1831 Bond & Construction Management: Authorize Change Order No. 1 for an increase to a job order with METCO Engineering for construction services in the amount of $200,002.00 from $479,717.00 to 679,719.00 for Temporary Fire Station 41 located at 5807 Royal Lane. - Financing: 2020 Certificates of Obligation Funds

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

AUGUST 15, 2022

Item A: Approval of June 21, 2022 Transportation and Infrastructure Committee Meeting Minutes

Councilmember Mendelsohn moved to adopt the minutes as presented.

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

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

BOARD INTERVIEWS

Item B: Dallas-Fort Worth International Airport Board Appointee Candidate Interviews

The following individual briefed the committee on the item:

- Deputy Mayor Pro Tem, Omar Narvaez, Chair of Transportation & Infrastructure

The following appointees were interviewed by the committee:

- Benson Hall
- Lee Kleinman
- Jesse Oliver

Councilmember Atkins moved to appoint the following with recommendation to city council:

- Benson Hall

Motion seconded by Councilmember Bazaldua.

After discussion, Deputy Mayor Pro Tem Narvaez called a record vote on Councilmember Atkins's motion:

Voting Yes:	[4]	Moreno, Narvaez, Bazaldua, Atkins
Voting No:	[3]	Schultz, Mendelsohn, Willis

Deputy Mayor Pro Tem Narvaez declared the motion adopted and forwarded to city council.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

BRIEFING ITEMS

Item C: Dallas Bike Plan Update

The committee did not discuss item.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

BRIEFING ITEMS

Item D: Status Update on the Dallas Floodway and Dallas Floodway Extension

The committee did not discuss item.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

BRIEFING BY MEMORANDUM

Item E: Upcoming Agenda Item: Rosemont Safe Routes to School Project in the Davis Garden TIF District

Item F: Request for Transportation & Infrastructure Committee Support for DART Allocation of Funds to Service Area Cities

Item G: Shared Dockless Vehicle Program Update & Next Steps

The committee discussed the items.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

REPORTS

Item H: Interagency Transportation Report

Item I: Monthly Update of Public Works Program Performance - June 2022

The committee discussed the items.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

FORECAST

Item J: Committee Forecast

The committee discussed the item.

OFFICIAL ACTION OF THE CITY COUNCIL COMMITTEE

AUGUST 15, 2022

UPCOMING AGENDA ITEMS – AUGUST 24, 2022

Item K: **Aviation:** Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DCBD) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas CBD Vertiport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 - Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

Item L: **Aviation:** Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DLEX) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas Executive Airport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program – RAMP Dallas Executive Airport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Executive Airport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 -Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

Item M: **Public Works:** An ordinance abandoning a portion of a drainage easement to Riveredge Owner, LP, the abutting owner, containing 56 square feet of land, located near the intersection of Irving Boulevard and Riveredge Drive - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

Item N: 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

Item O: 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

Item P: 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

Item Q: 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

Item R: 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

Item S: 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

Item T: 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

Item U: 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

Item V: 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

Item W: 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

Item X: 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

Item Y: 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

Item Z: 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

Item A1: 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

Item A2: 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

Item A3: 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

Item A4: 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

Item A5: 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

Item A6: 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

Item A7: 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

Item A8: Bond & Construction Management: Authorize Change Order No. 1 for an increase to a job order with METCO Engineering for construction services in the amount of $200,002.00 from $479,717.00 to 679,719.00 for Temporary Fire Station 41 located at 5807 Royal Lane. - Financing: 2020 Certificates of Obligation Funds

The committee discussed the items.

E X H I B I T C

City of Dallas

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

Agenda Information Sheet

File #: 22-1786 **Item #:** B

Dallas-Fort Worth International Airport Board Appointee Candidate Interviews
[Deputy Mayor Pro Tem, Omar Narvaez, Chair of Transportation & Infrastructure]

City of Dallas

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

Agenda Information Sheet

File #: 22-1787 **Item #:** C

Dallas Bike Plan Update
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation
Jessica Scott, Manager, Department of Transportation]

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City of Dallas

Dallas Bike Plan Update

Transportation and Infrastructure Committee
August 15, 2022

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

Jessica Scott, AICP, LCI
Manager, Department of Transportation

Presentation Overview

- Presentation Purpose
- Scope of Dallas Bike Plan Update
- Existing Conditions Analysis
- Public and Stakeholder Engagement
- Next Steps

DALLAS
BIKE PLAN
UPDATE

Purpose of Presentation

- Brief the Transportation & Infrastructure Committee on the work completed and input received so far on the update to the Dallas Bike Plan.

DALLAS
BIKE PLAN
UPDATE

Scope of the Dallas Bike Plan Update

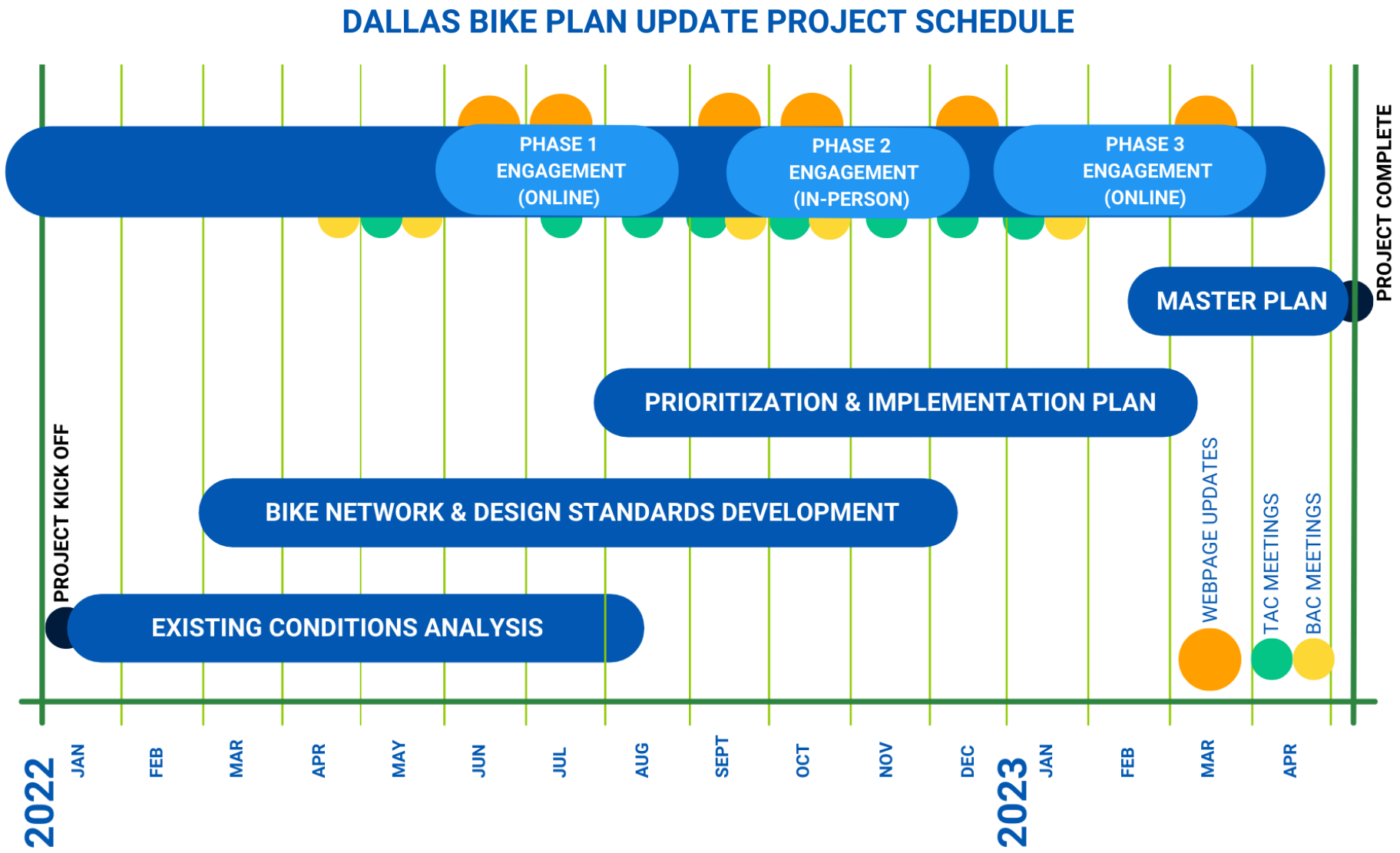
Key Objectives of the Plan Update

1. Update planned Bicycle Network
    - Reflect changes to the city since 2011
    - Reconcile with the recommendations in the Trail Master Plan and local area plans (e.g., The 360 Plan)
    - Focus on routes and facilities that: 1) provide a higher safety and comfort, 2) necessary to have a connected citywide network, 3) connect to key destinations, 4) have greater support and feasibility
2. Modernize City's bicycle design standards
3. Update project prioritization framework and identify priority projects
4. Educate residents about this alternative mobility option and ensure equity

Scope of the Dallas Bike Plan Update

PUBLIC INVOLVEMENT PHASES

PROJECT PHASES



Scope of the Dallas Bike Plan Update

1. EXISTING CONDITIONS ANALYSIS

- Demand
- Level of Traffic Stress
- Safety
- Public Health
- Equity
- Network Gaps
- Plans & Policies

2. UPDATE BICYCLE NETWORK & DESIGN STANDARDS

- Network Alternatives Evaluation
- Feasibility Evaluation
- Standards, Guidelines, Specifications Review
- Initial, Draft, and Final Recommendations

3. PROJECT PRIORITIZATION, FUNDING, & PHASING

- Project Prioritization Framework
- Prioritize Identified Projects
- Project Cut Sheets
- Funding Analysis
- Project Estimates
- Phasing Recommendations

4. PLAN DEVELOPMENT

- Draft Plan
- Revised Draft Plan
- Final Plan

Existing Conditions Analysis

Existing Conditions

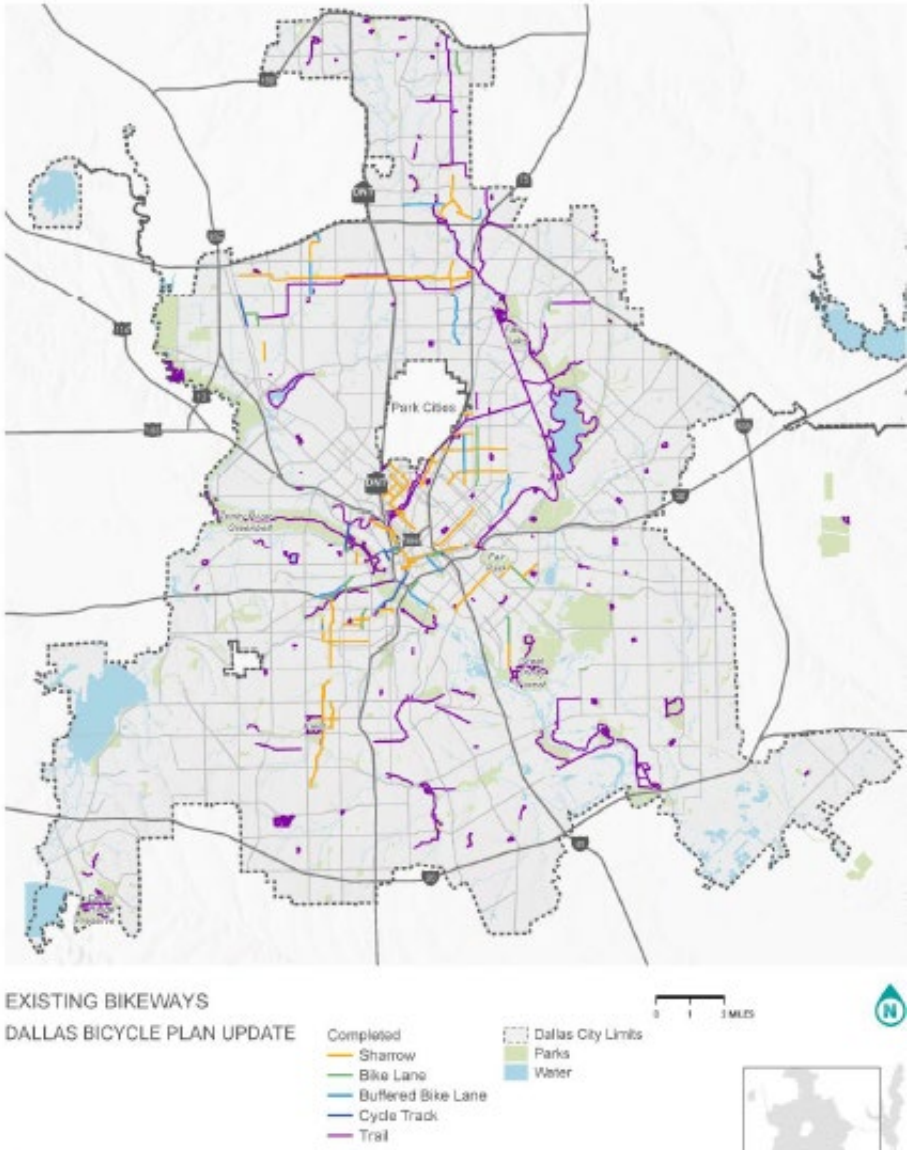
- Existing Network
- Level of Traffic Stress
- Safety
- Demand
- Equity + Public Health

- Understand Current Network
- Identify Network Gaps
- Project Opportunities
- Community Input
- Prioritization and Implementation

Existing Conditions Analysis

Existing Network

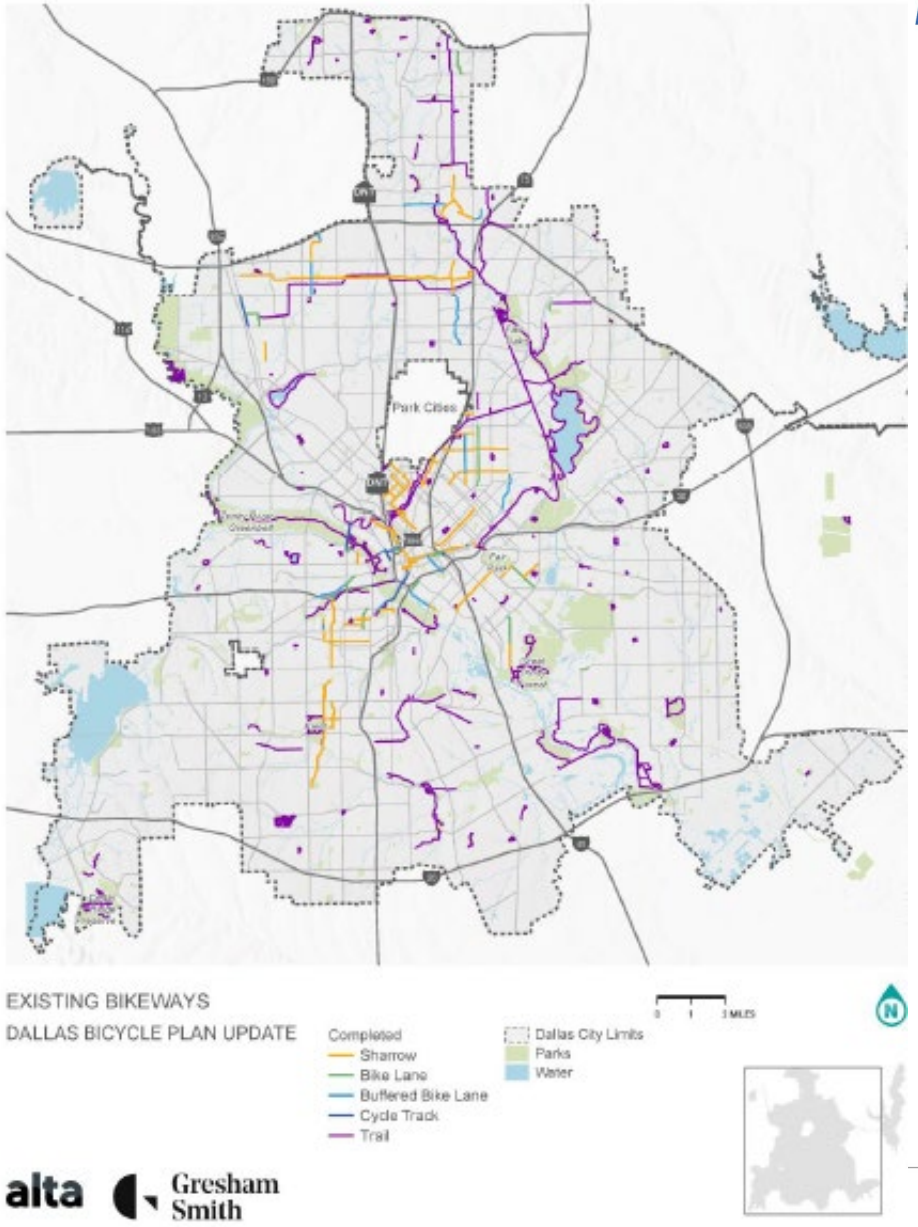
- Where are facilities?
- What type?
- Where do they go?
- How complete are they?



Existing Conditions Analysis

Demand

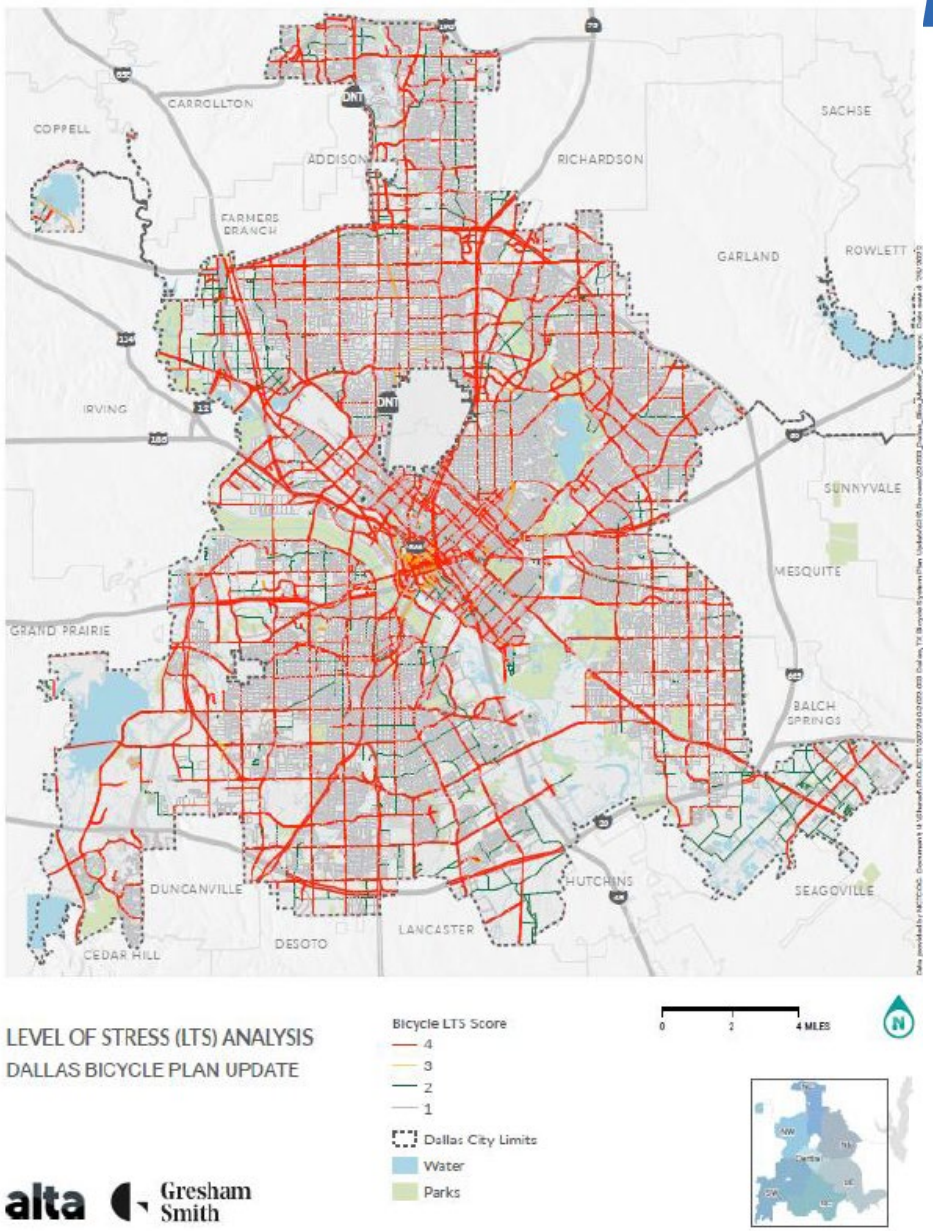
- Short Trips (less than 3 miles)
- Relationship to Destinations
- Identify Patterns Related to:
  - Gaps in the Bike Network
  - Safety Hot Spots
  - Trip Potential



Existing Conditions Analysis

Level of Traffic Stress

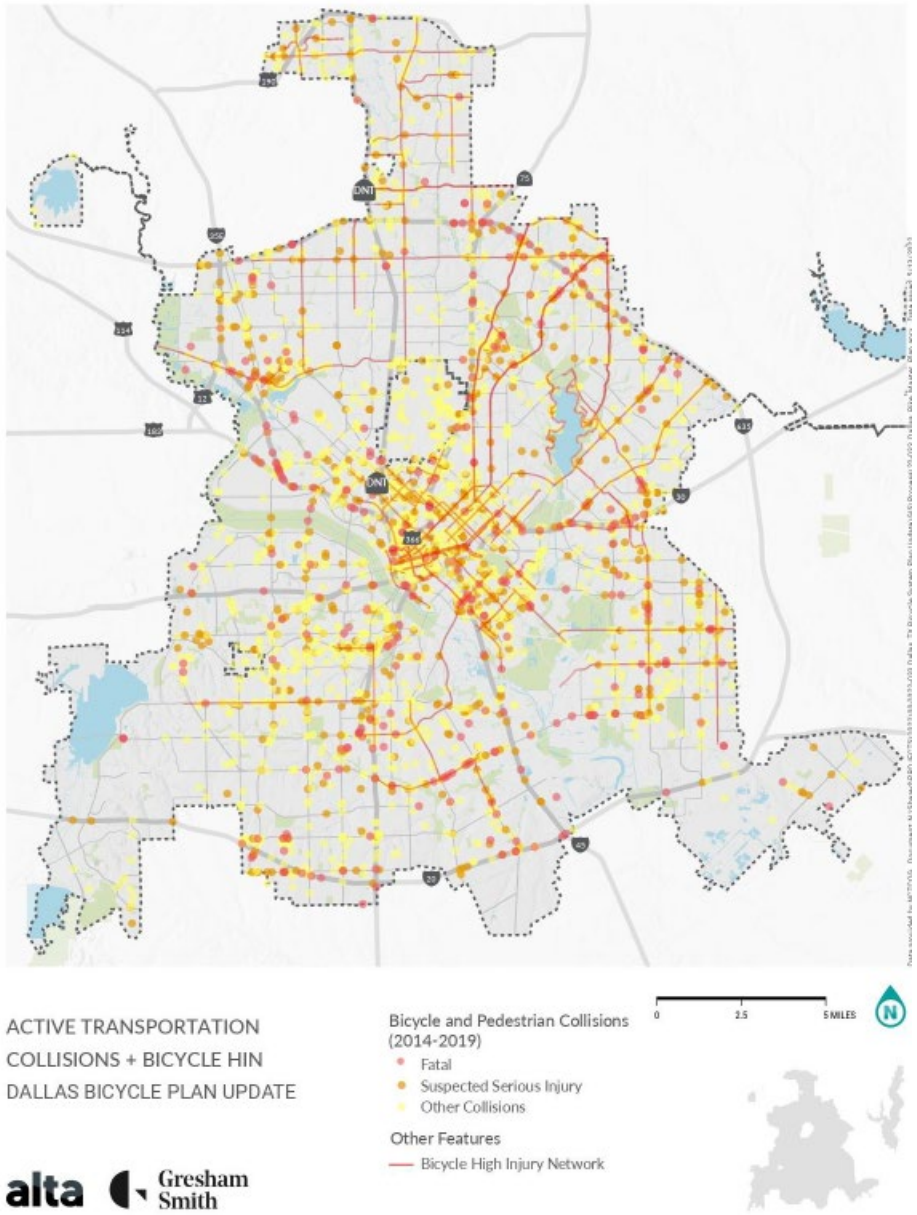
- Expected experience traveling by bicycle along a roadway
- Considers a roadway's travel speeds, width, and presence, and the type of existing bicycle facility
- Framework to guide identification of bike network opportunities and barriers



Existing Conditions Analysis

Safety

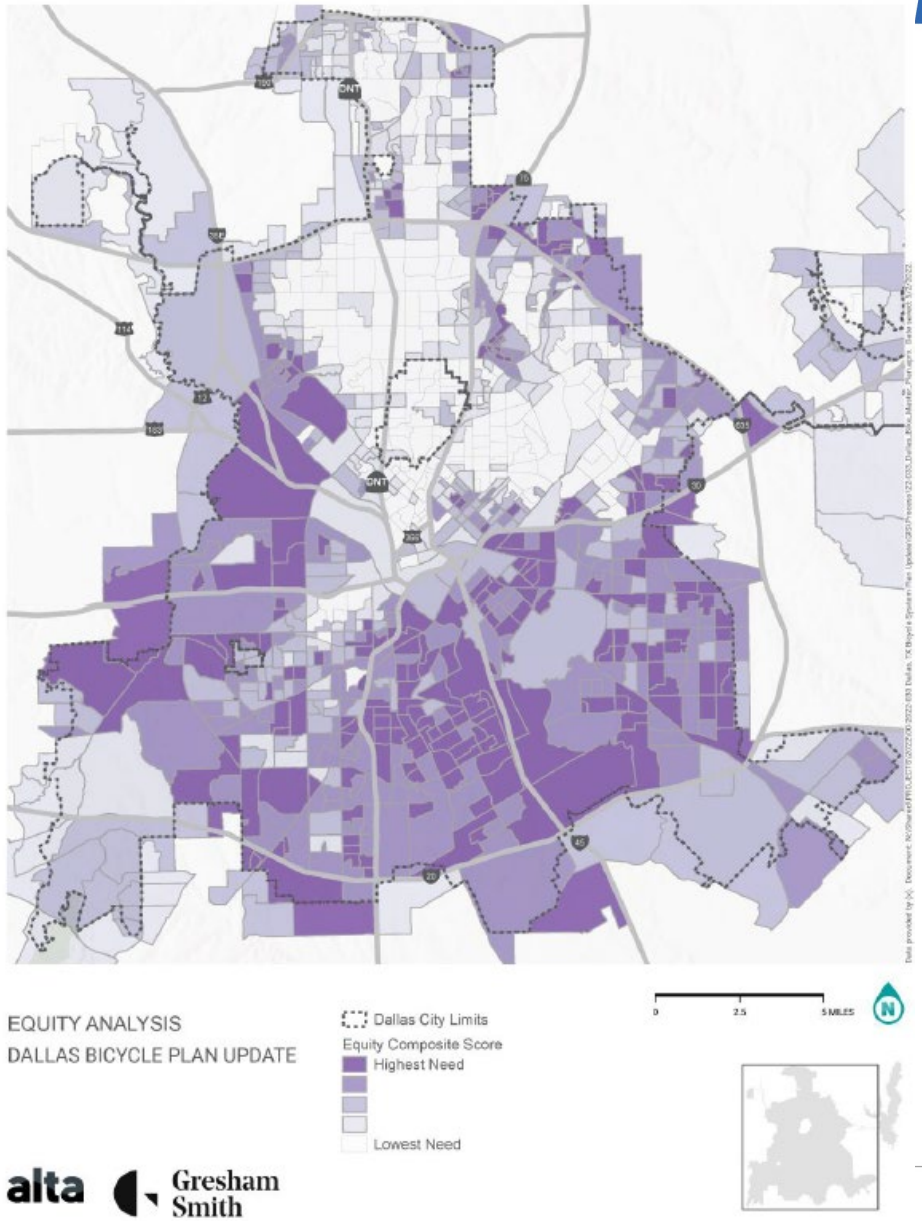
- Frequency + Severity of Collisions
- Vision Zero Bicycle High Injury Network
- Identify Patterns Related to:
  - Roadway Conditions
  - Existing Bikeways
  - Areas of High Demand
  - Equity Focus Areas



Existing Conditions Analysis

Equity + Public Health

- Demographic Factors
- Environmental Factors
- Identify Patterns Related to:
  - Existing Bike Network
  - Safety



Existing Conditions Analysis

Key Takeaways

1. Highways, major roads create barriers for low stress bicycle travel
   - *Opportunity: Improve local roadways to support traveling along low-stress networks and across high-stress barriers*
2. "Highest need" areas from the Equity + Public Health analysis have the least complete bike networks, higher number of serious crashes
   - *Opportunity: Prioritize improvements to support safer, more comfortable travel in underserved communities*
3. Connections among existing bikeways, especially trails, is limited
   - *Opportunity: Explore connections to existing trails to form the foundation of a low-stress network*

Public and Stakeholder Engagement

Public Involvement Plan

INITIAL OUTREACH: Spread Awareness of the Project

- When: Spring 2022
- How: Flyer distribution at events, social media outreach

PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: Summer 2022
- How: Online survey and interactive comment map

PHASE 2: Input on the Draft Bicycle Network

- When: Fall 2022
- How: 7 in-person events, 1 virtual meeting, online input

PHASE 3: Input on Priority Projects and the Draft Plan

- When: Spring 2023
- How: 1 virtual meeting, online surveys

Public and Stakeholder Engagement

Two advisory bodies are guiding the project.
Each will meet at least five times.

- **Bicycle Advisory Committee (BAC)**: Residents nominated by Mayor and each Council Member.

- **Technical Advisory Committee (TAC)**: City of Dallas staff across many departments and inter-agency partners such as DART, Dallas County, and TxDOT.

In addition, staff will coordinate with the Micromobility Working Group.

Public and Stakeholder Engagement

PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: July 5 to July 24, 2022 (online engagement)
- How: Online survey, interactive comment map
- Results:
  - Online Survey: 3,200 started; 2,542 surveys fully completed
  - Webmap: 1,217 visitors to webmap, 1,392 suggestions (unique points and lines), and 314 comments
  - Textline conversations: 11

Public and Stakeholder Engagement

Tell us about your challenges and the opportunities you see for bicycling in Dallas today.

Using the button below, add a point or add a route to share more about your experiences traveling in Dallas.

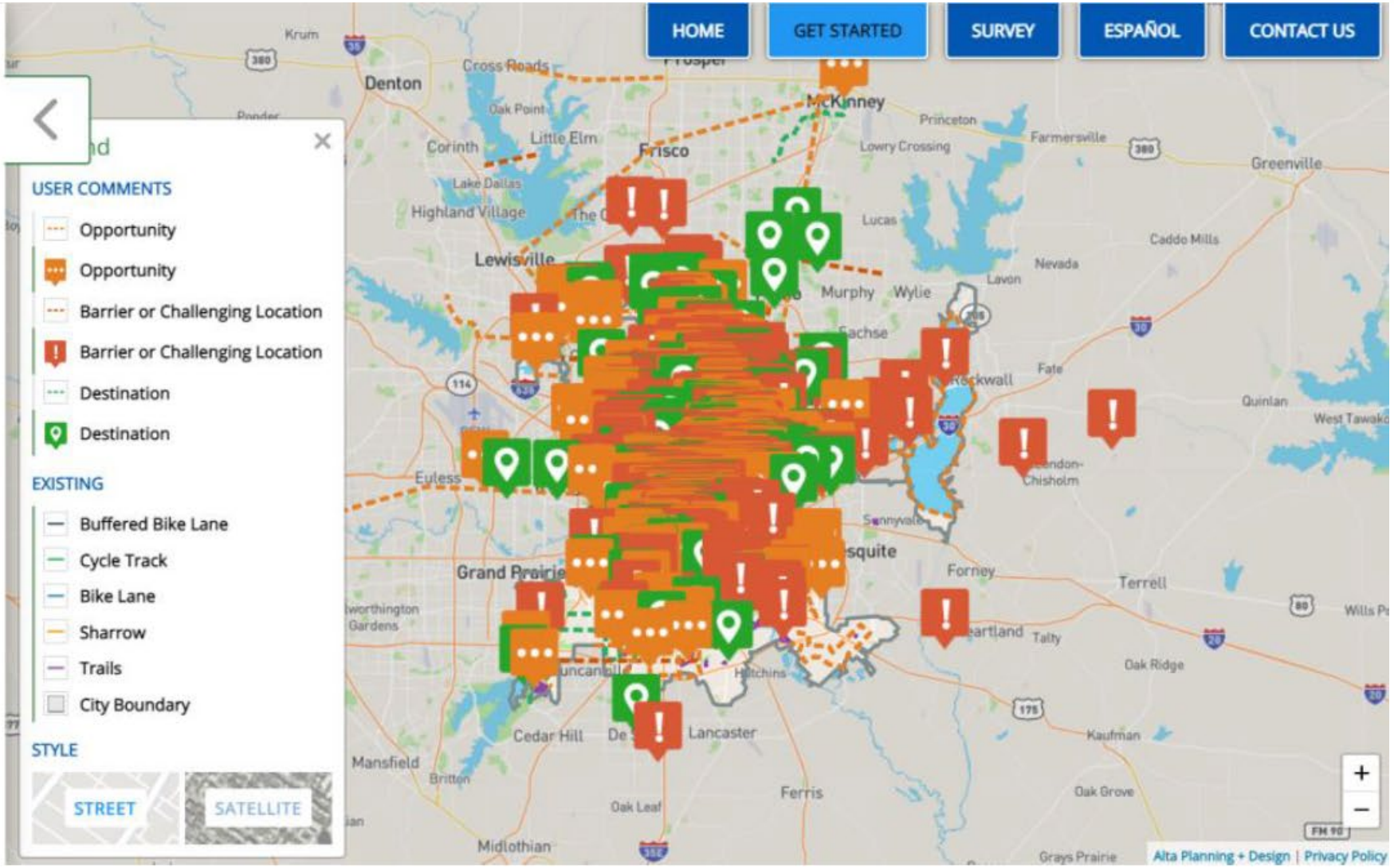
Choose one of the options below to continue:

Add a point

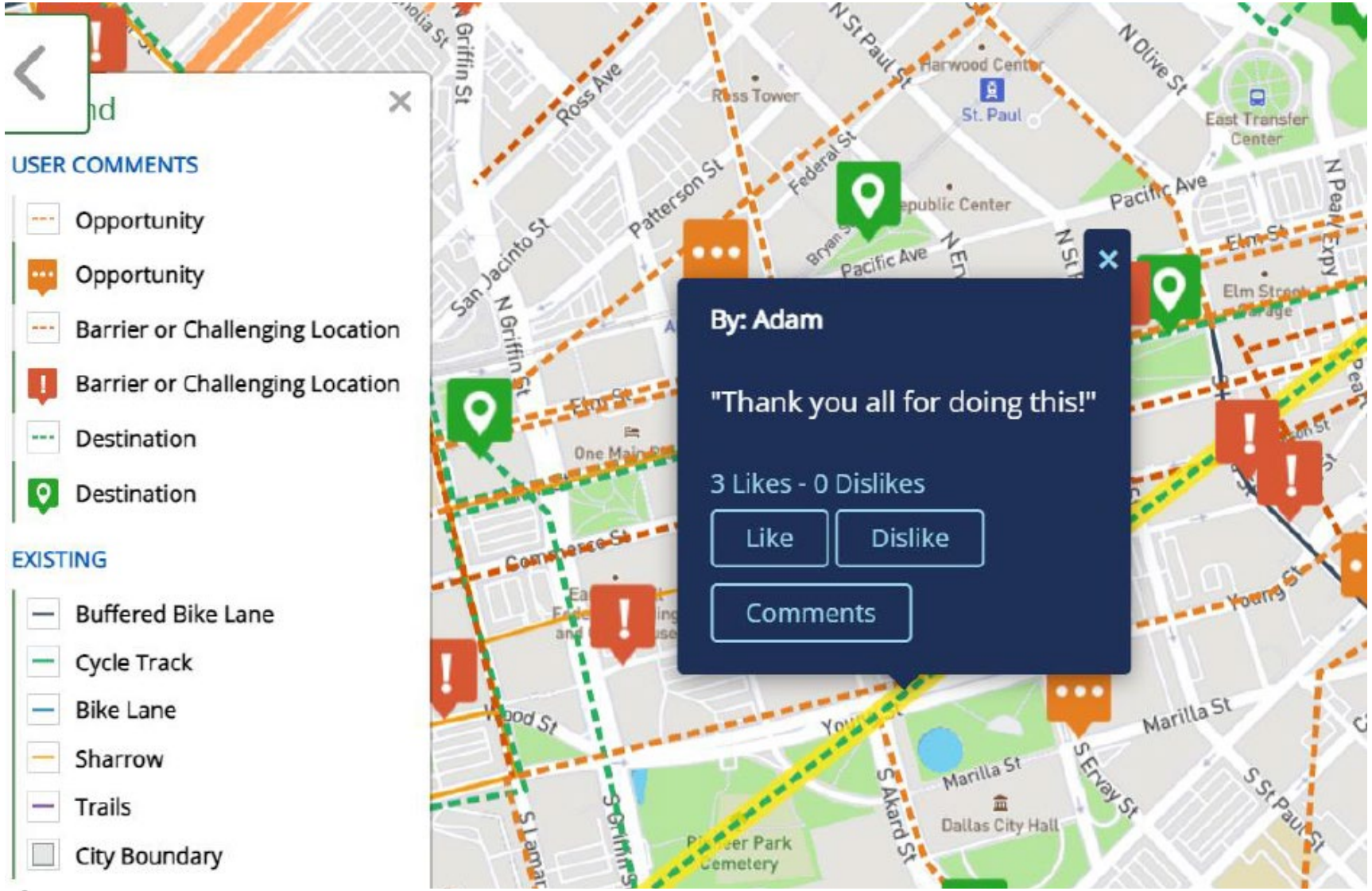
Add a line

If someone has placed a point of route that you agree with, click the "Like" button when you select it on the map.

To learn more about the Dallas Bike Plan and how to get involved, visit https://dallascityhall.com/.



Public and Stakeholder Engagement



Next Steps

- Phase 2: Fall 2022
  - Update Bike Network and Design Standards
  - Host in-person and virtual events to collect public input on the draft Bike Network
  - Coordinate with Micromobility Working Group
- Evaluating how to increase engagement in under- represented areas and population groups, people who are not currently bicycle enthusiasts

Discussion/Feedback

- General questions/comments/feedback

DALLAS
BIKE PLAN
UPDATE

City of Dallas

Dallas Bike Plan Update

Transportation and Infrastructure Committee
August 15, 2022

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

Kathryn Rush, AICP, Chief Planner
Department of Transportation

City of Dallas

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

Agenda Information Sheet

File #: 22-1788 **Item #:** D

Status Update on the Dallas Floodway and Dallas Floodway Extension
[Sarah Standifer, Assistant Director, Dallas Water Utilities
Eduardo Valerio, Engineering Program Administrator, Dallas Water Utilities
Carlos Denson, US Army Corps of Engineers
Sarwenaj Ashraf, P.E., US Army Corps of Engineers]

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Dallas Floodway and Dallas Floodway Extension:

August 2022

US Army Corps of Engineers
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Presentation Overview

- Background
- Program Overview
- Regional Water Management
- Operation and Maintenance
- Bi-Partisan Budget Act of 2018
- Flood Protection Projects
- Program Schedule

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Background

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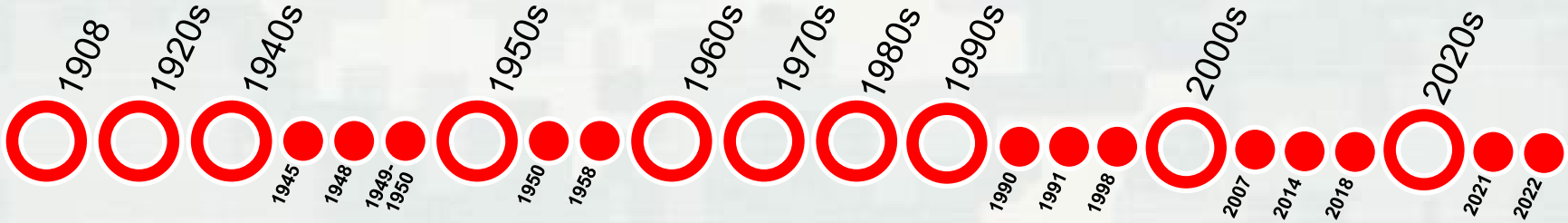
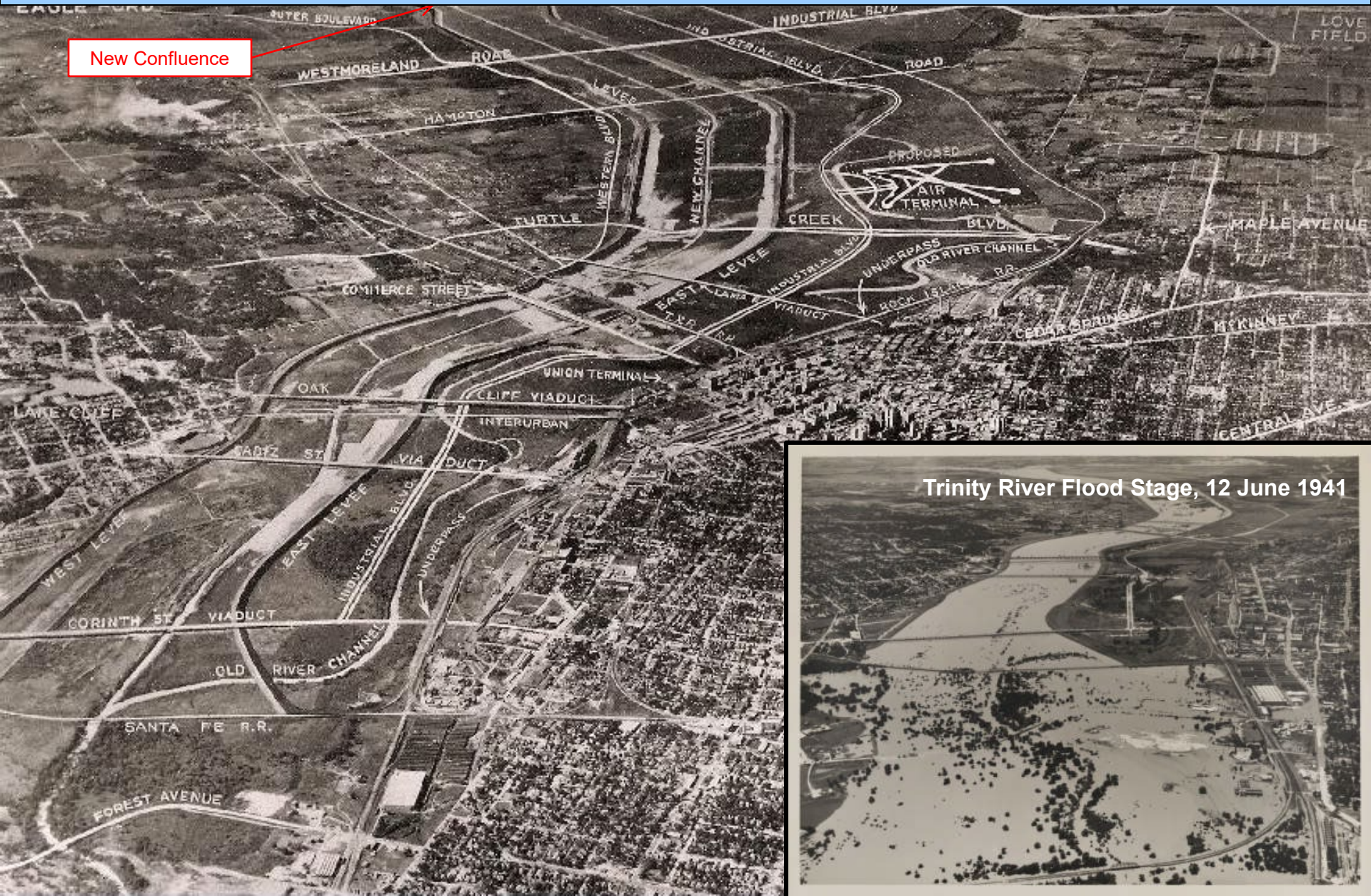


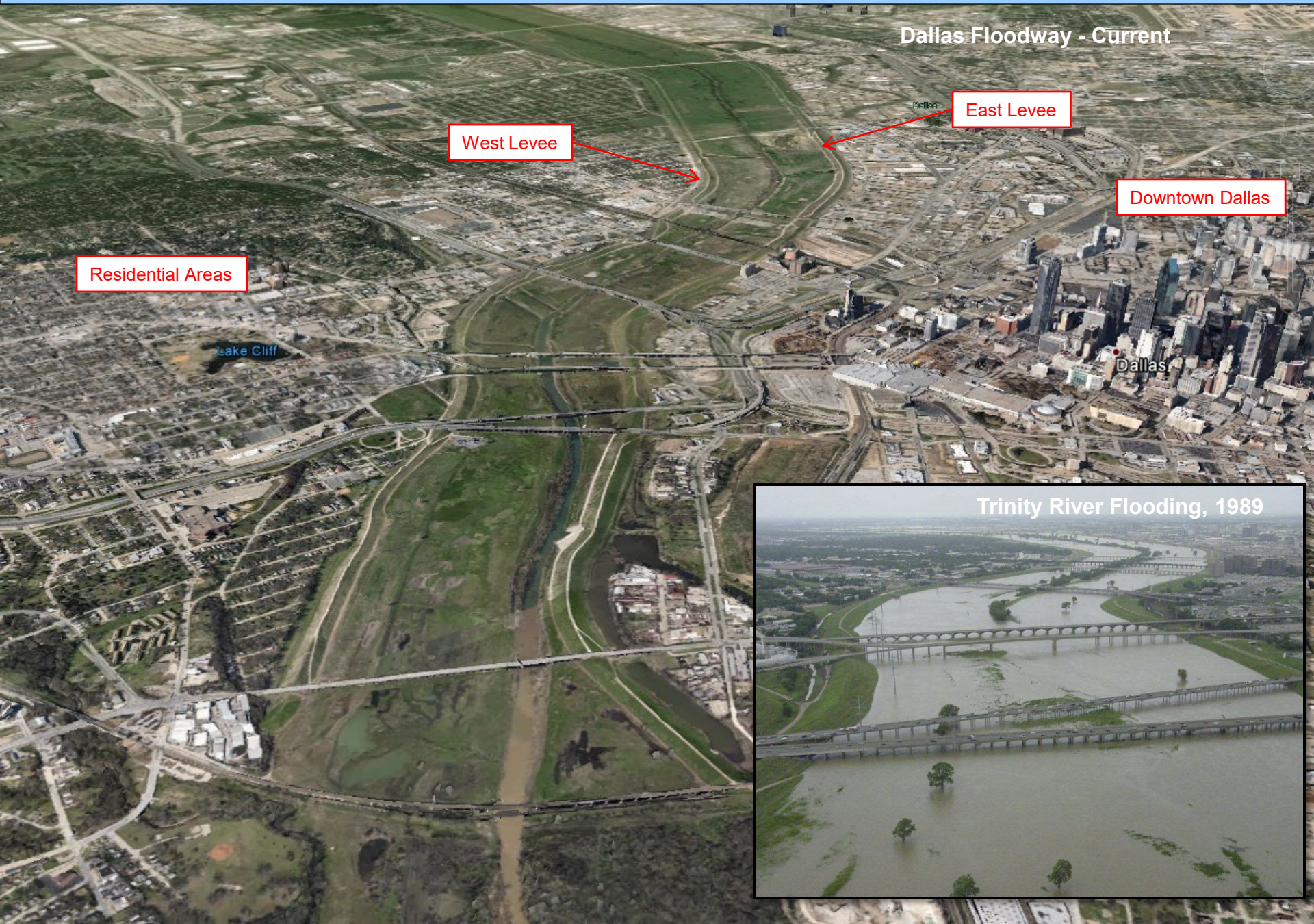
- **1908** – Major Flooding. Caused downtown and all West Dallas to be devastated with damages totaling more than $5 Million
- **Mid 1920s** – Levees were constructed upstream of the Elm Fork and West Fork confluence
- ***1928 – Construction began on the floodway improvement project***
- **1942** – April flood occurred; levees withstood it
- ***1945 – Amendment of the River and Harbor Act to include flood risk management***
- ***1948 – USACE and the project sponsor, the Dallas County Flood Control District entered into an agreement for the Dallas County Flood Control District to participate in the project for the Dallas Floodway.***
- **1949-1950** – Major flood occurs resulting in Congress commissioning a new USACE District in Fort Worth in 1950
- ***1950 – Amendment of the River and Harbor Act to include flood risk management***
- **1950s** – Major USACE reconstruction begins
- **1958** – USACE completes Dallas Floodway reconstruction project.
- **1960** – The Dallas Country Flood Control District formally accepts the USACE Operation and Maintenance Manual for the Dallas Floodway Project.
- **1963 – 1975** City of Dallas improved the interior drainage by adding several Pump Stations
- **1979** – City of Dallas added pumps to Able, Charlie, Pavaho and Delta Pump Stations
- **1989** – Two floods occurred, causing $12 Million in damage.
- **1990** – Another major flood occurred causing $300 Million in damages to the Trinity River basin
- **1991** – Major floods in April, October and December caused $242 Million
- **1998** – Dallas voters authorized $246 Million to fund flood control, transportation and recreation in the Trinity River Corridor
- **2006** – Major flood occurs resulting significant property damage
- **2007** – Congress authorized the Dallas Floodway Project for construction in the Water Resources Development Act of 2007 at a total project cost of $459 Million.
- ***2012 – Base Condition Risk Assessment was conducted by USACE.***
- ***2014 – Base Condition Risk Assessment was incorporated into the Final Feasibility Report. Amendment to the Water Resources Development Act of 1986***
- ***2015 – Record of decision (ROD) was issued in 2015 which allows for design and construction to begin ($673,066,000)***
- **Aug 2017** – Hurricane Harvey
- **Feb 2018** – Bipartisan Budget Act of 2018, Public Law 115-123
- ***June 2019 – the PPA was signed between the Department of the Army and the City of Dallas***
- **Oct 2020** – Hampton and Nobles Branch Design Contract awarded
- **Feb 2021** – Completed AT&SF Demo
- **Sept 2021** – Awarded 277k Levee Raise and 4:1 Slope Flattening Construction Contract
- **Feb 2022** – Awarded Trinity Portland Pump Station Construction Contract
- **March 2022** – Awarded Charlie Pump Station Construction Contract
- **Current** – Conducting a Change Control Board for Dallas Floodway.

Trinity River in Dallas through the years

First Dallas Floodway levee system as built: 1930

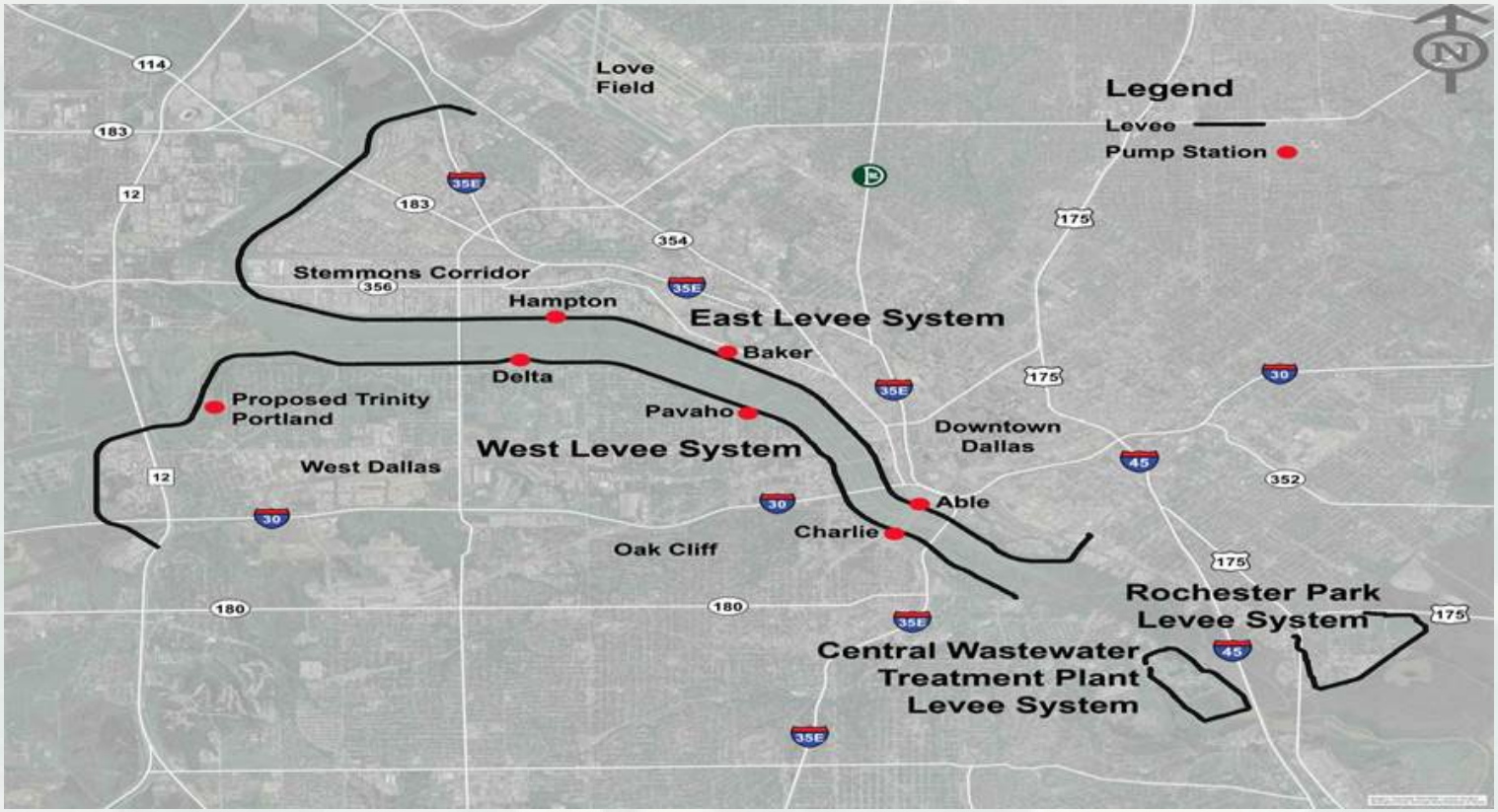


Historic Context: USACE Strengthening in 1950s - Today



Program Overview

Dallas Floodway System



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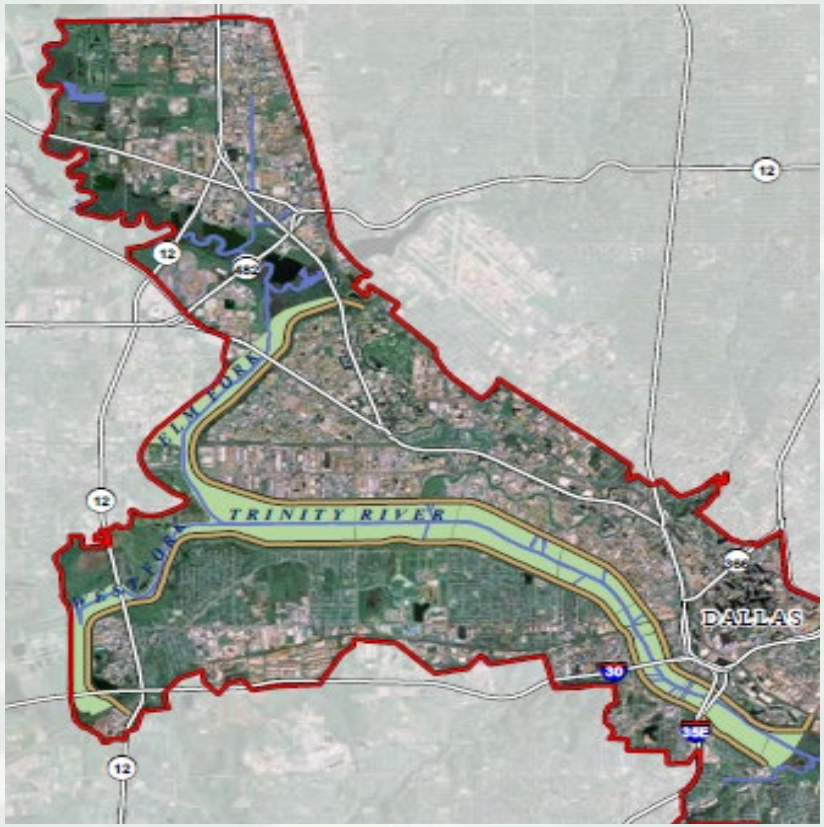
Dallas Floodway

- Water Resources Development Act of 2007 established the current project known as the Dallas Floodway Project
- Final approvals and a record of decision (ROD) was issued in 2015 which allows for design and construction to begin
- 2015 decision outlines:
  - Federal cost share project ($673M – 65% federal and 35% local)
  - Non-federal cost share project
  - Project implementation order
  - Project funded through workplan, no federal funding to date
- 2018 Bi-Partisan Budget Act appropriated all flood risk management projects to be complete on an expedited schedule

Dallas Floodway

- Dallas Floodway geographic boundary:
  - ►West and Elm Forks through the confluence of the Trinity River to the AT&SF bridge near the DART line at 8th Street/Riverfront



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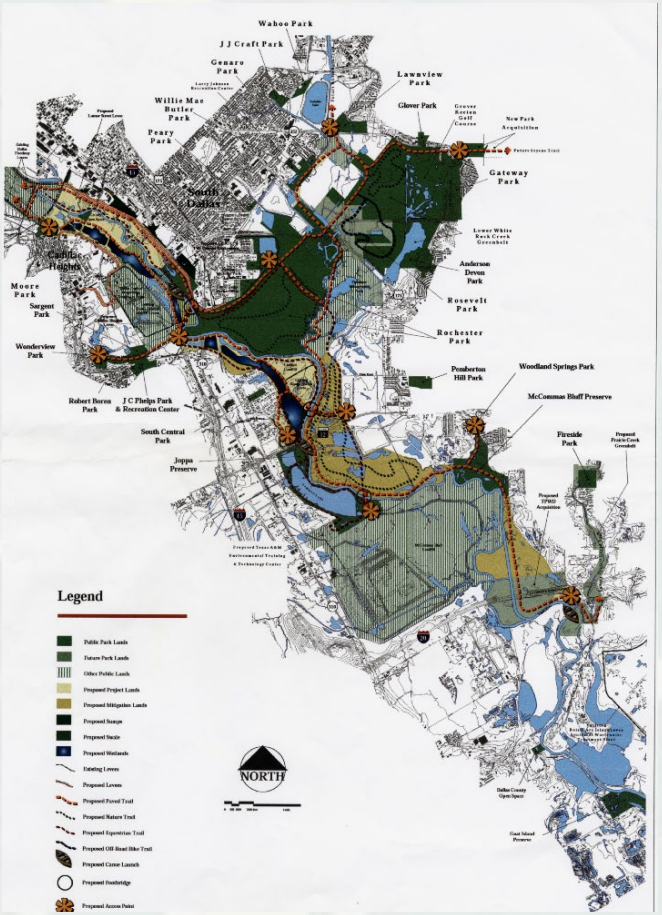
Dallas Floodway Extension

- Dallas Floodway Extension was authorized in 1965 as part of the partnership with the Corps
- Major flooding in the late 1980s/early 1990s resulted in the City building the Rochester Levee and making major improvements to the Central Wastewater Treatment Levee ahead of the Corps' study completion
- 2018 Bi-Partisan Budget Act appropriated all flood risk management projects to be complete on an expedited schedule

Dallas Floodway Extension

- Dallas Floodway Extension geographic boundary:
  - ►AT&SF bridge near the DART line at 8th to IH20/Dowdy Ferry



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Regional Water Management

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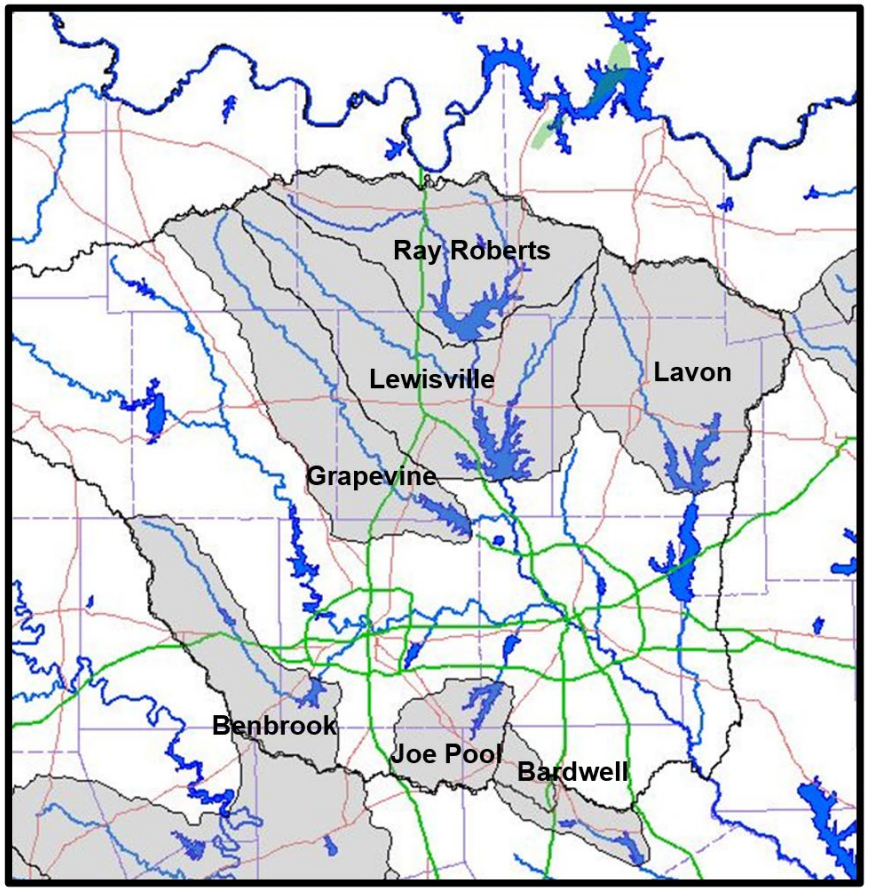
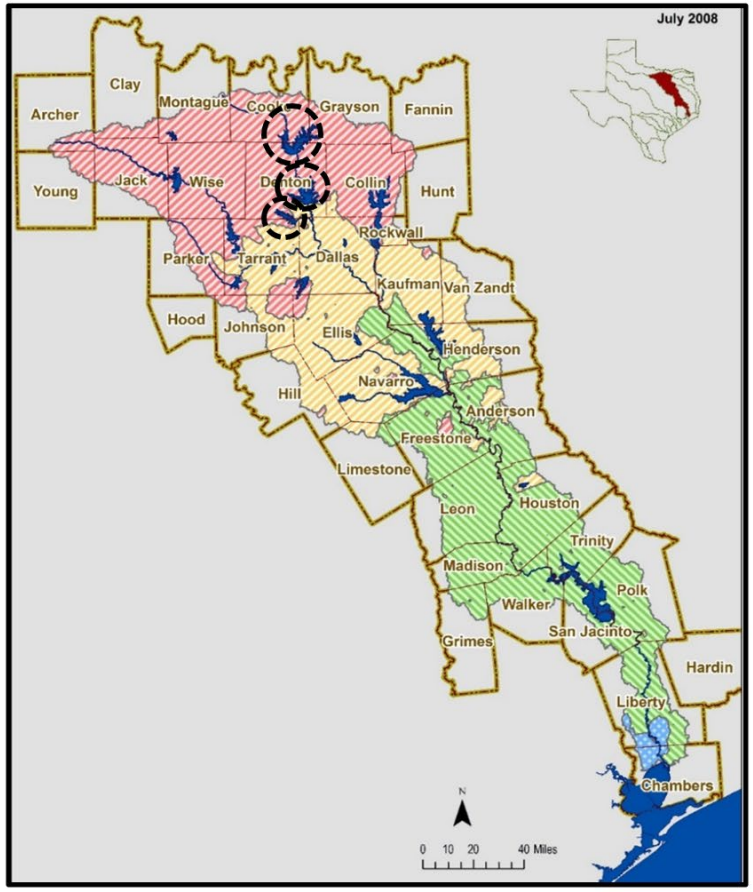
Water Management





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Operations and Management

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Operations and Maintenance

- City maintains eligibility in Public Law 84-99 through compliance with operations and maintenance (O&M)
  - PL 84-99 provides emergency flood fighting assistance and rebuild efforts in the event of a publicly declared disaster
- O&M requirements must be met to not negatively impact USACE and FEMA related regulations

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Operations and Maintenance

- City responsibility to adhere to O&M manuals for each project implemented
  - Design, Construction and O&M is reviewed and approved by USACE
- USACE inspects the levees, sumps, river and pump stations
  - Annually and periodically inspections
    - Annual O&M Inspection completed (13 – 15 Oct 2021)

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Operations and Maintenance

- In order to move forward with any construction that touches the levee template, DF and DFE lands, easements, and rights-of-way, it requires additional permitting by the USACE commonly referred to as a 408
  - Template is any land within 150’ from the toe and the levee
  - City is responsible for ensuring compliance for any action permitted through the life of the improvement
- Projects that touch the waters of the US may require a 404 permit or Section 10 Permit

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Bi-Partisan Budget Act of 2018 Supplemental Projects

Supplemental Background

- Following a series of disaster declarations, Congress recognized the importance of fully funding flood risk management projects that could be implemented on an expedited schedule
- Dallas Floodway and Dallas Floodway Extension met criteria set and received:
  - $223M in federal and local funding for the Dallas Floodway
  - $135M in federal funding for Dallas Floodway Extension

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Supplemental Background

- City is required to perform, and cost participate in certain items:
  - Cost share for Dallas Floodway (65% federal and 35% local):
  - Cost share for Dallas Floodway Extension (100% federal):
  - City required to obtain fee simple land acquisitions, subject to potential reimbursement, easements and utility relocations, and all land must be “clean” upon transfer to USACE for construction
- City and USACE are partnering to review all design and construction activities

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Flood Protection Projects

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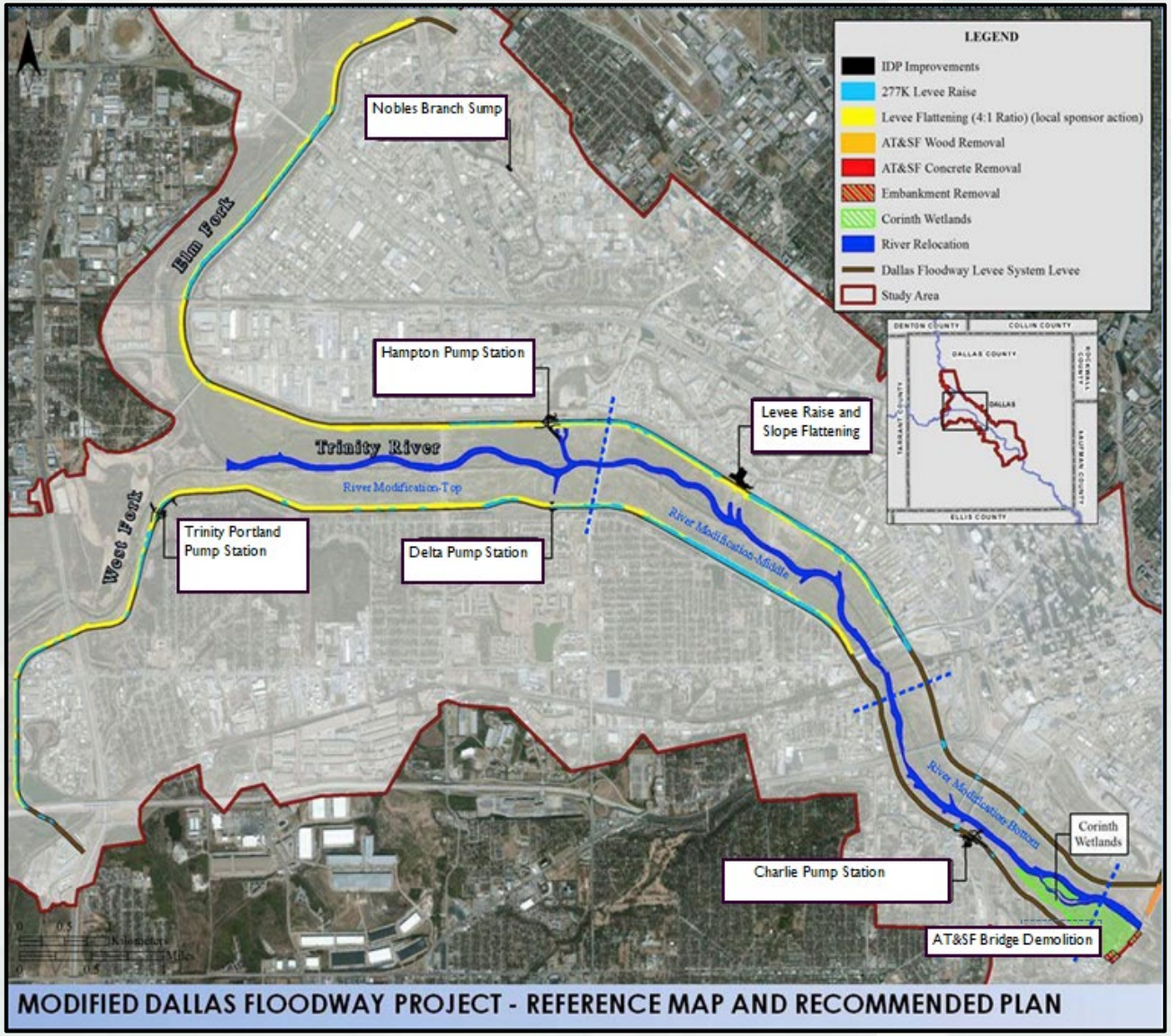
Dallas Floodway Supplemental



MODIFIED DALLAS FLOODWAY PROJECT - REFERENCE MAP AND RECOMMENDED PLAN

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277K CFS Levee Raise & Side Slope Flattening

- Raising both the east and west levees to be able to sustain a 277K Cubic Feet per Second (CFS) water surface elevation along the entire length of the levee where the elevation is less than the water surface elevation corresponding to the 277k flow.
- Side slope flattening on river side of the levees (anywhere the existing slope is steeper than 4H:1V)

- Current Status
  - Design-Build construction contract awarded on 29 September 21 to SWVC in the amount of ~$56M
  - Construction began in June 2022 and is scheduled to be completed in summer 2024

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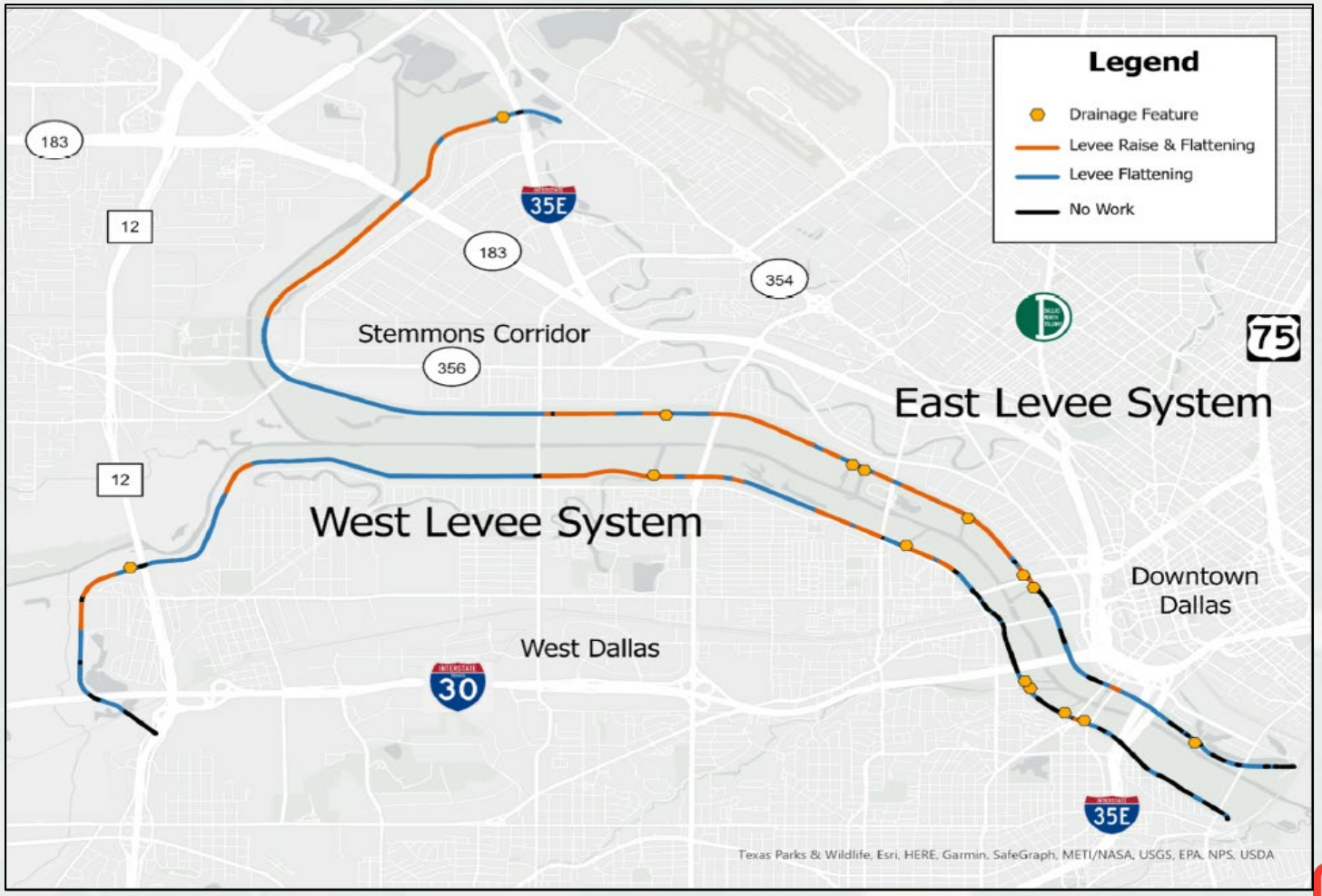
277K/4:1 Slope Flattening Site Plan



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Project Improvements

- Reduce Flood Risk
- Minimize Flood Impacts
- Less Steep and Increase Embankment Stability
- Decrease Operations & Maintenance Costs

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Project Improvements

- During construction, the level of protection that the levee provides will not be compromised at any time.
- There are redundancies built into the construction methodology to maintain the current levee integrity.
- The construction is scheduled to be performed in sections.
- As construction progresses the Corps and the City will inform the community of any scheduled interruptions to the recreational opportunities.

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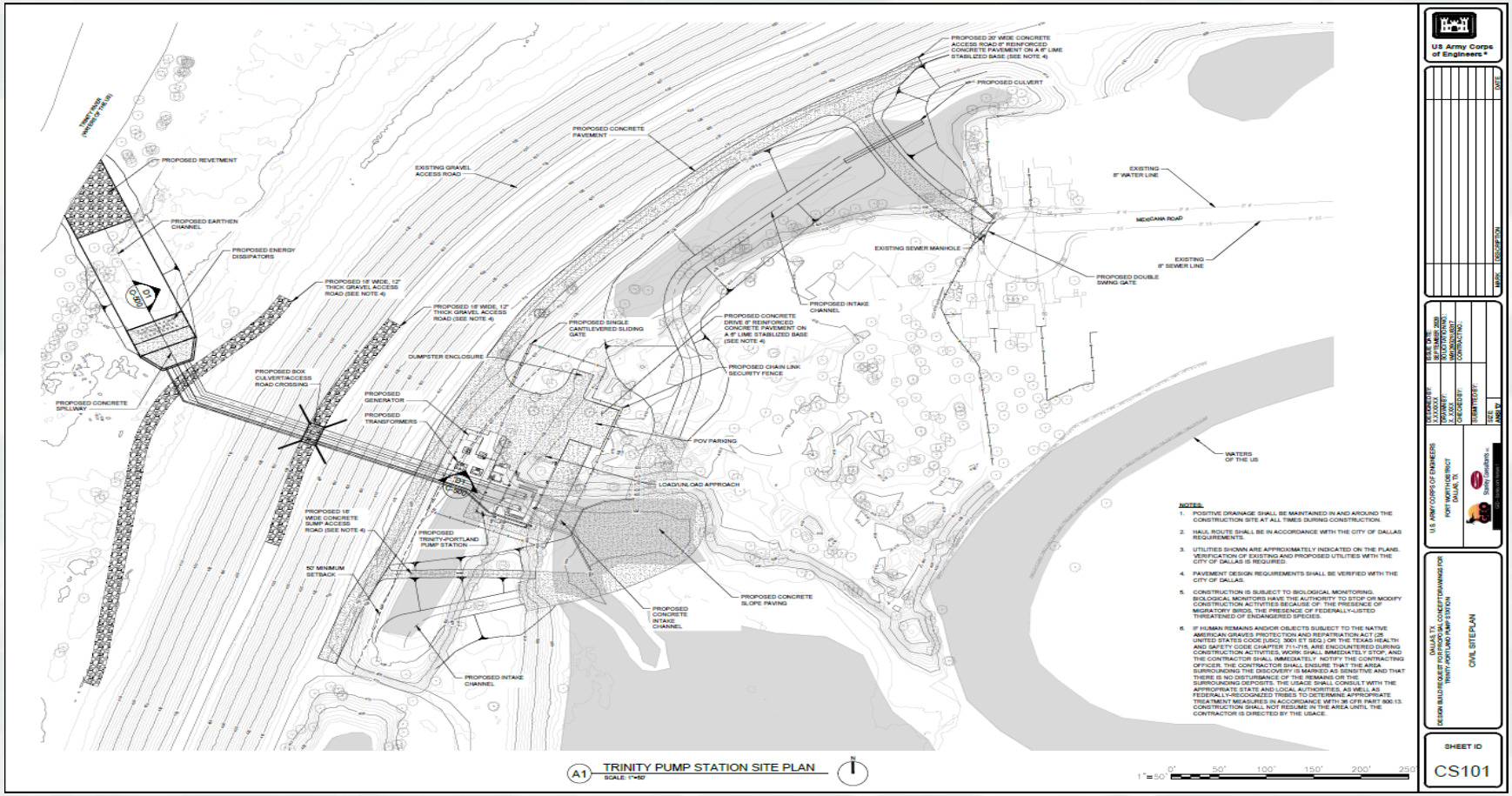
Trinity Portland Pump Station

- Build new pump station
  - 2 – 125K gallons per minute (gpm) concrete volute pumps
    - Total capacity of 250K gpm
  - 1 – 6K gpm low flow sump pump

- Current Status
  - Design-Build construction contract awarded on 24 February 22 to RKE in the amount of ~$59M
  - Design efforts are underway
  - Construction is scheduled to start in winter 2023 and finish in spring 2025

Trinity Portland Pump Station Site Plan



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Charlie Pump Station

- Build new pump station and demolish the existing pump station
  - 3 – 75K gpm concrete volute pumps
    - Total capacity of 225K gpm
  - 1 – 6K gpm low flow sump pump
- Demolish the old pump station
  - Completed when new pump station is online
  - This will be a separate contract

- Current Status
  - Design-Build construction contract awarded on 15 March 22 to LGC in the amount of ~$63.6M
  - Design efforts are underway
  - Construction is scheduled to start in spring 2023 and finish in spring 2025

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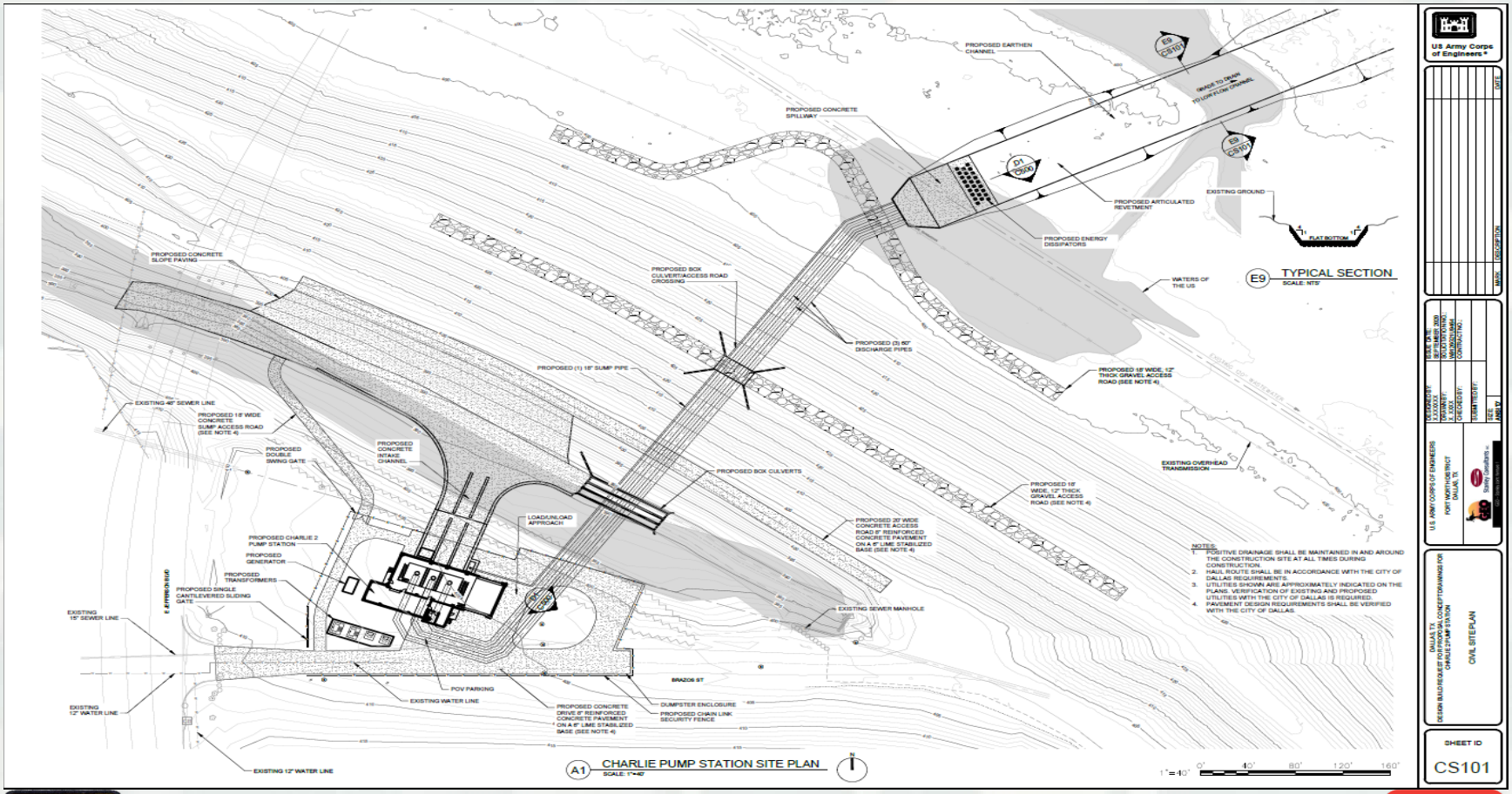
Charlie Pump Station Site Plan



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Delta Pump Station

- Demolition and replacement of existing pump station
- 2 replacement pumps – 700 HP
- Upgraded electrical, HVAC, trash rack, and access road
- Expected award amount ~$9M

- Current Status
  - Design-Build RFP was advertised on 26 May 2022
  - Project is scheduled to be awarded in winter 2023
  - Construction scheduled to start in fall 2023 and finish in spring 2025

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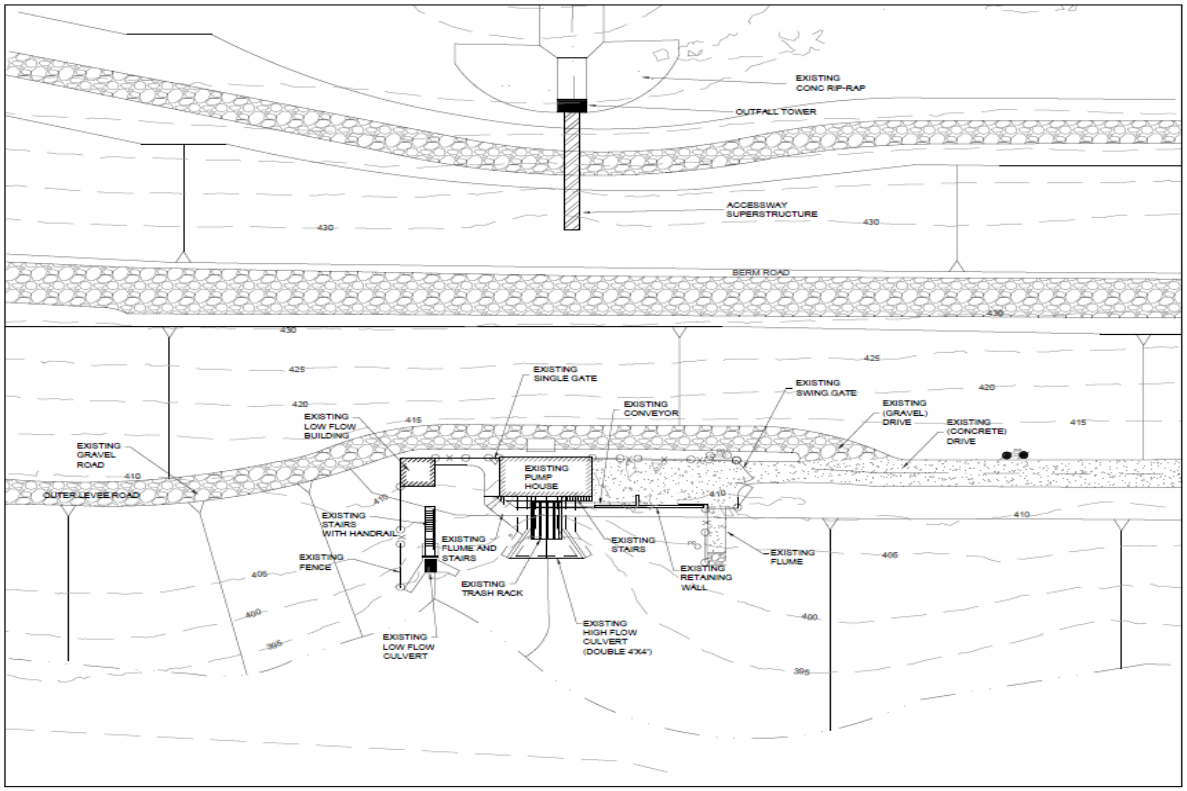
Delta Pump Station
Site Plan



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Hampton Pump Station

- Design-Bid-Build
- Build new pump station (Hampton 3)
  - 5 – 140K gpm concrete volute pumps
    - Total capacity of 700K gpm
- Renovate existing pump station (NHX) to include electrical upgrades and AC/Remote Terminal Unit
- Expected award amount ~$111M
- Demolish the old pump station
  - Not part of the Hampton 3 & NHX design

- Current Status
  - Design is underway and scheduled completion in fall 2022
  - Construction of Hampton 3 is scheduled to start in summer 2023
  - Construction of NHX is scheduled to start in winter 2025

U.S.ARMY
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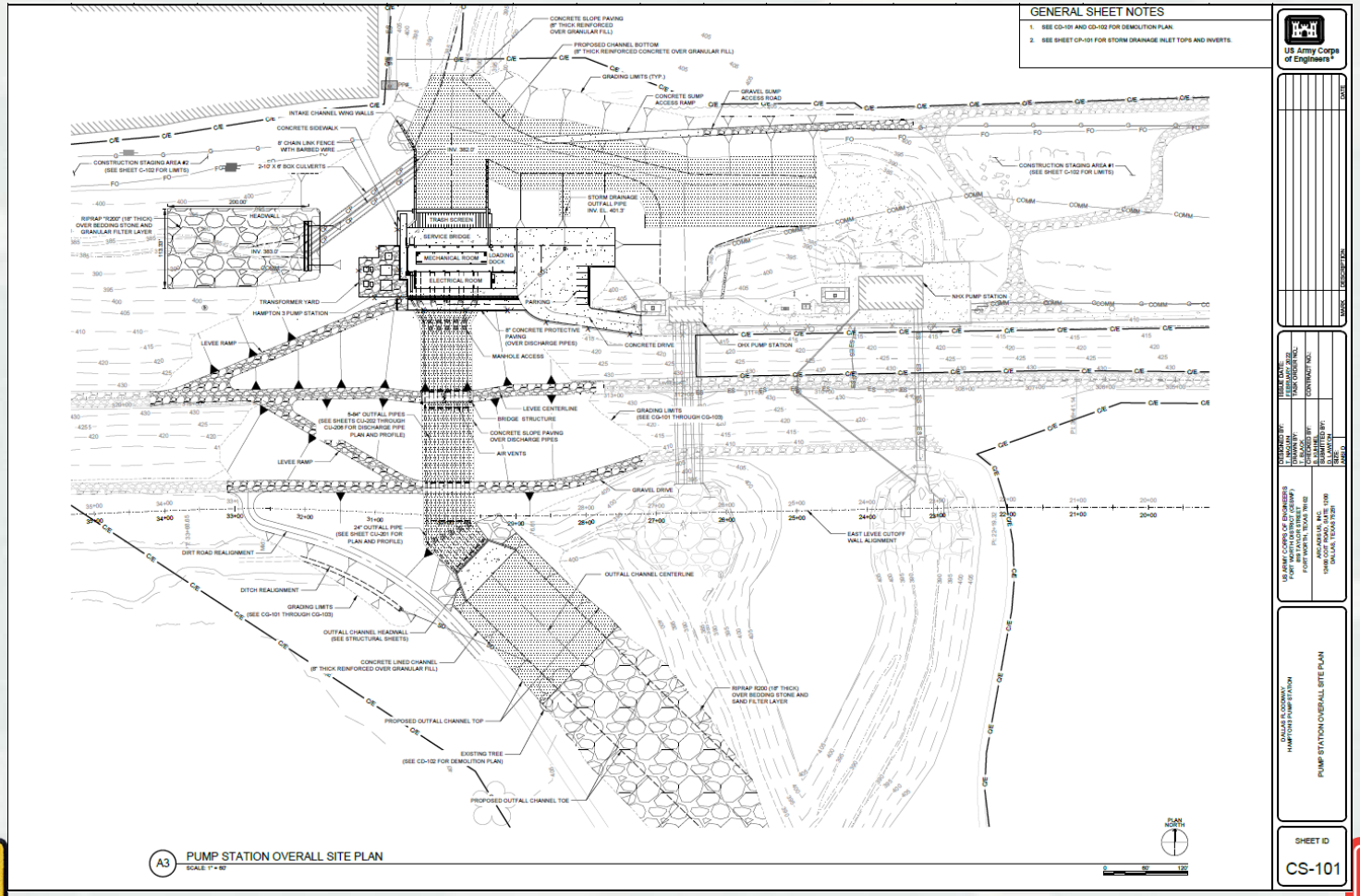
Hampton 3 Pump Station Site Plan



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Nobles Branch Sump

- Design-Bid-Build
- Add 4–60-inch pipe culverts with sluice gates
- Extend existing 60-inch gated culvert under Empire Central Drive
- Replace existing sluice gate and headwall
- Realign existing 48-inch Reinforced Concrete Pipe (RCP) to parallel the new 60-inch culverts
- Expected award amount ~$5M

- Current Status
  - Design is complete
  - Construction solicitation scheduled for fall 2022
  - Construction scheduled to start in winter 2023 and finish in fall 2024

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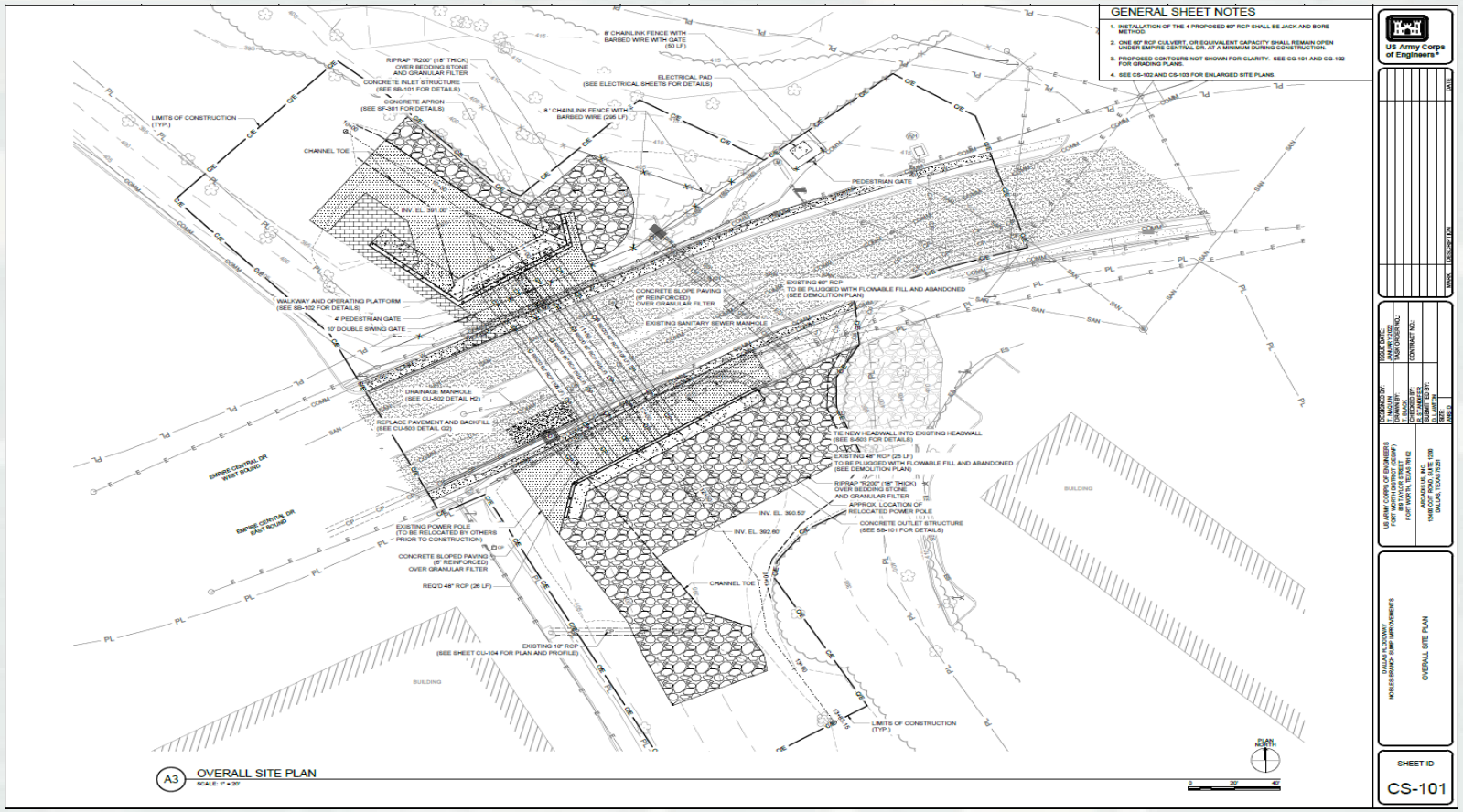
Nobles Branch Sump Improvements Site Plan



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AT&SF Bridge Demolition

- Demo the existing trestle and concrete bridge
- Awarded for $1.7M

- Current Status
  - Construction completed February 2021

Old AT&SF Rail Service

Current Rail Service

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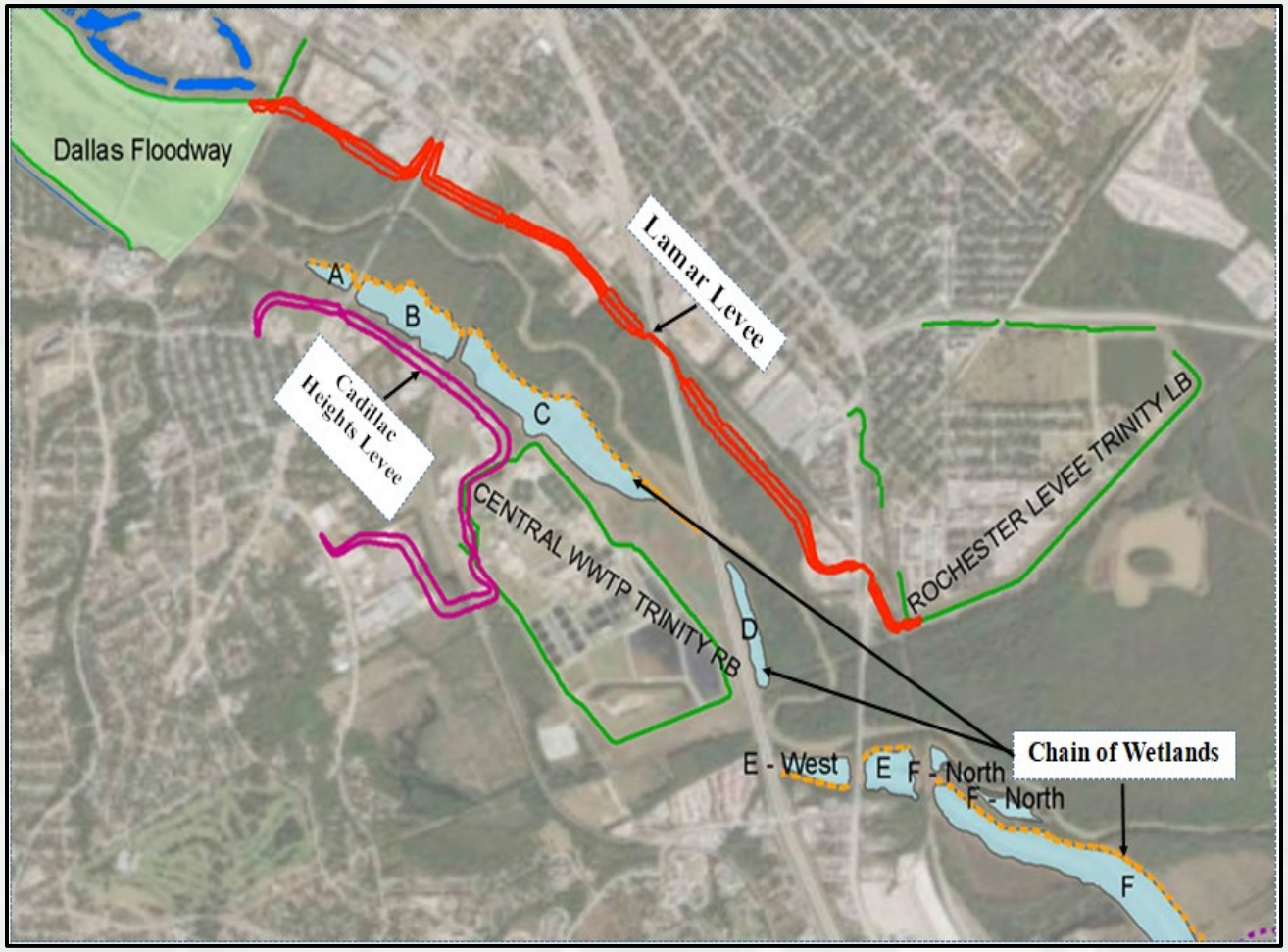
Dallas Floodway Extension Supplemental



BUILDING STRONG®

Lamar Levee

- Design-Bid-Build
- ~3 miles earthen levee with floodwalls and flood gates
- Drainage sumps and levee crossings
- Following the current risk-informed design recommendations from the 2019 Semi-Quantitative Risk Assessment
- Expected award amount ~$80M

- Current Status
  - Design contract was awarded on 29 September 2021
  - Design is underway and scheduled to be completed in summer 2023
  - Construction is scheduled to start in winter 2024 and finish in spring 2026

BUILDING STRONG®

Cadillac Heights Levee

- Design-Bid-Build
- ~2.25 miles earthen levee with floodwalls and flood gates
- At least three railroad crossings and five major street crossings
- Risk assessment will be performed after the interim design submittal
- Expected award amount ~$55M

- Current Status
  - Design contract was awarded on 3 December 2021
  - Design is underway and scheduled to be completed in fall 2023
  - Construction is scheduled to start in summer 2024 and finish in fall 2026

BUILDING STRONG®

Project Schedule

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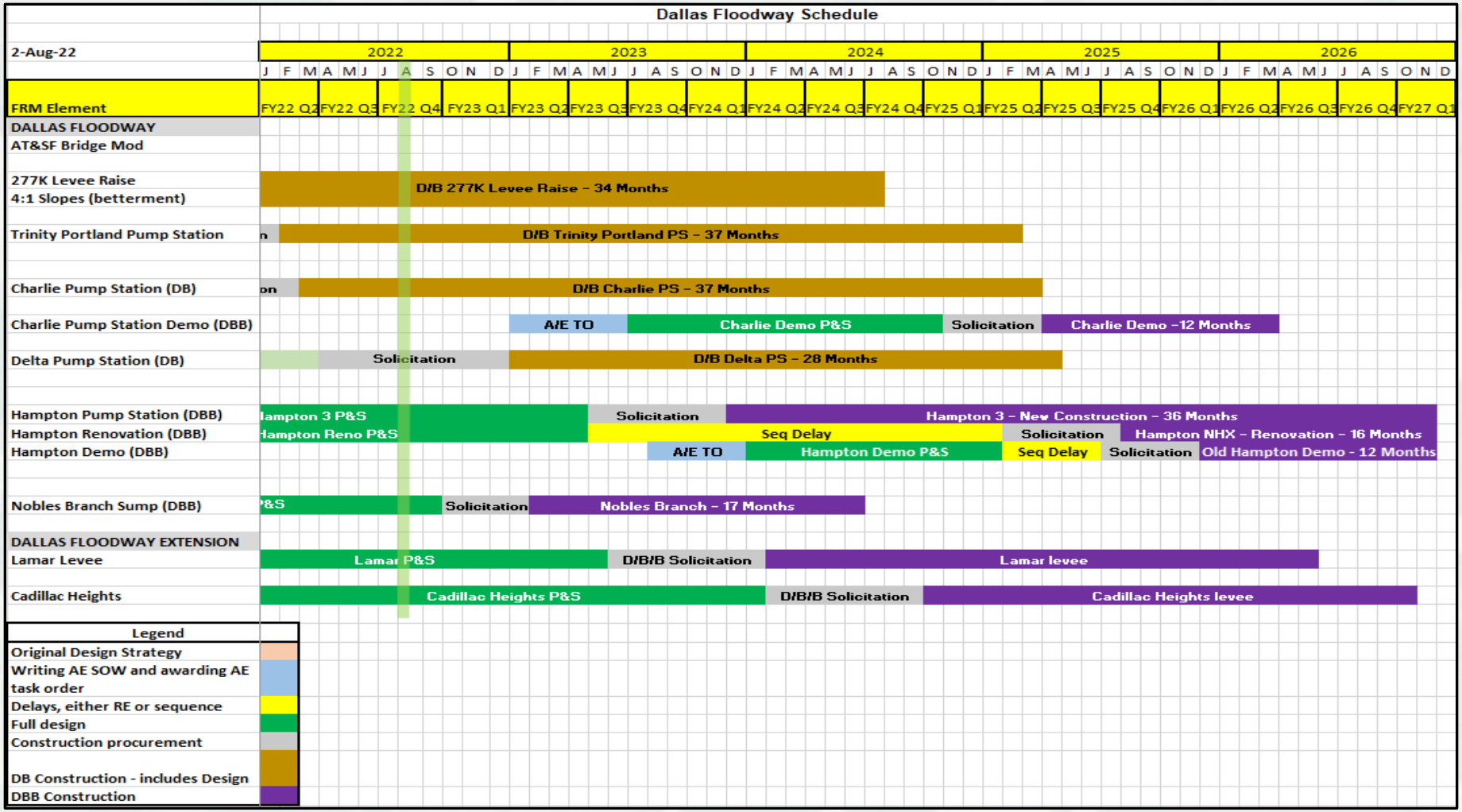
Schedule



BUILDING STRONG®

Questions?

City of Dallas

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

Agenda Information Sheet

File #: 22-1791 **Item #:** E

Upcoming Agenda Item: Rosemont Safe Routes to School Project in the Davis Garden TIF District
[Ali Hatefi, Director, Department of Public Works
Haytham Hassan, Assistant Director/City Engineer, Department of Public Works
Kevin Spath, Assistant Director, Economic Development]

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Memorandum

CITY OF DALLAS

DATE August 12, 2022

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

SUBJECT **Upcoming Agenda Item: Rosemont Safe Routes to School Project in the Davis Garden TIF District**

An item for City Council consideration will be placed on the Wednesday, September 14, 2022 City Council agenda for supplemental design services for the Rosemont Safe Routes to School Project (Project) in the Davis Garden Tax Increment Financing (TIF) District. The item will authorize a supplemental contract with Halff Associates (Consultant) in the amount of $201,425 to complete the design of the Project.

The National Center for Safe Routes to School (SRTS) serves as the US Department of Transportation's clearinghouse for pedestrian and bicycle research and tools. SRTS programs aim to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier. The SRTS approach promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety, and education. The Transportation Alternatives Program (TAP), a federal program administered through the US Department of Transportation, provides funding for a variety of generally smaller-scale transportation projects such as Safe Routes to School projects. TAP provides funds through the North Central Texas Council of Government's (NCTCOG) Regional Transportation Council (RTC), which determines the allocation of federal, state and regional transportation funds. The RTC periodically funds SRTS infrastructure projects through TAP calls for projects. Under the 2014 call for projects, $5.7 million was awarded to 13 area SRTS projects, including $86,957 for the Rosemont SRTS Project.

The purpose of the Rosemont SRTS Project is to support the neighborhood's desire for more of their children to bike and walk to school. Rosemont Primary School is directly adjacent to Rosemont Elementary and International Language Preparatory Middle School. The Project's goal is to create a system of limited-access safe streets across the neighborhood that connect the Rosemont Primary and Elementary Schools to the surrounding neighborhood. The Project's scope of work consists of the design and construction of bicycle and pedestrian improvements to include speed humps, neckdowns and curb extensions, bike lanes, sidewalks, ADA ramps, crosswalk markings and stop bars, and hybrid beacons.

In 2014, the Project was awarded a TAP grant by the RTC in an amount not to exceed $86,957, with $69,566 as the Federal share for engineering design and a local match requirement of $17,391. On April 11, 2018, City Council authorized a professional services contract with the Consultant to provide design services for the Project. In November 2018, discussions between NCTCOG and the City of Dallas led to a change in design scope which resulted in a change directive. In the change directive, the Consultant was asked to take the revised scope to 60% design using the original funds. Completing the design (the remaining 40%) would increase the design cost by $151,425 due to the change in scope.

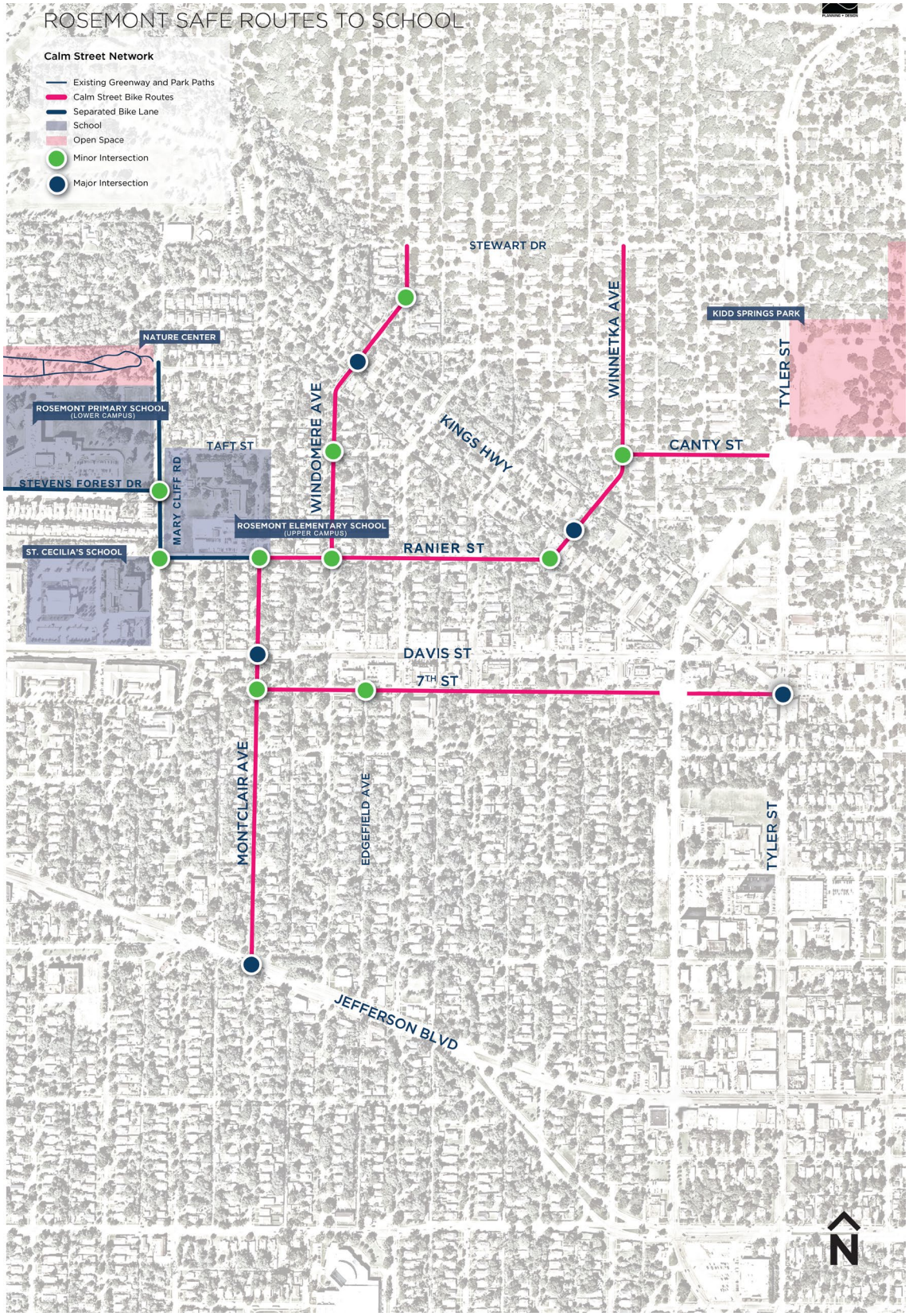
Since any additional costs associated with the Project (in excess of $86,957) are the responsibility of the City, several months ago the Public Works Department approached the Office of Economic Development and the Davis Garden TIF District with a request for the supplemental funding. The request was initially presented to the Davis Garden TIF District Board of Directors (TIF Board) on June 15, 2022. Based on input from the community and after TIF Board discussion during the June 15 meeting, two additional streets adjacent to the Rosemont Primary School and the Rosemont Elementary School were added to the scope of the Project with an estimated additional design cost of $50,000. The request for the total supplemental design cost of $201,425 to complete the design of the Project was presented to the TIF Board on August 2, 2022 and was approved unanimously.

Please contact Haytham Hassan, Assistant Director/City Engineer, Department of Public Works at Haytham.hassan@dallas.gov should you have any questions or require further information.

Dr. Robert M. Perez
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
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Majed A. Al-Ghafry, Assistant City Manager
Carl Simpson, Assistant City Manager
Jack Ireland, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

Rosemont Safe Routes to School Project
Revised Scope



City of Dallas

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

Agenda Information Sheet

File #: 22-1789 **Item #:** F

Request for Transportation & Infrastructure Committee Support for DART Allocation of Funds to Service Area Cities
[Deputy Mayor Pro Tem, Omar Narvaez, Chair of Transportation & Infrastructure Committee
Council Member Tennell Atkins, Vice Chair of Transportation & Infrastructure Committee]

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Memorandum

CITY OF DALLAS

DATE August 9, 2022

TO Honorable Members of the Transportation and Infrastructure Committee: Adam Bazaldua, Cara Mendelsohn, Jesse Moreno, Jaynie Schultz, Gay Donnell Willis

SUBJECT **Request for Transportation and Infrastructure (TRNI) Committee Support for Dallas Area Rapid Transit's (DART) Allocation of Funds to Service Area Cities**

On July 22, 2022, City staff provided the Mayor and City Council with a memorandum to inform us of Dallas Area Rapid Transit's (DART) consideration to allocate excess sales tax and mobility assistance and innovation funds to its partner cities. The allocation of funds, which would be distributed to partner cities based upon DART's apportioned sales tax collections, could result in approximately 50% of the funds, or $134M, being distributed to the City of Dallas to support transportation services.

As further noted in the July 22nd memorandum, on July 12, 2022, the DART Committee of the Whole approved the resolution to consider the allocation of funds but later on July 12, 2022, the DART Board voted to postpone consideration of the fund allocation to a later date to be determined. Given staff's proposed uses of these funds, which span from delivering Sidewalk Master Plan and Vision Zero projects to reconstructing some of our aged traffic signals, we ask for your support in securing these funds for the City of Dallas.

Should you have any questions, please do not hesitate to contact Vice Chair Atkins or me.

Omar Narvaez,
TRNI Committee Chair

Tennell Atkins,
TRNI Committee Vice 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
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Directors and Assistant Directors

City of Dallas

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

Agenda Information Sheet

File #: 22-1790 **Item #:** G

Shared Dockless Vehicle Program Update & Next Steps
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

MEMORANDUM

CITY OF DALLAS

DATE August 5, 2022

TO Honorable Members of the Transportation & Infrastructure Committee

SUBJECT **Shared Dockless Vehicle Program Update & Next Steps**

On July 21, 2022, the Department of Transportation held a public hearing to introduce the Shared Dockless Vehicle Program Rules. The same day, the rules were published on the City Secretary's bulletin board, the City Secretary's website, and the Dallas Department of Transportation Website for public comment for ten (10) calendar days. Per Section 43-159 of the Dallas City Code, after ten (10) calendar days, the program rules went into effect on August 1, 2022. The rules will continue to be posted on the Department of Transportation's website and are attached here for reference.

Comments received from the public were generally supportive of dockless vehicles returning to Dallas and the proposed rules, however, there is still a concern that dockless vehicles will contribute to clutter on sidewalks. Staff has made note of these concerns and plans to address these concerns by working with the public, stakeholders, and operators to identify areas where designated parking areas can be provided. Designated parking areas will be incorporated into an operator's smartphone application. Users will be directed to park in these areas via the smartphone app. Staff will coordinate with stakeholders to finalize proposed designated parking areas in hot spot areas such as Downtown, Uptown, Lower Greenville, Bishop Arts, Victory Park, Trinity Groves and Deep Ellum. As the program progresses, more designated parking areas will be identified. Additionally, staff will continue to monitor data on complaints and instances of improperly parked vehicles through our data vendor.

The Department of Transportation anticipates opening permit applications to operators within the next few weeks. The applications will be reviewed and scored using a matrix that will have been reviewed by the Micromobility Working Group. The operators' scores will be announced in late September or early October. Permits will be issued to the top three scoring operators once all necessary information has been submitted and requirements met. It is anticipated that the permits will be issued, and the operators will subsequently launch their shared dockless vehicle services by the end of October.

If you have any questions or concerns, please contact Ghassan "Gus" Khankarli, Ph.D. P.E., PMP, CLTD, at ghassan.khankarli@dallas.gov.

Robert Perez, PhD
Assistant City Manager

DATE August 5, 2022

SUBJECT **Shared Dockless Vehicle Program Update & Next Steps**

[Attachment]

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
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Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

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2022 JUL 21 PM 5:11
CITY SECRETARY
DALLAS, TEXAS

Public Notice
220685
POSTED CITY SECRETARY DALLAS, TX

Shared Dockless Vehicle Program Rules

Deployment and Operation of a Shared Dockless Vehicle Service

WHEREAS, Section 43-158 of the Dallas City Code, as amended, grants the director of the department designated by the city manager the authority to establish rules and regulations to govern the shared dockless vehicle operating permit, consistent with Article X, "Shared Dockless Vehicle Operating Permit," of Chapter 43, "Streets and Sidewalks," of the Dallas City Code, as amended, and state and federal law, as are determined to be necessary to affect the policy of this article, to achieve a safe, orderly, equitable, and multi-modal transportation system.

WHEREAS, the city manager designated the Department of Transportation as the department to enforce and administer Article X, "Shared Dockless Vehicle Operating Permit," of Chapter 43, "Streets and Sidewalks," of the Dallas City Code, as amended;

WHEREAS, Section 43-159 of the Dallas City Code requires the director to hold a public hearing prior to the adoption of any rules or regulations;

WHEREAS, the director held a public hearing on the following rules on July 21, 2022;

WHEREAS, in accordance with Section 43-159 of the Dallas City Code, as amended, the following rules take effect after they have been published on the official bulletin board in city hall for a period of 10 days;

WHEREAS, the Shared Dockless Vehicle Program Rules were published on the official bulletin board in city hall on July 22, 2022, and therefore take effect on August 1, 2022;

WHEREAS, the following rules shall establish the city's shared dockless vehicle rules and operating authority permit requirements;

WHEREAS, once in effect, the following rules will supersede and replace the prior Shared Dockless Vehicle Program Rules that took effect on October 30, 2020;

WHEREAS, once in effect, the failure to comply with the applicable City Code provisions, these rules, and all permit conditions is punishable as a criminal offense, and suspension or revocation of an operating authority permit by the director of transportation;

NOW THEREFORE, I, Ghassan Khankarli, Director of the Department of Transportation, adopt the

following rules to govern the shared dockless vehicle program and operating authority permit requirements.

Table of Contents

Section 1 – Definitions.

Section 2 – Exhibits.

Section 3 – Permit Terms and Requirements.

Section 4 – Fleet Size and Distribution.

Section 5 – Equipment.

Section 6 – Operations.

Section 7 – Parking.

Section 8 – Communication and Customer Service.

Section 9 – Data Sharing.

Section 10 – User Privacy.

Section 11 – Compliance and Enforcement.

Section 12 – Amendments.

Section 1 – Definitions.

A. The following terms have the meaning assigned by Section 43-157 of the Dallas City Code, as amended:

1. "Director"
2. "Shared Dockless Vehicle"
3. "Shared Dockless Vehicle Service"
4. "Operator"

B. The following terms have the meaning assigned by Section 28-41.1.1 of the Dallas City Code, as amended:

1. "Buffer/Furnishing/Curb Zone"
2. "Electric Bicycle"
3. "Motor-Assisted Scooter"
4. "Pedestrian Zone"
5. "Sidewalk Clear Zone"
6. "Slow Ride Zone"
7. "Trail"

C. The following terms have the meaning assigned by Section 43-126.16(2) of the Dallas City Code, as amended:

1. "Blockface"

D. The following terms have the meaning assigned by Section 43-135(18) of the Dallas City Code, as amended:

1. "Public Right-of-way"

E. In the Shared Dockless Vehicle Program Rules, the following terms have the meaning below:

1. "Authority Permit Operation Period" means the one-year period in which operators will be

licensed to operate a shared dockless vehicle service in the City of Dallas.

2. "Allotment" means the maximum number of shared dockless vehicles in the right-of-way that an operator is permitted to have.

"API" means an Application Programming Interface, a software intermediary that allows two applications to talk to each other.

3. "Deploy" means to remove the shared dockless vehicle from the operator's physical custody and place it in the public right-of-way or in another location. A shared dockless vehicle is "deployed" in a location if the device is not in the operator's physical custody, regardless of who moved the device in the public right-of-way or in another location or whether the shared dockless vehicle is being rented or is available to rent..

4. "Designated Dockless Vehicle Parking Area" means any part of the public right-of-way designated by the director or traffic engineer for the parking or placement of any shared dockless vehicles.

5. "Shared Dockless Vehicle Program Rules" means the rules or regulations, authorized by Section 43-158 of the Dallas City Code, as amended, that operators must comply with.

6. "GBFS" means General Bikeshare Feed Specification, which makes real-time data feeds in a uniform format publicly available online, with an emphasis on findability.

7. "Good Standing" means the status of an applicant or operator, which is compliant with the payment of all statutory fees, fines, and the filing of required data, statistics, and reports and all requirements of the Shared Dockless Vehicle Program Rules.

8. "Incident" means any complaint lodged against the operator for violation of City Code, the Shared Dockless Vehicle Program Rules, and complaints reported to 311.

9. "MDS" means Mobility Data Specification, a tool for standard communication and data-sharing between cities and private mobility providers.

10. "Notice" means a communication such as a letter, citation or civil penalty, warning, or announcement.

11. "No Parking Zone" means an area designated by official traffic control device, signage, or pavement markings where no units may be parked at any time.

12. "Program" means the Dallas Department of Transportation's Shared Dockless Vehicle Program.

13. “Program Staff” means the person or persons whom the director has designated to administer the program on behalf of the Dallas Department of Transportation.

14. “Remove” means to remove a shared dockless vehicle from deployment and place in the physical custody of the operator.

15. “Restricted Area” means any part of the public right-of-way restricted by the director for the parking of shared dockless vehicles.

16. “Shared Dockless Vehicle Deployment Plan” means the written plan regarding the operator’s internal program, policy decisions, and proposed actions to come into compliance with the rules, regulations, and standards established by the City and to avoid violation of the City’s ordinances or the Shared Dockless Vehicle Program Rules.

17. “Special Event” means a temporary outdoor gathering which has been issued a special event permit under Chapter 42A of the Dallas City Code.

18. “Trailhead” means a point of access to a trail which is accessible from a public road or from within a park or project site.

19. “Trip” means a user’s rental of a shared dockless vehicle and includes:

a. the initial rental and unlocking (“trip start”);

b. the rental period and the user’s travel during that period; and

c. relinquishing the shared dockless vehicle by locking and ending the trip or leaving the vehicle without locking it (“trip end).

20. “Unit” means a singular shared dockless vehicle used for the transportation or conveyance of people, goods, or services.

21. “User” means a person utilizing a shared dockless vehicle.

Section 2 – Exhibits.

The following exhibits are incorporated into the Shared Dockless Vehicle Program Rules.

1. Exhibit A: Equity Opportunity Zone.

2. Exhibit B: Central Dallas Deployment Zone.

3. Exhibit C: Bishop Arts District Slow Ride Zone.

4. Exhibit D: Deep Ellum Slow Ride Zone.

5. Exhibit E: Farmer's Market Slow Ride Zone.

6. Exhibit F: Ronald Kirk Pedestrian Bridge.

7. Exhibit G: Victory Park Slow Ride Zone.

8. Exhibit H: West End Slow Ride Zone.

Section 3 – Permit Terms and Requirements.

A. No shared dockless vehicle service may operate within the City of Dallas right-of-way without obtaining an operating authority permit, as required by Article X, "Shared Dockless Vehicle Operating Permit," of Chapter 43, "Streets and Sidewalks," of the Dallas City Code, as amended.

B. Program staff shall determine all terms, conditions, fines, and other standard or special requirements in the operating authority permit and the Shared Dockless Vehicle Program Rules.

C. An operator shall be issued one operating authority permit.

D. The director may issue a maximum of three active operating authority permits.

E. The type and technology of all shared dockless vehicles must be approved by program staff before it may be deployed as part of an operator's fleet.

F. Prior to being issued an operating authority permit, an operator shall:

1. Be in good standing with the City of Dallas;

2. Sign and record an indemnification agreement indemnifying and holding the City harmless;

3. Provide the make and model of each unit that an operator plans to deploy; and

4. Provide program staff or authorized third party company a verifiable and fully functional API.

G. Units are eligible to be deployed once an operator receives an operating authority permit signed by the director and program staff has approved the type and technology of the operator's units.

Section 4 – Fleet Size and Distribution.

A. At the start of the authority permit operation period, the maximum number of units that may be deployed under each operating authority permit is 500.

B. The make and model of each unit that an operator plans to deploy shall be submitted to program staff prior to the issuance of the operating authority permit and any updates must be sent to program staff, within 10 days of change.

C. The maximum number of units that an operator may deploy can increase by up to 250 additional units every three months within the authority permit operation period, provided the operator is in good standing and the deployed units meet the following criteria:

1. The average number of trips per vehicle per day is greater than or equal to three; and

2. The average number of incidents per operator per day is less than or equal to eight.

D. Notwithstanding Section 4(C), 1,250 units is the maximum number of units that an operator can deploy at any time, including if the operator and City allow for the permit to automatically renew.

E. Permitted shared dockless vehicles must maintain a minimum average of two trips per day, determined by monthly usage. Should this demand not be met, the operator may be required to relocate or remove a portion of their units.

F. Operators shall rebalance their deployed shared dockless vehicle units to meet the following distribution requirements:

1. A minimum of 15% of an operator's total number of deployed shared dockless vehicle units shall be deployed in Equity Opportunity Zones (Exhibit A); and

2. A maximum of 25% of an operator's total number of deployed shared dockless vehicle units shall be deployed in the Central Dallas Deployment Zone (Exhibit B) at any given time.

G. To meet the distribution requirements, an operator shall rebalance the location of its deployed shared dockless vehicles at least once per day, and no later than by 7:00 am.

H. An operator is responsible for monitoring distribution of units available to customers according to

parameters identified by the Shared Dockless Vehicle Program Rules. Operators may be required to reduce the units concentrated within a specific area. Operators shall reduce the number of units within four hours of receipt of notice by program staff or the director.

I. A deployed vehicle remains deployed until the operator removes the device to an operator-owned or operator-controlled location. Vehicles impounded by the City are deployed until the operator relocates the device to an operator-owned or operator-controlled location

J. **Temporary Relocation of Units.** Program staff, at the request of the Dallas Police Department or organizers of special events, may order the temporary relocation of units from the public right-of-way in an area determined by program staff. Operators must remove units from the areas identified by program staff within two hours of notice. Failure to comply with the request will result in an automatic suspension of the operator's operating authority permit.

Section 5 – Equipment.

A. **Unique Identifier**.

1. Each shared dockless vehicle authorized for deployment must display the emblem of the operator along with a unique identification number corresponding to the make and model of the shared dockless vehicle.

2. The unique number must be in a prominent location on the front of each unit and displayed in a font size of at least one-inch in height.

3. No operator shall deploy a device in the City that has the same identification number as another device the operator has contemporaneously deployed in the State of Texas.

4. Each transaction for the rental or lease of a shared dockless vehicle shall include the unique identification number of the shared dockless vehicle.

B. **Contact Information.** Every shared dockless vehicle must prominently display contact information for 311 and the operator's current contact information for requesting removal, relocation, or retrieval of the unit.

C. **Labeling.** Each unit shall include clearly visible labels stating "*Riding on Sidewalks is Prohibited*" in at least 40-point font and any age requirements adopted by operator. An operator shall ensure that the labeling is legible at all times the unit is in operation.

D. **Location and Status Tracking.** Each shared dockless vehicle must be equipped with active global positioning system (GPS) technology capable of providing real-time location data to the director when the vehicle is in service, in accordance with specifications issued by the director.

E. **Front and Rear Lights.** Shared dockless vehicles shall be equipped with a front light that emits white light and reflector at the rear of the unit. All shared dockless vehicles must have always-on front lights while the unit is in use that are visible from a distance of at least 500 feet under normal atmospheric conditions at night. The front lights must stay on at least 90 seconds after the unit has stopped.

F. **User Warning System**. Operators shall implement a warning system to users when they approach a slow ride or no ride zone.

G. **Maintenance of Shared Dockless Vehicles.**

1. Shared dockless vehicles must be well maintained and in good riding condition.

2. Operators are responsible for implementing and submitting to the director a maintenance, cleaning, repair, and waste management plan for approval. This plan shall address ongoing maintenance of units, routine cleaning, and repair as well as how units that are no longer capable of service will be disposed of responsibly.

3. Operators must be capable of quickly identifying and addressing safety and maintenance issues with one or more of their units, including a mechanism for customers to notify the operator that there is a safety or maintenance concern with the unit.

4. Operators must be capable of remotely disabling the use of a unit should it be reported or found to have a safety, maintenance, or other hazardous condition.

5. Units that are reported as unsafe or non-functional shall be immediately deactivated for rental, removed from service within two hours of receipt of notice, and shall not be redeployed until repaired.

6. Operators shall keep a record of reported collisions in a format as determined by the director.

7. Operators shall keep a record of maintenance activities which includes the unit identification number and maintenance performed.

8. Operators operating electric-assist units shall have a program to ensure proper recycling of batteries and disposal of these batteries under Universal Waste Battery disposal standards under Title 40 of the Code of Federal Regulations (CFR) Part 273.

9. Operators shall require individuals or companies that pick up, drop off, or charge units to wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2004 publication entitled "American National Standard for High-Visibility Apparel and Headwear" that include the operator’s logo.

Section 6 – Operations.

A. **Hours of Operation.** Units may only be available to users from 5:00 am to 9:00 pm daily.

B. **Geofencing.** Operators shall employ geofencing to comply with any time of day, location, and speed restrictions on the operation of shared dockless vehicles.

C. **Speed Limit.** Operators must cap speed of units at 20 miles per hour when operating in the public right-of-way, unless the unit is being operated in a slow ride zone.

D. **User Compliance with Traffic Laws.**

1. Operators shall notify users to obey traffic control devices (example: stoplights, stop signs, etc.) and ride with the flow of traffic.

2. Operators shall educate users on lawful and safe use of shared dockless vehicles, including general guidelines for complying with City of Dallas regulations.

3. Operator shall employ an electronic method to test the vehicle user no less than one out of every five rentals, on proper usage, ADA accessibility, and vehicle parking prior to allowing the usage of a shared dockless vehicle as approved by the director. Users will not be able to begin their ride unless they successfully pass the test. Operator shall provide these tests in multiple languages.

4. Operators shall engage in community outreach and promote safety awareness in collaboration with the City, including educating users regarding the law applicable to riding, operating, and parking a shared dockless vehicle.

5. Operators' smartphone applications must provide information notifying users that:

i. Shared dockless vehicles must be parked legally and in a secure upright position on a hard, non-porous surface;

ii. Users must yield to pedestrians on trails;

iii. Users must ride shared dockless vehicles with the flow of traffic;

iv. Users may not ride shared dockless vehicles on roads with speed limits greater than 35 miles per hour;

v. Users must not ride or park in public parks or plazas;

vi. Shared dockless vehicles may not be ridden before 5:00 a.m. or after 9:00 p.m.;

vii. Shared dockless vehicles may not exceed 20 miles per hour; and

viii. If a user sees a unit toppled over or parked improperly, the user can report the issue to 311.

6. Operators must inform users of the location of No-Ride and Slow-Ride zones via smartphone application.

E. **Age Limit.**

1. An operator shall not rent units to users under the age of 16.

2. An operator shall confirm the age of user prior to the start of a trip.

3. An operator shall use government issued identification cards, such as a driver's license, to verify an individual's age.

F. **Slow-Ride Zone(s).**

1. Slow ride zones are designated areas where shared dockless vehicles may not exceed 10 miles per hour. The following areas are designated as slow ride zones:

i. Bishop Arts District (Exhibit C).

ii. Deep Ellum (Exhibit D).

iii. Farmer's Market (Exhibit E).

iv. Ronald Kirk Pedestrian Bridge (Exhibit F).

v. Victory Park (Exhibit G).

vi. West End (Exhibit H).

2. Designated Slow-Ride zones will be implemented during the following days and times:

i. Bishop Arts: Tuesday – Sunday, noon – 9:00 p.m.

ii. Deep Ellum District: Monday – Sunday, 5:00 a.m. – 9:00 p.m.

iii. Farmer's Market: Saturday & Sunday, 5:00 a.m. – 9:00 p.m.

iv. Ronald Kirk Pedestrian Bridge: Monday – Sunday, 5:00 a.m. – 9:00 p.m.

v. Victory Park: Friday – Sunday, 5:00 a.m. – 9:00 p.m.

vi. West End: Friday – Sunday, 5:00 a.m. – 9:00 p.m.

3. Program staff will notify operators of implementation of Slow-Ride zones, including the designated areas, days, and times the Slow-Ride zone will be in effect, and the maximum speed allowed, in writing.

4. An operator shall ensure that units begin to slow within 45 feet of a designated Slow-Ride zone.

5. The traffic engineer may initiate an amendment to the Shared Dockless Vehicle Program Rules to establish or modify the boundaries of slow ride zones, or modify the time in which a slow ride zone is in effect, if the following conditions are met:

i. Congested pedestrian or nonmotorized traffic is present;

ii. Without a speed limit, a significant speed differential would exist between pedestrians or nonmotorized traffic and motor-assisted scooter, electric bicycle, and bicycle traffic;

iii. Without a speed limit, the presence of motor-assisted scooter, electric bicycle, and bicycle traffic could endanger public safety; and

iv. The majority of motor vehicles are traveling at speeds less than or equal to 20 miles per hour.

6. An operator will have seven days to come into compliance with any newly implemented Slow-Ride zone.

G. **No-Ride Zone(s)**

1. Motor-assisted scooters may not operate in public parks, public plazas, and the state fair grounds.

2. Motor-Assisted Scooters may not operate on any public trail, except for the Ronald Kirk Pedestrian Bridge.

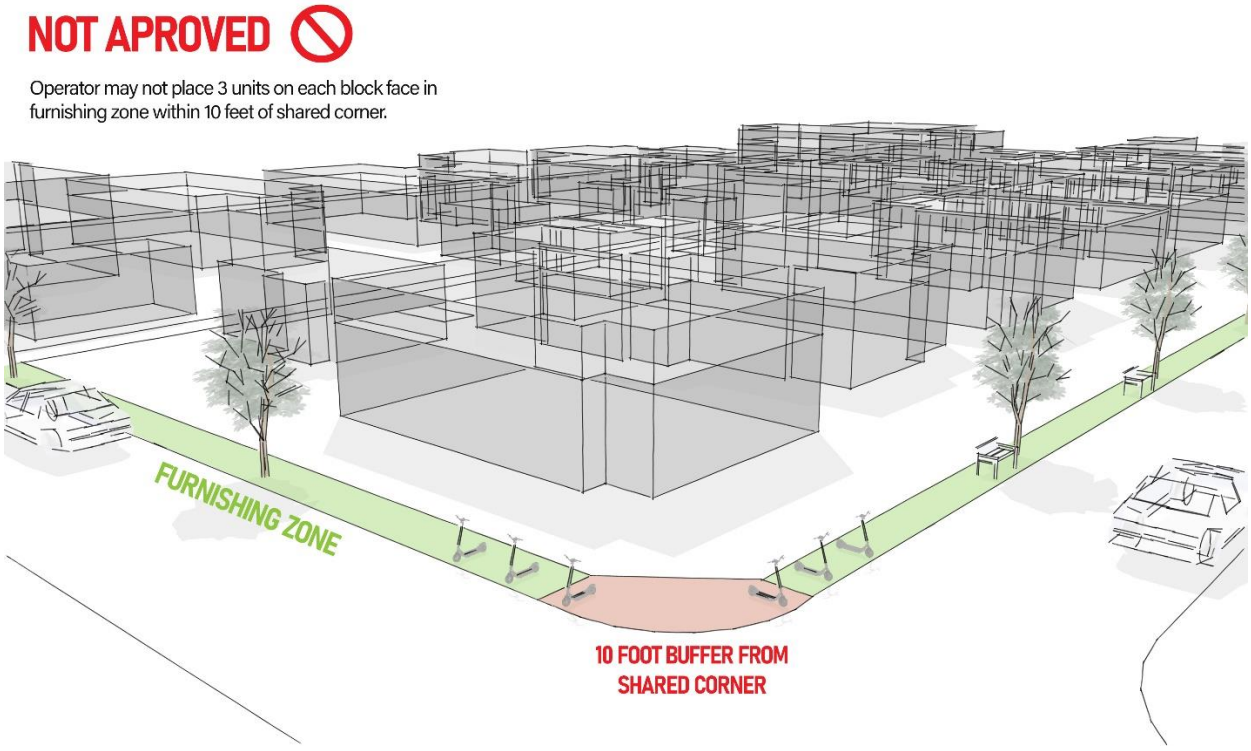
Section 7 – Parking.

A. **Operator Compliance with City Laws.** Operators shall comply with and educate users of the parking

requirements in Section 28-41.1.1 of the Dallas City Code, as amended. The director may further restrict additional areas for shared dockless vehicle parking, through geo-fencing requirements or written notice for the purposes of maintaining order, safety, and mobility.

B. **Parking Along Trails.** Shared dockless vehicles parked along shared-use trails may only be parked at trailheads or other areas identified by the director. Operators shall inform users that dockless vehicles may not be parked along trails at locations other than trailheads.

C. **Maximum Number Per Blockface.** Each operator may park no more than three units on any given blockface. If units are parked within 10 feet of an intersection, they will count towards the maximum units for both connecting blockfaces.



D. **Maximum Number in Designated Parking Areas.** There is no limit on the number of units an operator may park in designated dockless vehicle parking area, so long as they are parked upright and in an orderly manner, unless otherwise signed or marked at the designated area.

E. **Parking in Designated Parking Areas.** Operators shall park and direct users to park in designated dockless vehicle parking areas in Deep Ellum and when provided along a blockface. Operators shall identify the locations of dockless vehicle parking areas in user apps to guide users to preferred parking locations in order to assist with orderly parking of shared dockless vehicles throughout the city.

F. **Promoting User Compliance with Parking Regulations.**

1. Operators shall educate users about the parking requirements outlined in Section 28-41.1.1 of the Dallas City Code, as amended, via the operator's smartphone application.

2. Before a user ends a trip, an operator shall require the user to take an end of trip photo to demonstrate that the shared dockless vehicle is properly parked, in compliance with Section 28-41.1.1 of the Dallas City Code, as amended. Users shall take photo(s) of the unit identification number and the unit properly parked upright in accordance with City regulations. Users shall not be able to end their trip until the photo(s) is submitted. An operator shall fine users $20.00 for every instance of an improperly parked vehicle or failure to submit an end-of-trip photo. After a user's fifth violation for improperly parking a vehicle, the operator shall suspend the user's account for a period of 30 days.

G. **Idle Devices.** An operator shall remove or relocate any shared dockless vehicle that is left unutilized at the same location for two or more consecutive days.

H. **Complaint Response Times.** Any person may submit a complaint to an operator that one of the operator's units is improperly parked in the city and provide the unit's unique identification number or its approximate location. Upon receipt of the complaint, the operator shall visually inspect the unit and remove, relocate, or repark the unit if it is improperly parked. The operator shall complete its inspection and correct any improper parking within the following timeframes, from the time the notice of the complaint or request is received:

Complaint or Issue	Timeframe
Sidewalk Obstruction – Correcting a parked unit that is in the Sidewalk Clear Zone, within 10 feet of an intersection or crosswalk, or that restricts or eliminates access to a public transit shelter or stop.	2 hours
Device in the Roadway – Relocating a unit parked in the roadway.	2 hours
Inoperable Device – Removing a unit that is inoperable or not safe to operate.	2 hours
Other Emergency – Immediate relocation or removal of a unit as deemed necessary by program staff or the director.	2 hours
Device on Private Property – Relocating a unit that is parked on private property.	2 hours
Device in an Environmentally Sensitive Area – Relocating a unit that is in an environmentally sensitive area such as a park or waterway.	4 hours
Idle Device – Relocating a unit that has been left unutilized at the same location for two or more consecutive days.	4 hours
Other Corrections to Illegally-Parked Vehicle – Correcting or relocating a unit that is parked in an illegal manner other than those listed above, in violation of Section 28-41.1.1 of the Dallas City Code, as amended, or these rules.	4 hours

I. **Irretrievable Vehicles.** If hazard or lack of legal access prevents an operator from responding within the times required above, the operator shall:

1. remove the vehicle at the next reasonable opportunity; and

2. disclose the irretrievable device to program staff if the operator cannot safely and legally remove the device; and

3. bear the removal costs, including reimbursement for City costs.

Section 8 – Communication and Customer Service.

A. Operators shall maintain a staffed operations center and customer service center in the City of Dallas.

B. Operators shall have a customer service phone number or website posted on each shared dockless vehicle that is available 24 hours a day, seven days a week for people to report safety concerns, complaints, ask questions, or request a shared dockless vehicle be relocated.

C. Operators shall provide program staff with contact information for someone or a group of people who can address issues with shared dockless vehicle parking or deployment within the timeframes listed under Section 7-H. Operators shall notify program staff within 24 hours of a change of contact information.

Section 9 – Data Sharing.

A. An operator shall provide program staff or an authorized third party, with real-time and historical information for their entire fleet through a documented web-based application programming interface (API). An operator agrees to provide the program staff, either directly or through-approved third-party provider, access to:

1. Real-time availability data for their entire Dallas fleet;

2. Archival trip data for their entire Dallas fleet;

3. Archival collision data for the entire Dallas fleet; and

4. Archival complaint data for the entire Dallas fleet.

B. The operator is directly responsible for providing the API key to the director and shall not refer the director to another subsidiary or parent company representative for API access. The API shall deliver data according to the most current director authorized specifications, in a manner that protects individual user privacy.

C. An operator shall fully comply with Open Mobility Foundation Mobility Data Specification (MDS) and shall provide full access to program staff. operator's MDS API must interface to the City's API.

D. An operator shall make public a fully compliant API that presents the locations of charged, rentable and available units, using the General Bikeshare Feed Specification (GBFS) standards. GBFS standards are available at: https://github.com/NABSA/gbfs.

E. Program staff may update these data requirements at any time during the term of the permit operating term and require operators to use the most current version of the requirements.

F. Operators shall ensure that the City, including any authorized third party, is provided with authentication tokens for accessing the MDS data. Email communication from program staff that a third-party data vendor or

employee is working on behalf of the City shall be sufficient evidence to require the operator to provide access to MDS endpoints to the contactor or employee under this subsection.

G. An operator shall maintain a continuous feed of the required data at all times for all units made available to customers and maintain aggregated data as the director deems necessary.

H. An operator may be required to provide live MDS and GBFS data to authorized third party data vendors. City data vendors shall supply the program staff a daily report of aggregated data for the previous 24 hours.

I. Program staff may request aggregated data from an operator at other times when necessary for law enforcement and other emergencies.

J. An operator must provide anonymized data reporting as required by program staff to ensure best management of public right-of-way, compliance with rules and regulations, and improve associated infrastructure, safety, and planning.

K. On a monthly basis, all operators shall provide a complaint history report including the number of complaints, the nature of the complaints, and the time it took to remedy the complaint.

L. On a monthly basis, all operators shall provide a collision history report including the number, severity, location and time of crash to program staff, in a format as determined by program staff.

M. An operator found to be submitting incomplete or inaccurate data, such as underrepresenting the total number of units in service, shall have their license revoked.

Section 10 – User Privacy:

A. An operator shall provide information relating to unit locations and unit users upon request of law enforcement or pursuant to judicial subpoena.

B. An operator shall be responsible for implementing and submitting to the director a privacy policy that safeguards users' information, including personal, financial, and travel information.

C. An operator shall not require users to grant location services to use the operator's mobility service, while the application is not in use. All other data belonging to the user, including but not limited to contacts, photos, and files, shall not be required to be shared in order to use the operator's shared dockless vehicle service.

D. An operator shall not require users to share their private data with third parties in order to use the operator's shared dockless vehicle service.

E. An operator may allow users to opt-in (not opt-out) to providing access to their contacts, photos, files, other private data, and third-party data sharing, but only with clear notice to the customer.

N. An operator shall provide the director with updates to the terms of service; including but not limited to the Privacy Policy, terms and conditions of use, and the End User License Agreement (EULA) published on the operator's website and app and agrees to provide all customers and the director any changes to the terms of service immediately upon adoption.

Section 11 – Compliance and Enforcement.

A. The director may suspend or revoke an operator's operating authority permit if the operator violates Article X, "Shared Dockless Vehicle Operating Permit," of Chapter 43, "Streets and Sidewalks," of the Dallas City Code, as amended, or the Shared Dockless Vehicle Program Rules.

B. The director may require an operator to reduce the size of its fleet if the operator violates the Shared Dockless Vehicle Program Rules.

C. An operator's operating authority permit will be automatically suspended if the number of incidents of units operating after the permitted hours of operation is greater than three in a seven-day period.

D. An operator's operating authority permit will be automatically suspended if the number of incidents of an operator violating the deployment requirements listed in Section 4 of the Shared Dockless Vehicle Program Rules is greater than two in a seven-day period.

E. An operator's operating authority permit will be automatically suspended if the incidents of units operating at a higher speed than allowed in a Slow-Ride zone is greater than three in a seven-day period.

F. An operator's operating authority permit will be automatically suspended if the number of incidents of units operating in a No-Ride zone is greater than three in a seven-day period.

G. An operator's operating authority permit will be automatically suspended if the number of incidents averages 20 per day in a seven-day period.

H. An operator's operating authority permit will be automatically suspended if an operator deploys more units than it is permitted to deploy.

I. An operator's authority permit will be automatically suspended if an operator fails to meet the timeframe for the corresponding complaint, as outlined in Section 7H of the Shared Dockless Vehicle Program Rules, more than three times in a seven-day period.

J. An operator's operating authority permit will be automatically revoked if an operator continues to operate after 12 hours after receiving notice of suspension.

K. An operator's operating authority permit will be automatically suspended if the operator does not come into compliance with newly established slow ride zones.

L. An operator's operating authority permit will be automatically suspended if the number of incidents where a user under the age of 16 uses a unit is greater than 15 in a seven-day period.

M. An operator's authority permit will automatically be revoked if an operator's license is suspended three times within the permit operating term.

N. Program staff will notify the operator in writing of operating authority permit suspension or revocation.

O. If an operator has its operating authority permit suspended or revoked, the operator will remove all units and cease operations in accordance with Section 43-165 of the Dallas City Code, as amended.

P. A suspension under this section lasts until the operates demonstrate that the cause of the suspension has been addressed and corrected, as deemed by program staff

Section 12 – Amendments.

The director may amend the Shared Dockless Vehicle Program Rules as needed and in accordance with the procedures of Section 43-159 of the Dallas City Code, as amended.

Exhibit A – Equity Opportunity Zones

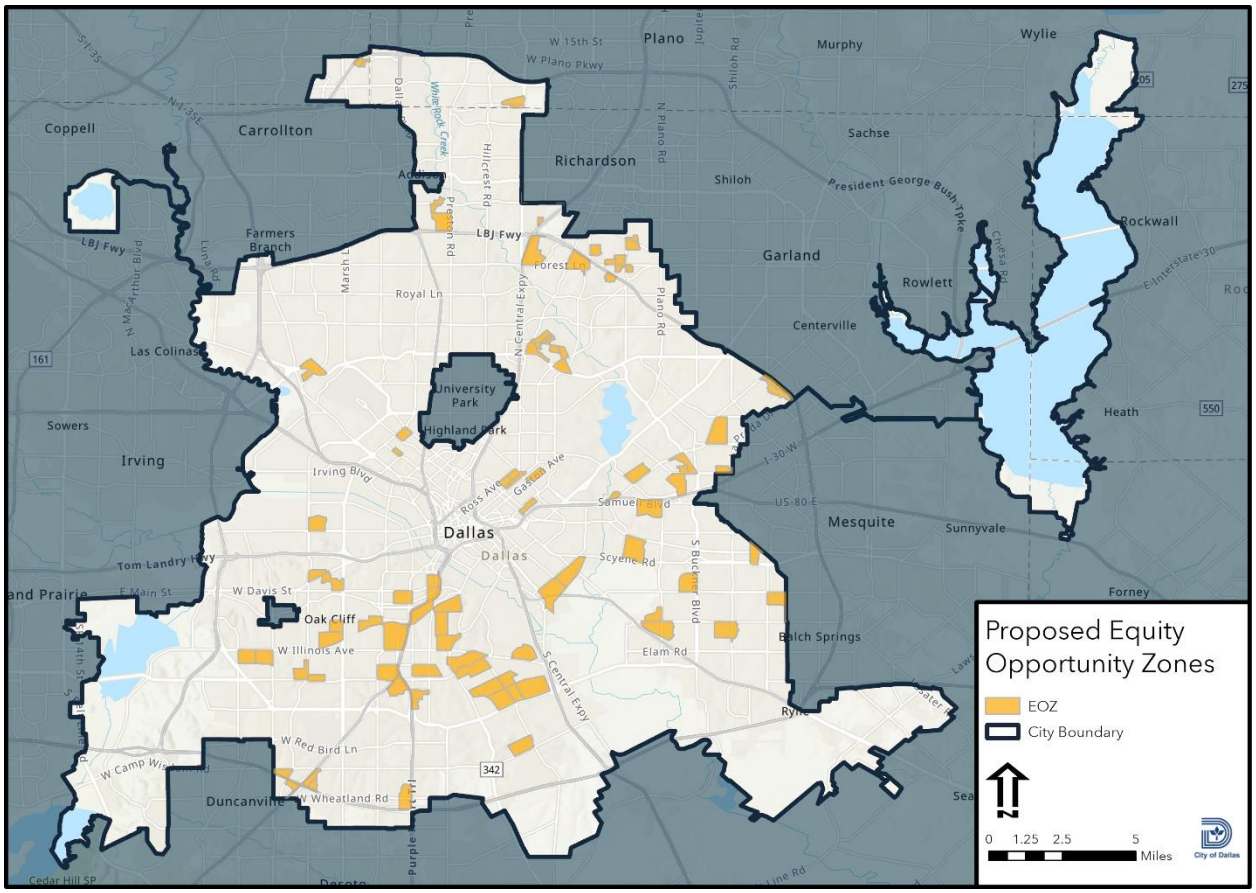


Exhibit B – Central Dallas Deployment Zone

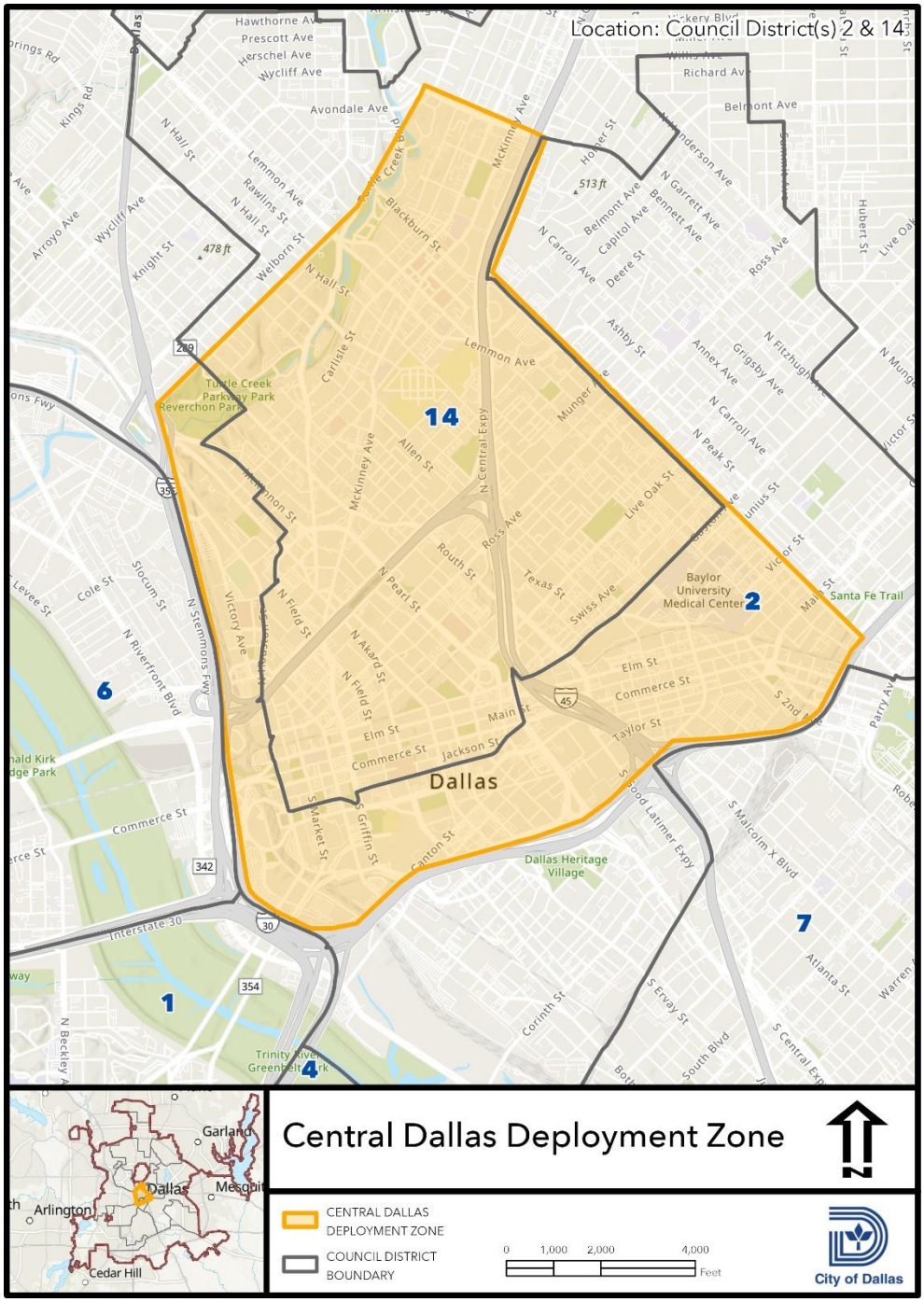


Exhibit C – Bishop Arts District Slow Ride Zone

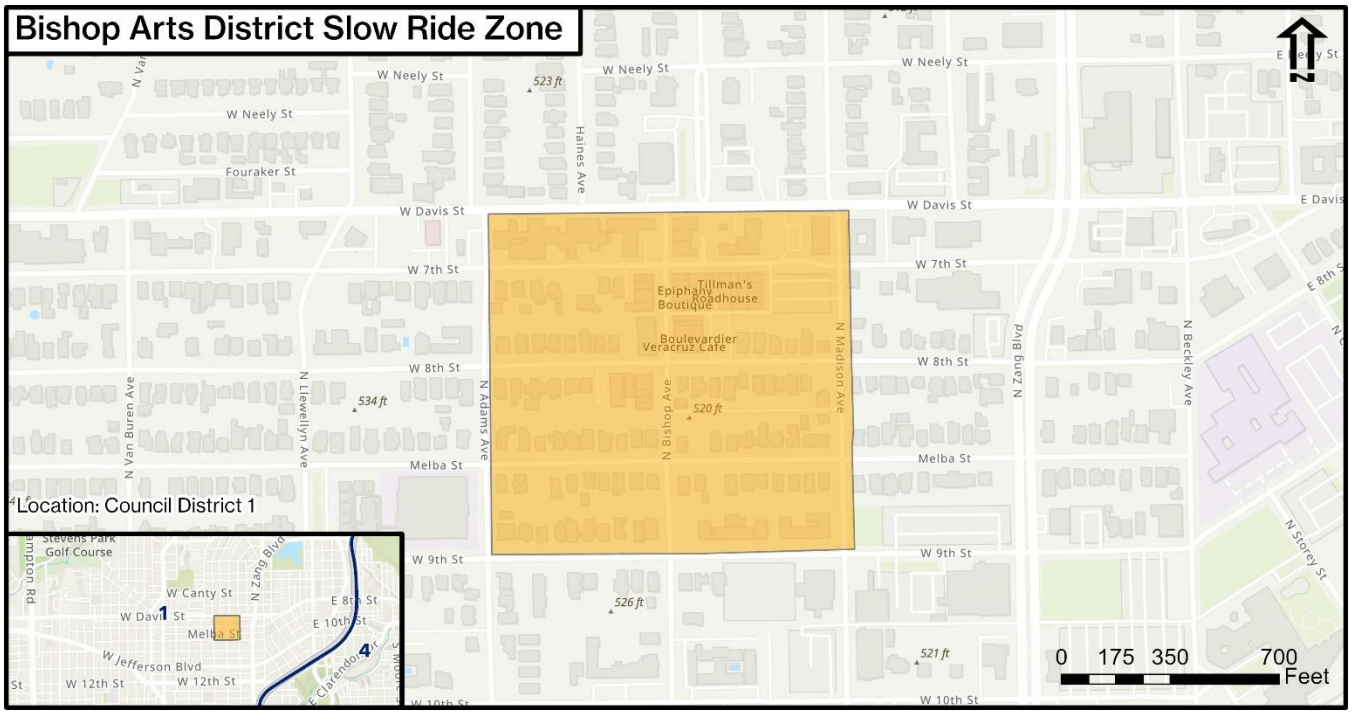


Exhibit D – Deep Ellum Slow Ride Zone

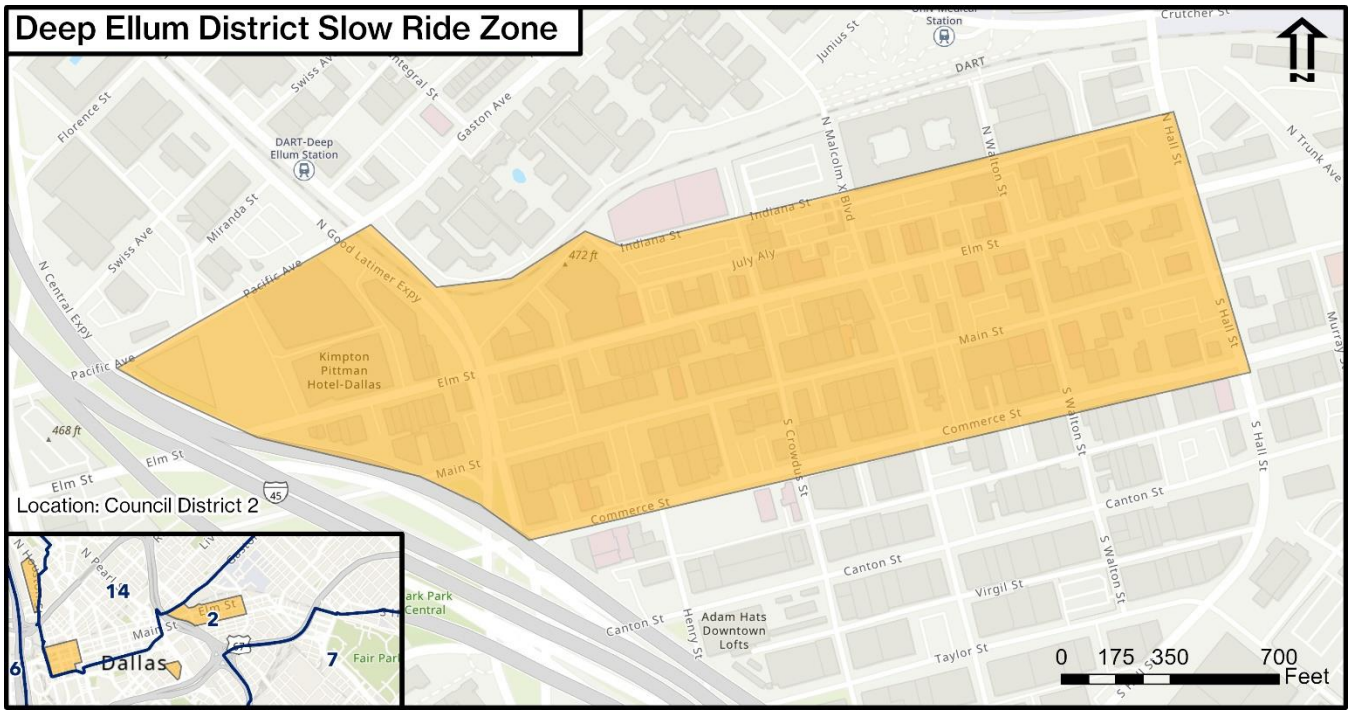


Exhibit E – Farmer's Market Slow Ride Zone

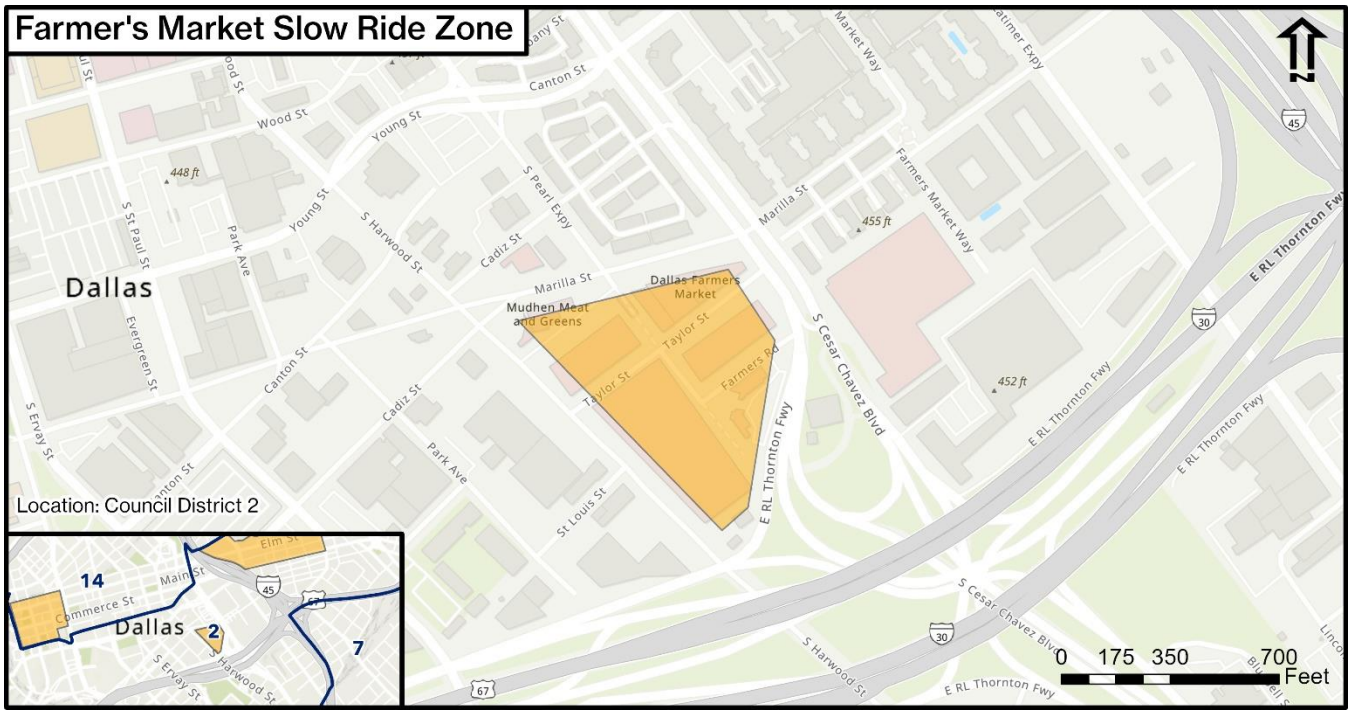


Exhibit F – Ronald Kirk Pedestrian Bridge

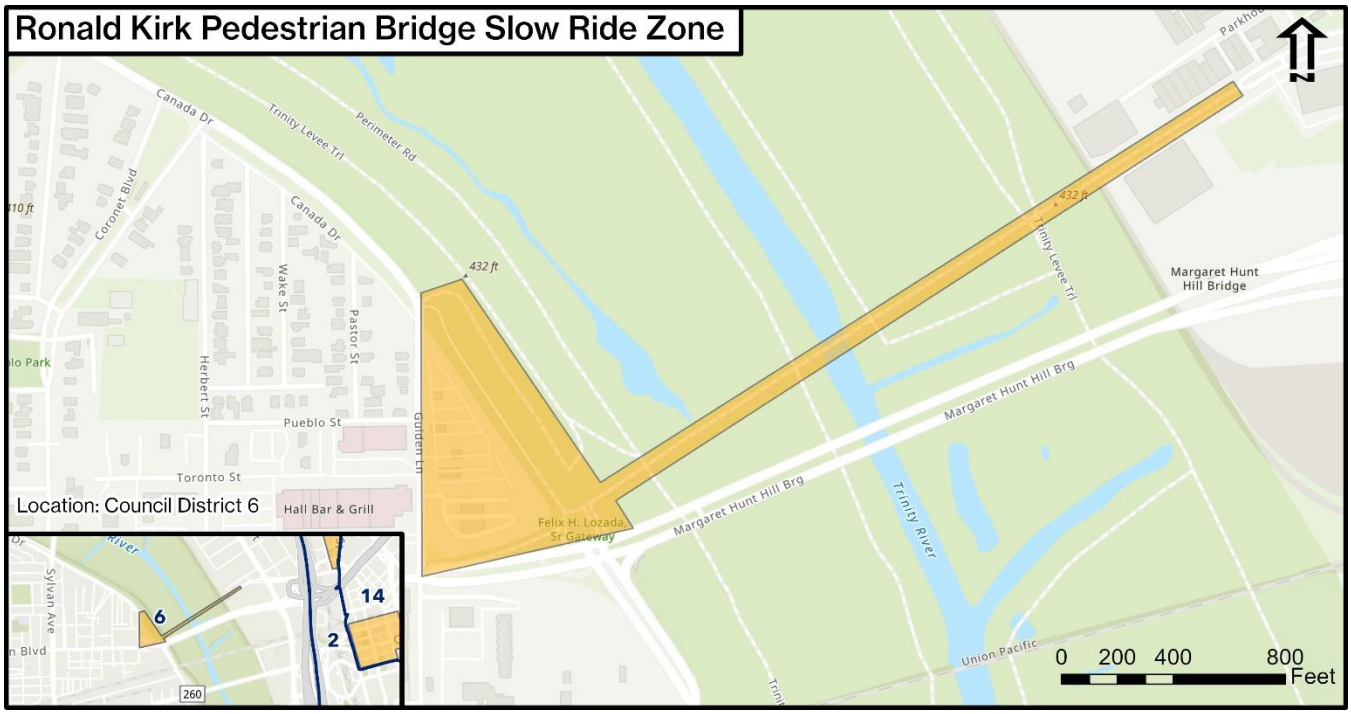


Exhibit G – Victory Park Slow Ride Zone

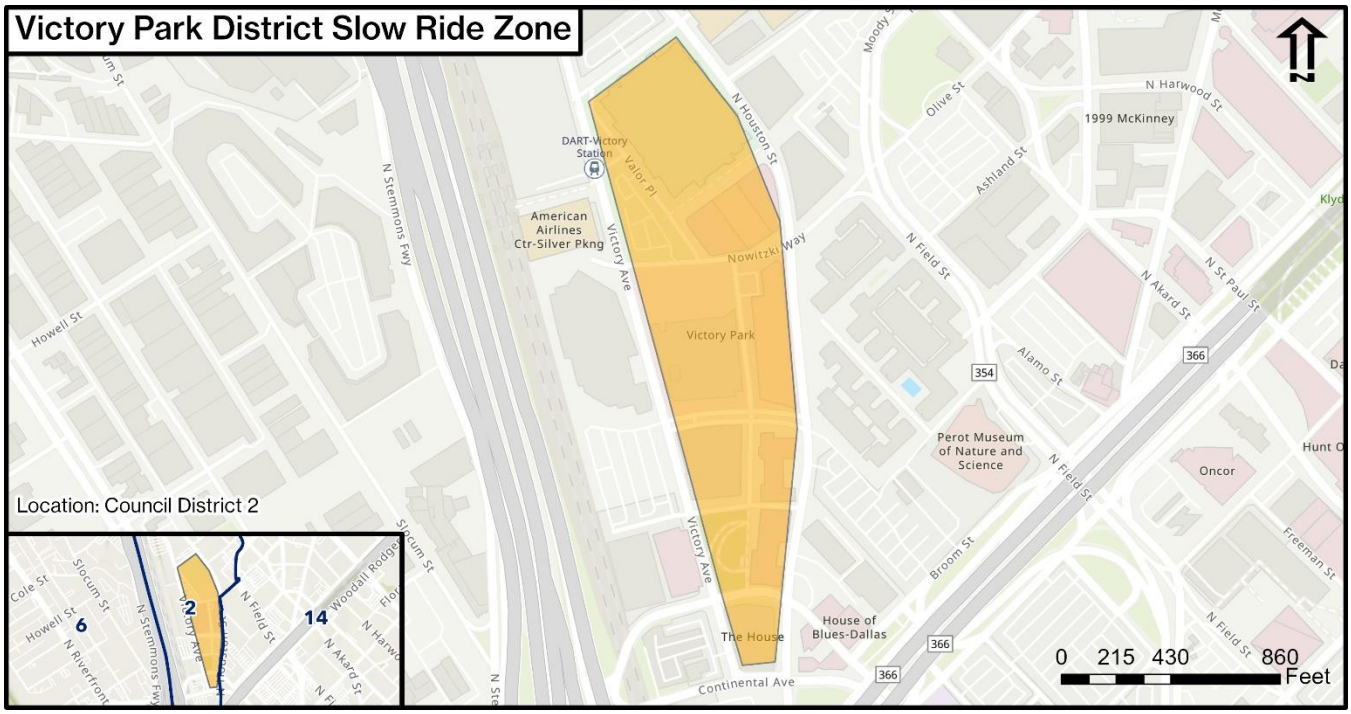
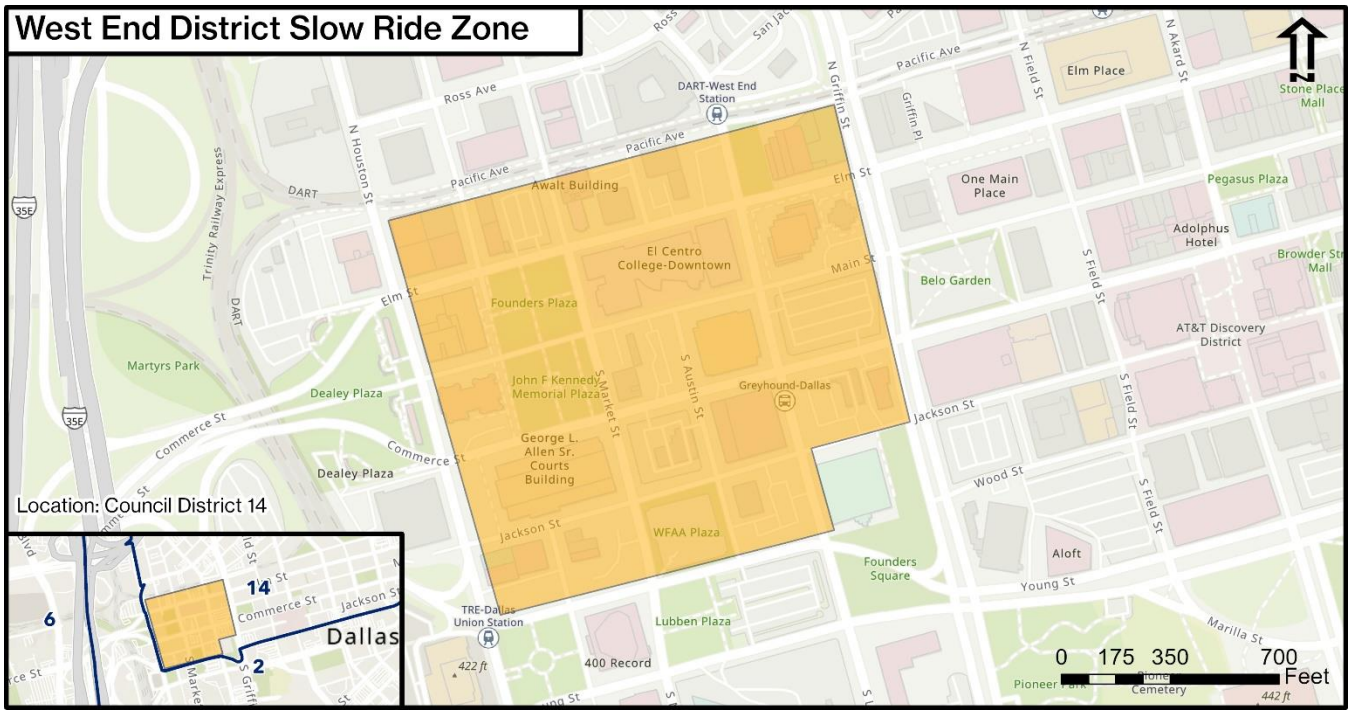


Exhibit H – West End Slow Ride Zone



City of Dallas

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

Agenda Information Sheet

File #: 22-1792 **Item #:** H

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

INTERAGENCY TRANSPORTATION REPORT – AUGUST 2022

RTC / TxDOT / DART / Dallas County/ NTTA / DRMC / TEX-21 /DFW Airport

RTC APPROVES FUNDING FOR TWO PARKING GARAGES IN DALLAS

At the July 14th Regional Transportation Council (RTC) meeting, the RTC approved funding for two parking garages in Dallas.

DART Parking Garage at Mockingbird Station ($20 million)

The RTC approved $20 million in STBG funds via a funding partnership with Dallas Area Rapid Transit (DART) to support construction of a parking garage at the DART Mockingbird Station.

In 2019, DART and Trammell Crow entered into a master development/lease agreement for private development on DART's existing 725 space surface lot at Mockingbird Station.

DART's development agreement with Trammell Crow includes construction of a new 500 space three-level underground parking garage adjacent the DART Light Rail Station to replace the parking being eliminated by the private development. This parking garage will be owned and operated by DART and is a public garage supporting transit users and retail development around the station.

Separate and apart from DART's development agreement with Trammell Crow, the Dallas City Council authorized a development agreement and $29 million in TOD TIF District funds in February 2022 as gap financing to support the first phase of Trammell Crow's private development, including horizontal infrastructure, streetscape improvements, and a 429-unit mixed-income multi-family residential building (20% of the units will be affordable at the 80% AMFI).

Due to recent inflationary pressures, cost estimates for the parking garage increased almost 30%. Trammell Crow, through the City and DART, sought assistance from North Central Texas Council of Governments (NCTCOG)/RTC to help close the funding gap for the garage.

Dallas Zoo Parking Garage ($10 million)

The RTC approved $10 million in STBG funds for development of a parking garage at the Dallas Zoo.

The parking garage located adjacent to the DART Light Rail Station at the Dallas Zoo. This garage will support Zoo patrons and provide parking for the Southern Gateway Deck Plaza over IH 35E.

The estimated cost for the 811-space garage is $21 million. The City of Dallas has committed $3.5 million; $8 million will be paid by the Dallas Zoological Society; and $10 million in STBG funds.

RTC TO REVIEW POLICY GUIDELINES FOR FUNDING PARKING GARAGES

NCTCOG staff agreed to bring back policy recommendations to the August RTC meeting to guide future requests to the RTC for financial support of parking garage development.

RTC APPROVED US 75 TECHNOLOGY LANE

The RTC directed NCTCOG staff to present a proposal to representatives of Dallas and Collin Counties and the Cities of Dallas, Richardson, Plano, Allen and McKinney for endorsement of a "Technology Lane" on US 75 between IH 635 and SH 121 in McKinney.

Under this proposal, **Single Occupancy "Green Vehicles" would be allowed to use the HOV lanes.**

Current policy		*Recommended Change*
Direction	**Allowed Vehicles**	
Southbound 22 hours 2 hours AM all days	HOV/SOV/Motorcycles HOV/Motorcycles Only	*Allow Single Occupancy "Green Vehicles*" to use the HOV lanes*
Northbound 22 hours 2 hours PM all days	HOV/SOV/Motorcycles HOV/Motorcycles Only	*Allow Single Occupancy "Green Vehicles*" to use the HOV lanes*

**Single Occupancy Green Vehicles includes alternative fuel vehicles (including methanol, natural gas, hydrogen, LNG) and Electric (all battery and predominately electric hybrid with plug in).*

Other Recommendations

- Aggressively respond to incidents and accidents for more reliability
- Advance green signal timeline on frontage road to bypass incidents

This project has been on hold for several years awaiting an aligned position of federal, state, regional, and local elected officials.

US 75 is the most congested corridor in this region without a permanent Mobility Plan recommendation. Under this proposal, staff would "begin, again, exploring a permanent improvement plan for US 75."

The next step is for NCTCOG staff to seek approval from the cities and counties included in this section of US 75.

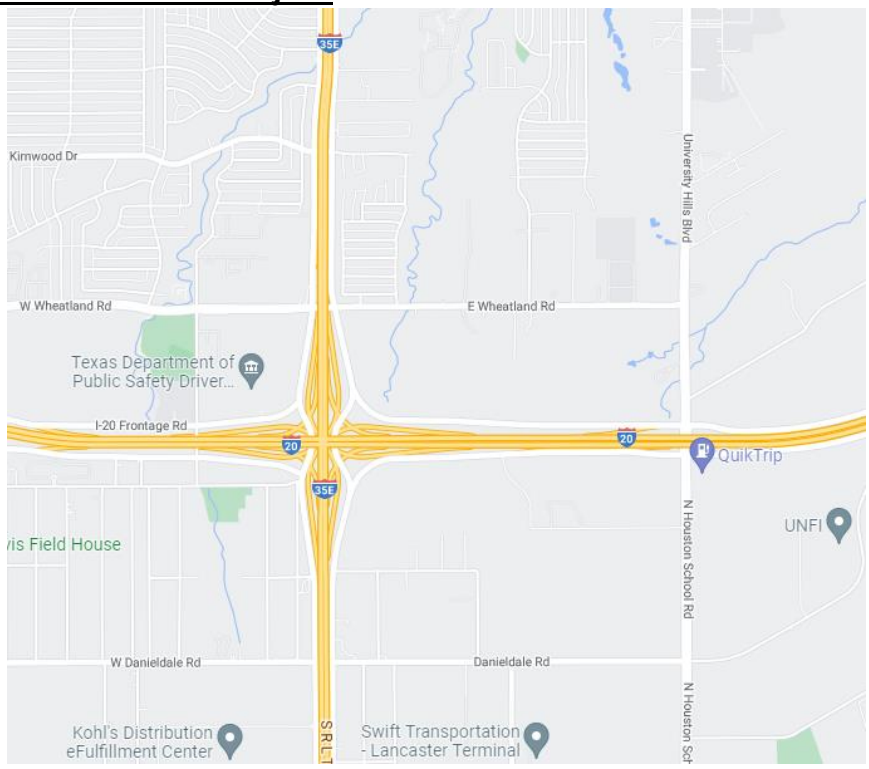
UPCOMING MEETING

The August 2022 RTC meeting will be held at 1:00 PM on August 18, 2022, at the Irving Convention Center (500 West Las Colinas Boulevard, Irving, Texas 75039, Room G1 (4th floor)).

This meeting is being held during the Irving Transportation Summit. The August RTC meeting has traditionally been held as part of this Summit but has not occurred in the last two years due to Covid-19 concerns.

I-20/I-35E Interchange Bridge Rehabilitation Project

Texas Department of Transportation (TxDOT) is working on a $7.2 million bridge deck rehabilitation project at the I-20/I-35E interchange.



Very generally, the project requires removing the old pavement and installing new pavement. This work requires TxDOT to shut down one ramp at a time. The shutdown lasts about one month for each of the four ramps.

- Westbound I-20 direct connector ramp to southbound I-35 E
  - *Complete*
- Eastbound I-20 direct connector ramp to northbound I-35E
  - **Closed through mid-August**
  - Drivers can detour at exit 468 (Houston School Rd./University Hill Blvd.), loop around to the westbound I-20 frontage road and exit at 467A for access to northbound I-35E during this time.
- Northbound I-35E to eastbound I-20
  - **Work scheduled for late summer/early fall**
- Southbound I-35E to eastbound I-20
  - **Work scheduled for late summer/early fall**

Future lane and ramp closures will be announced as they are scheduled. The overall project is expected to be completed in late 2022, weather permitting.

Note: there is an adjacent pavement project on I-20 from the I-35E junction to the I-45 junction underway, with an overall completion expected in early summer 2023.

DART Budget and Finance Committee Briefed on Distributions to Member Cities

At the August 9, 2022, Dallas Area Rapid Transit (DART) Budget and Finance Committee meeting, **staff presented options for distribution of sales tax revenue and mobility assistance funds to member cities.**

The Budget and Finance Committee adopted a motion to advance this item to the Committee-of-the-Whole (COTW) without a recommendation.

Unspent Funds

The Federal government provided operating funds during COVID which DART used entirely. As a result of this influx of federal funds, DART did not spend all sales tax collections in FY2021 and FY2022.

Distribution to Member Cities

On July 12, 2022, DART's COTW directed that:

1) **Half of the amount DART received** in FY2021 and FY2022 be distributed to the service area cities
   - Total Received = $428.5 million
   - **1/2 = $214.25 million**
2) **Half of the end of the FY2021 balance** in DART's Mobility Assistance and Innovation Fund be distributed to the service area cities
   - Total balance = $110.3 million balance
   - **1/2 = $55.15 million**

Total available for distribution to service area cities = $269.5 million

New Options Presented

The August 9, 2022, briefing to the Budget and Finance Committee offered a range of alternatives for distribution of funds to the member cities including:

Scenario	% of Excess Revenues for Distribution	Total Amount for Distribution	Fiscal Year Distribution
Scenario 1	50%	≈$270 million	FY2023
Scenario 1a	**25%**	**≈$135 million**	FY2023
Scenario 1b	50%	≈$270 million	**FY2024**
Scenario 1c	50%	≈$270 million	**FY2023 – FY2032** (evenly spread over ten years)
Scenario 2	**≈27%**	**≈$145 million**	FY2023

Next Steps

August 9, 2022	The Budget and Finance Committee advanced this item to the COTW without a recommendation.
August 23, 2022	COTW and Board approval to distribute the proposed FY2023 Annual Budget and Twenty-Year Financial Plan to Municipalities within DART's Service Area for Review (30-day required review period starts)
September 8, 2022	Briefing for Service Area City Managers and Finance Directors
September 13, 2022	Budget and Finance Committee approves FY2023 Annual Budget and Twenty-Year Financial Plan for COTW consideration
September 27, 2022	COTW and Board approval of FY2023 Annual Budget and Twenty-Year Financial Plan

ELIZABETH REICH SELECTED AS DART'S NEW CFO

Elizabeth Reich joined DART as the new chief financial officer (CFO) on July 18, 2022. She will lead the agency's accounting, financial reporting, budget, treasury, fare collections and fare payment systems, debt management, investment management, and risk management functions.

Ms. Reich has more than 20 years of financial leadership experience including her work at the City of Dallas, where she served as the chief financial officer. Prior to joining the City of Dallas, she spent 16 years with the Social Security Administration, taking on greater challenges and responsibilities including serving as the Deputy Regional Commissioner of the Dallas Region and also serving as its chief financial officer.

Reich received her Master of Public Administration degree from The American University in Washington, D.C. in 2000. She is also a member of the Dallas Regional Chamber Executive Women's Roundtable, Women in Public Finance, and serves on the board of Broadway Dallas, previously Dallas Summer Musicals.

DART PD EXPANDS PARTNERSHIP WITH DOWNTOWN DALLAS INC

The DART Police department expanded its partnership with Downtown Dallas Inc (DDI) to include providing five DART Police Officers to work closely with their homelessness outreach team throughout the Central Business District.

As part of this homeless outreach team, DART and Dallas Police will work with DDI outreach teams to build relationships and provide resources to homeless

individuals. This includes referring them to appropriate community resources and sometimes helping them connect with family support systems that can help.

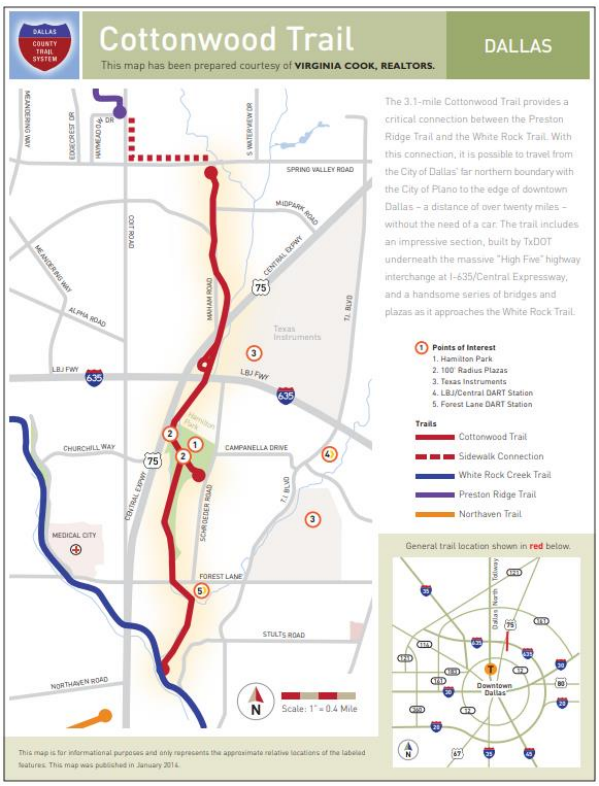
UPCOMING MEETING

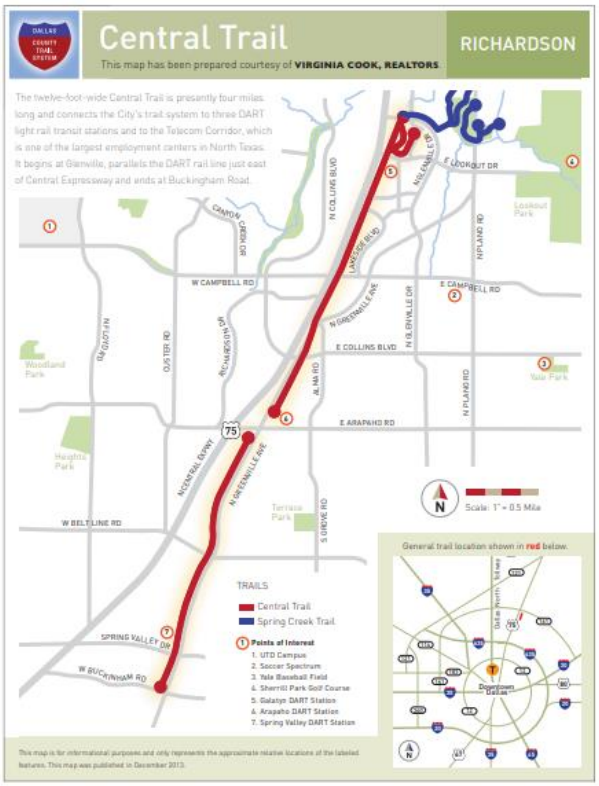
The next DART Board meeting will be on **August 23, 2022**, at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.

DALLAS COUNTY Texas Est. 1846

TRAIL CONNECTIVITY STUDY

The City of Dallas Departments of Transportation & Park and Recreation are partnering with Dallas County and TxDOT to **develop a feasibility study for a new multi-use trail from the Cottonwood Creek Trail in Dallas to the Central Trail in the City of Richardson.**





The study's primary goal is to identify alignment options to connect these two trails in this heavily developed area of northeast Dallas. In addition to connecting the trails, the Study also examines connectivity opportunities to both Texas Instruments campuses, two DART light rail stations, and Richland College. The feasibility study is expected to be complete by Fall 2022.

UPDATE - RIVERFRONT BOULEVARD PROJECT

City, Dallas County and NCTCOG staff are working on strategies for moving this project forward.

Technical design challenges within the Union Pacific Railroad (UPRR) right-of-way (under the railroad that crosses Riverfront just north of the Courthouse) have significantly impacted the timely implementation of this project.

City and County staff are exploring options to advance implementation of the project considering these technical design challenges. One option includes amending the project limits to exclude roadway reconstruction within the UPRR right-of-way.

If that option is advanced, current expectations are for the project to start construction in fall 2023.

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

BOARD MEETING HELD JULY 20, 2022

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

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

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

- **Advertise for:** Lane system assessment; Construction services for systemwide pavement profiling; and Construction services for President George Bush Turnpike bridge bent cap sealing.
- **Approve vendor selection for:** Engineering services for additional roadway cameras; Engineering services for additional dynamic message signs; and Fleet GPS and telematics services.
- **Approve contracts for:** Chisholm Trail Parkway Total Routine Maintenance; Janitorial services at Gleneagles; Purchase of toll cameras; Fiber locate and fiber repairs; Construction services for President George Bush Turnpike at Arbor Creek erosion mitigation; Construction services for President George Bush Turnpike Pioneer Parkway mainlane rehabilitation; and Construction services for Sam Rayburn Tollway frontage road joint and crack sealing.

The Board also approved a custodial agreement for interoperability as well as policies governing Board ethics and Employee ethics.

The Board received briefings on the external auditor's annual communication of audit planning, 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 May and June 2022.

Finally, the Board entered into Executive Session to receive information on: Insurance review update; Enterprise Risk Assessment; and an Internal Audit Update.

UPCOMING MEETING

The next Board meeting is scheduled at **10:00 AM on Wednesday, August 17, 2022,** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

DRMC

GUEST SPEAKER

Harvey Kronberg, publisher of the Quorum Report, Texas' oldest non-partisan newsletter focusing on Texas politics and government, was the guest speaker at the August 2022 Dallas Regional Mobility Coalition (DRMC) meeting.

Mr. Kronberg briefed DRMC members on his thoughts about macro-political factors influencing Texas politics.

UPCOMING MEETING

The next DRMC Board meeting is scheduled at **11:00 AM on Friday, September 9, 2022** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

TEX-21 ADOPTS MISSION OF CITY OF DALLAS' "VISION ZERO" PLAN

On July 29th, Dr. Gus Khankarli, the City's Transportation Director, presented the City of Dallas' "Vision Zero" Action Plan to TEX-21 members.

At the same meeting, the TEX-21 members passed a resolution "adopting the values and missions of TxDOT's Traffic Safety Campaigns and the City of Dallas' Vision Zero Action Plan".

The resolution encourages all TEX-21 members to develop individual Safety Action Plans in similar fashion to those of TxDOT and the City of Dallas.

UPCOMING MEETING

The next TEX-21 meeting is in person and will be held on **Friday, September 9, 2022, in Houston**.

TEX-21 is an organization whose purpose is to join together cities, counties, private businesses, ports, and transportation entities in a collective, informed voice to the State and Federal Executive and Legislative Policymakers to improve transportation in Texas. This effort includes strategies to increase investment in multi-modal transportation infrastructure, improve the planning and management of our transportation facilities, and increase the awareness of the importance of transportation to all areas of Texas.

DFW AIRPORT AWARDED $35M GRANT FOR NEW ZERO CARBON ELECTRIC CENTRAL UTILITY PLANT

Dallas Fort Worth International Airport (DFW) was awarded a $35 million grant from the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) **to build a new zero carbon central utility plant.**

The grant is part of a $1 billion bipartisan infrastructure law to fund improvements to airports across the U.S.

DFW is the first carbon-neutral airport in the U.S. As part of reaching the Airport's goal of achieving Net Zero by 2030, DFW plans to construct a new Zero Carbon Electric Central Utility Plant and replace its aging steam piping distribution system with a highly efficient hot water piping system.

This addresses current and future heating and cooling demand; improves resiliency and maximizes efficiency.

For more information regarding the project, visit the project overview page at: https://www.dfwairport.com/business/about/investors/zerocarbonecup/

Board Approves Preliminary Fiscal Year 2023 Budget

On August 4, 2022, the DFW Airport Board approved a preliminary budget that will be sent to the Owner Cities for consideration.

With the FY23 budget, DFW has fully recovered from COVID-19 with record passengers and revenues.

The item is scheduled for a Government Performance and Financial Management Committee briefing on August 22, 2022, and for **City Council consideration at the September 14, 2022, agenda meeting.**

Upcoming Meeting

The next board meeting will be held on Thursday, September 1, 2022. For more information, please visit www.dfwairport.com/board.

City of Dallas

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

Agenda Information Sheet

File #: 22-1793 **Item #:** I

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

Memorandum

CITY OF DALLAS

DATE August 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 – June 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 June 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	645	745.0 Lane miles	369.9 Lane miles	$107,708,017	$73,050,148	$34,657,869
Alleys	191	39	25.2 Linear miles	7.4 Linear miles	$3,600,000	$730,083	$2,869,917
Sidewalks*	14	15	12.0 Linear miles	9.1 Linear miles	$5,347,780	$2,269,454	$3,078,326
Bridges	-	1	- Bridges	1.0 Bridges	$1,000,000	$226,391	$773,609
Total	**987**	**700**	**N/A**	**N/A**	**$117,655,797**	**$76,276,076**	**$41,379,721**

* 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	82	92.6 Lane miles	59.7 Lane miles	$46,091,296	$13,373,484	$32,717,812
Alleys	35	28	5.8 Linear miles	4.7 Linear miles	$6,703,136	$396,405	$6,306,731
Sidewalks*	3	2	1.0 Linear miles	0.6 Linear miles	$1,223,191	$1,157,929	$65,262
Bridges	4	1	4 Bridges	1.0 Bridges	$944,462	$66,943	$877,519
Total	**198**	**113**	**N/A**	**N/A**	**$54,962,085**	**$14,994,761**	**$39,967,324**

* 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	727	837.6 Lane miles	429.6 Lane miles	$153,799,313	$86,423,632	$67,375,681
Alleys	226	67	31.0 Linear miles	12.1 Linear miles	$10,303,136	$1,126,488	$9,176,648
Sidewalks	17	17	13.0 Linear miles	9.7 Linear miles	$6,570,971	$3,427,383	$3,143,588
Bridges	4	2	4 Bridges	2.0 Bridges	$1,944,462	$293,334	$1,651,128
Total	**1,185**	**813**	**N/A**	**N/A**	**$172,617,882**	**$91,270,837**	**$81,347,045**

Performance Notes:
Public Works has 1,185 projects planned for FY 2022 and through June 2022, of those projects 813 have been completed. Of the total $172.6M programmed dollars for FY 2022, through June 2022, Public Works expended $91.3M or 52.9% of total budget. In addition to the 813 projects completed through June 2022, there are a total of 410 projects currently under construction.

DATE August 11, 2022

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

Public Works would also like to inform the TRNI committee of recent developments regarding local cement supply that is starting to impact the performance measures. There was a fire in a Midlothian cement silo that has reduced the amount of concrete being supplied to the City. At peak performance PBW was receiving 400 CY of concrete a day, and we are now receiving 400 CY a week. Local concrete plants have gone from six day a week of production to four days a week. While we are doing what we can to accommodate concrete deliveries, we do anticipate this shortage to impact the ability to complete the FY 22 work plan by September 30, 2022. We will provide additional updates in future memorandums.

Given this overview of Public Works' efforts through June 2022, the July 2022 update of this report will be provided in September 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 M. Perez
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
Jack Ireland, 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 #: 22-1794 **Item #:** J

Committee Forecast

Update: 08/11/2022

Transportation and Infrastructure Committee Forecast		
Committee Date	**Briefing Item/ Report**	**Presenter(s)**
September 19, 2022	Alley Conversion Project Update	Ali Hatefi, Director, Department of Public Works
	Gate Leases	Mark Duebner, Director, Department of Aviation
	Long Range Water Supply	Terry Lowery, Director, Dallas Water Utilities
	Vision Zero Dashboard Memorandum	Ghassan Khankarli, Director, Department of Transportation
	Dock less Vehicle Permit Program Rules Update- Memorandum	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, Director, Department of Public Works
	Committee Forecast	

Upcoming:

Dallas DFW Board Working Group-Special Called- TBD

DART/ City- October

City of Dallas

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Agenda Information Sheet

File #: 22-1797 **Item #:** K

Aviation: Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DCBD) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas CBD Vertiport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Vertiport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 - Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

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Agenda Information Sheet

File #: 22-1798 **Item #:** L

Aviation: Authorize (1) the application for and acceptance of the FY 2023 grant (Grant No. M2318DLEX) from the Texas Department of Transportation (TxDOT) Aviation Division for the annual Routine Airport Maintenance Program (RAMP) at Dallas Executive Airport in the amount of $50,000.00 or 50 percent of eligible costs estimated at $100,000.00, whichever is less; (2) a local cash match in the amount of $50,000.00 from the Aviation Fund for airport maintenance projects estimated at $100,000.00; (3) the establishment of appropriations in the amount of $50,000.00 in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Executive Airport Fund; (4) the receipt and deposit of funds in the amount of $50,000.00 for reimbursement from TxDOT in the TxDOT 2023 Routine Airport Maintenance Program - RAMP Dallas Executive Airport Fund; and (5) execution of the grant agreement and all terms, conditions, and documents required by the agreement - Total amount of $100,000.00 - Financing: Aviation Fund ($50,000.00) and Texas Department of Transportation Grant Funds ($50,000.00)

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Agenda Information Sheet

File #: 22-1799 **Item #:** M

Public Works: An ordinance abandoning a portion of a drainage easement to Riveredge Owner, LP, the abutting owner, containing 56 square feet of land, located near the intersection of Irving Boulevard and Riveredge Drive - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-1800 **Item #:** N

Public Works: An ordinance granting a private license to 1412 Main Street, LLC, for the use of approximately 441 square feet of land to occupy, maintain, and utilize seven planters and three tree grates on a portion of Main Street right-of-way located near its intersection with Akard Street - Revenue: General Fund ($200.00), plus the $20.00 ordinance publication fee

City of Dallas

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Agenda Information Sheet

File #: 22-1801 **Item #:** O

Public Works: An ordinance granting a private license to LoCo Meletio Development L.P. for the use of a total of approximately 5,726 square feet of aerial space and land to install, maintain and utilize six canopies with premise signs, three electrical conduits, a subsurface vault, six benches, six bollards, and three landscape and irrigation areas on and over portions of Jackson Street, Pearl Expressway and Cesar Chavez Boulevard located near its intersection with Cesar Chavez Boulevard and Jackson Street - Revenue: General Fund $49,418.00 annually, $700.00 one-time fee, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-1802 **Item #:** P

Public Works: An ordinance granting a private license to Southern Methodist University and Peruna East Corporation for the use of a total of approximately 344 square feet of land to install, maintain and utilize three subsurface fiber optic cables on portions of SMU Boulevard and Dyer Street rights-of-way located near its intersection with SMU Boulevard and Prentice Street - Revenue: General Fund $3,000.00 annual fee, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-1803 **Item #:** Q

Public Works: Authorize (1) an Advance Funding Agreement with the Texas Department of Transportation (TxDOT) (CSJ No. 0918-47-324) for the construction of the Rosemont Safe Routes to School Project; and (2) payment to TxDOT for the City's share of engineering review costs for the design of the Rosemont Safe Routes to School Project in the amount of $6,894.00 - Financing: Rosemont Safe Routes to School Fund

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Agenda Information Sheet

File #: 22-1804 **Item #:** R

Public Works: Authorize a Public Highway At-grade Crossing Improvement Agreement with the Union Pacific Railroad Company for the widening, improvement and maintenance of the Chalk Hill Road at-grade public road crossing between Interstate Highway-30 frontage road and Singleton Boulevard - Not to exceed $1,308,399.00 - Financing: Streets and Transportation (A) Fund (2017 General Obligation Bond Fund)

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Agenda Information Sheet

File #: 22-1805 **Item #:** S

Public Works: Authorize a construction services contract for the construction of Alley Reconstruction Group 17-7002 - (list attached to the Agenda Information Sheet) - HD Way Concrete Service, LLC, lowest responsible bidder of four - Not to exceed $1,517,365.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,517,365.00)

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Agenda Information Sheet

File #: 22-1806 **Item #:** T

Public Works: Authorize a construction services contract for the construction of Chalk Hill Road (North) from IH-30 frontage road to Singleton Boulevard - XIT Paving and Construction, Inc., lowest responsible bidder of two - Not to exceed $16,938,615.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($13,680,848.00), Water Capital Improvement F Fund ($2,100,334.00), Water Construction Fund ($100,806.00), Wastewater Capital Improvement G Fund ($1,015,979.50), and Wastewater Construction Fund ($40,648.00)

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Agenda Information Sheet

File #: 22-1807 **Item #:** U

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 17-4005 (list attached to the Agenda Information Sheet) - Jeske Construction Company, lowest responsible bidder of four - Not to exceed $2,774,223.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($1,815,749.00), Water Capital Improvement F Fund ($473,937.00), Water Construction Fund ($127,490.00), Wastewater Capital Improvement G Fund ($320,147.00), and Wastewater Construction Fund ($36,900.00)

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Agenda Information Sheet

File #: 22-1808 **Item #:** W

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 17-5002 (list attached to the Agenda Information Sheet) - Jeske Construction Company, lowest responsible bidder of five - Not to exceed $4,698,759.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,981,393.00), Water Capital Improvement F Fund ($962,500.00), Water Construction Fund ($85,440.00), Wastewater Capital Improvement G Fund ($606,166.00), and Wastewater Construction Fund ($63,260.00)

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Agenda Information Sheet

File #: 22-1809 **Item #:** X

Public Works: Authorize an increase in the purchase from Crosstimbers Capital, Inc., of approximately 5,353 square feet of land, located near the intersection of Gloyd and Childers Streets for the Cadillac Heights Phase II Project - Not to exceed $27,744.33, increased from $16,800.00 ($15,000.00, plus closing costs and title expenses not to exceed $1,800.00) to $44,544.33 ($43,000.00, plus closing costs and title expenses no to exceed $1,554.33) - Financing: Land Acquisition in Cadillac Heights Fund (2006 Bond Funds)

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Agenda Information Sheet

File #: 22-1810 **Item #:** Y

Public Works: Authorize Supplemental Agreement No. 4 to the engineering services contract with Dal-Tech Engineering Inc. to provide additional civil engineering, surveying, and geotechnical engineering services to complete the design of Community Drive from Denton Drive to Northwest Highway - Not to exceed $135,523.00, from $278,078.13 to $413,601.13 - Financing: Specified Street Project Fund (2003 General Obligation Bond Funds) ($114,412.00), Water Capital Improvement (F) Fund $11,611.00, and Wastewater Capital Improvement (G) Fund ($9,500.00)

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Agenda Information Sheet

File #: 22-1811 **Item #:** Z

Transportation: Authorize (1) an agreement with 8111 Douglas Ave, LLC, for contribution of funds towards the traffic signal installation at the intersection of Douglas Avenue and Sherry Lane in the City of Dallas; (2) the receipt and deposit of funds in an amount not to exceed $148,478.00 in the Transportation Special Projects Fund (3) the establishment of appropriations in an amount not to exceed $148,478.00 in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $148,478.00 from the Transportation Special Projects Fund - Not to exceed $148,478.00 - Financing: Transportation Special Projects Fund

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Agenda Information Sheet

File #: 22-1812 **Item #:** A1

Transportation: Authorize (1) an Agreement with K. Hovnanian DFW Caldwell lakes, LLC, for contribution of funds towards the traffic signal installation at the intersection of Lasater Road and Lawson Road in the City of Dallas; (2) the receipt and deposit of funds in an amount not to exceed $170,000.00 in the Transportation Special Projects Fund; (3) the establishment of appropriations in an amount not to exceed $170,000.00 in the Transportation Special Projects Fund; and (4) the disbursement of funds in an amount not to exceed $170,000.00 from the Transportation Special Projects Fund - Not to exceed $170,000.00 - Financing: Transportation Special Projects Fund

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Agenda Information Sheet

File #: 22-1813 **Item #:** A2

Transportation: Authorize (1) an Interlocal Agreement with the Texas Department of Transportation (TxDOT) through a grant from the Department of Transportation Federal Highway Administration (Agreement No. CSJ 0196-03-290, CFDA No. 20.205) in the amount of $227,161.39 to provide cost reimbursement for material and labor related to the installation of traffic signal equipment at the intersections of Interstate Highway 35E at Mockingbird Lane and State Highway 183 at Mockingbird Lane as part of TxDOT's "Road to Zero" Program; (2) the establishment of appropriations in the amount of $227,161.39 in the Road to Zero Fund; (3) the receipt and deposit of funds in the amount of $227,161.39 in the Road to Zero Fund; and (4) the disbursement of funds in the amount of $227,161.39 from the Road to Zero Fund; and (5) execution of the Interlocal Agreement and all terms, conditions, and documents required by the agreement - Total amount of $227,161.39 - Financing: Texas Department of Transportation Grant Funds

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Agenda Information Sheet

File #: 22-1814 **Item #:** A3

Dallas Water Utilities: Authorize a professional services contract with Freese and Nichols, Inc. to provide engineering services for storm drainage system and erosion control improvements at 4 locations (list attached to the Agenda Information Sheet) - Not to exceed $1,150,646.22 - Financing: Storm Drainage Management Capital Construction Fund

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Agenda Information Sheet

File #: 22-1820 **Item #:** A4

Dallas Water Utilities: Authorize a construction services contract for the installation and rehabilitation of water and wastewater mains at 15 locations (list attached to the Agenda Information Sheet) - Douglas Dailey Construction, LLC, lowest responsible bidder of six - Not to exceed $10,985,770.00 - Financing: Water (Drinking Water) - TWDB 2021 Fund ($9,155,000.00) and Wastewater (Clean Water) - 2021 TWDB Fund ($1,830,770.00)

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Agenda Information Sheet

File #: 22-1816 **Item #:** A5

Dallas Water Utilities: Authorize an increase in the construction services contract with Muniz Construction, Inc., for additional pavement restoration associated with the installation of water and wastewater mains at 16 locations (list attached to the Agenda Information Sheet) - Not to exceed $1,406,088.48, from $6,481,076.00 to $7,887,164.48 - Financing: Water (Drinking Water) - 2021 TWDB Fund ($539,555.49), Wastewater (Clean Water) - 2021 TWDB Fund ($539,555.49), and Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($326,977.50)

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Agenda Information Sheet

File #: 22-1818 **Item #:** A6

Dallas Water Utilities: Authorize Supplemental Agreement No. 1 to the professional services contract with Halff Associates, Inc. for additional engineering services associated with the Floodplain Program Management Assistance Contract No. 1 - Not to exceed $133,950.00, from $450,000.00 to $583,950.00 - Financing: Storm Drainage Management Capital Construction Fund

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Agenda Information Sheet

File #: 22-1830 **Item #:** A7

Bond & Construction Management: Authorize a construction contract for the construction of Fire Station No. 41 Replacement Facility located at 5920 Royal Lane - Imperial Construction, Inc, best value proposer of eight - Not to exceed $6,155,000.00 - Financing: 2020 Certificates of Obligation Fund

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Agenda Information Sheet

File #: 22-1831 **Item #:** A8

Bond & Construction Management: Authorize Change Order No. 1 for an increase to a job order with METCO Engineering for construction services in the amount of $200,002.00 from $479,717.00 to 679,719.00 for Temporary Fire Station 41 located at 5807 Royal Lane. - Financing: 2020 Certificates of Obligation Funds

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Agenda Information Sheet

File #: 22-2113 **Item #:** C

Dallas Bike Plan Update
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation
Jessica Scott, Manager, Department of Transportation]

City of Dallas

Dallas Bike Plan Update

Transportation and Infrastructure Committee
September 19, 2022

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

Jessica Scott, AICP, LCI
Manager, Department of Transportation

Presentation Overview

- Presentation Purpose
- Objectives of the Bike Plan Update
- Scope of the Bike Plan Update
- Existing Conditions Analysis
- Public and Stakeholder Engagement
- Next Steps

DALLAS
BIKE PLAN
UPDATE

Purpose of Presentation

- Brief the Transportation & Infrastructure Committee on the work completed and input received so far on the update to the Dallas Bike Plan.

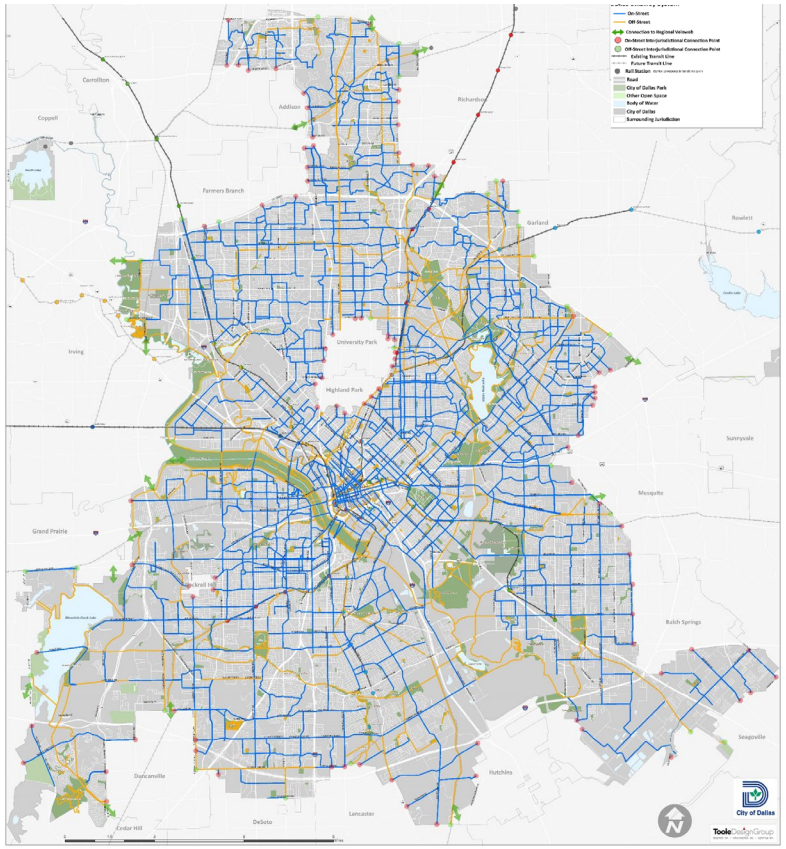
DALLAS
BIKE PLAN
UPDATE

Objectives of Bike Plan Update

1. Update the Bicycle Network Map

- The map recommends the appropriate location and type of bicycle improvements throughout the city
- Locations are prioritized for bike lane funding and go on the City Needs Inventory
- Updates are needed to:
  - Reflect changes to the city since 2011
  - Reconcile with recommendations in the Trail Master Plan and local area plans
  - Focus on routes and facilities that: 1) provide higher safety and comfort, 2) necessary for a connected network, 3) connect to key destinations, 4) have greater support and feasibility

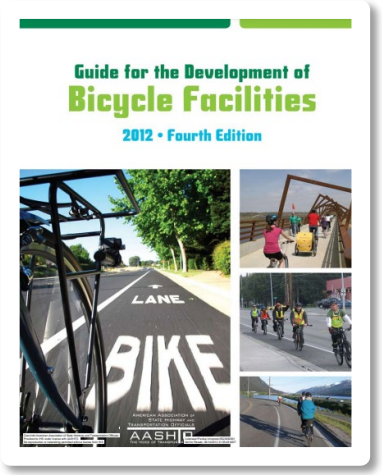
Bicycle Network in the 2011 Dallas Bike Plan

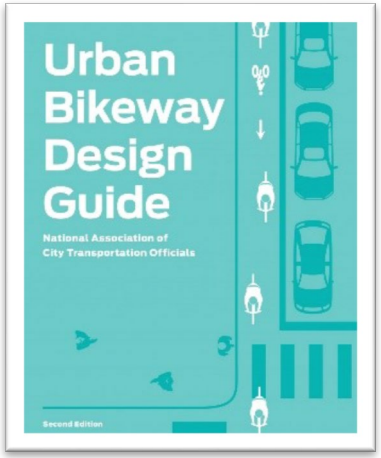


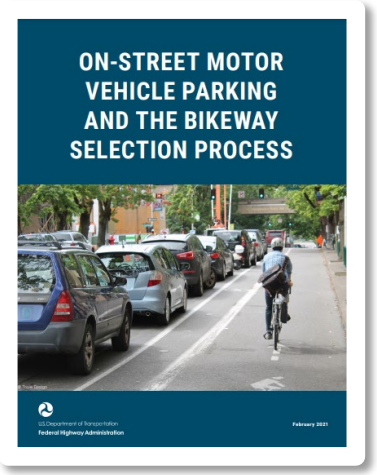
Objectives of Bike Plan Update (cont.)

2. Modernize the City's bicycle design standards
3. Update the project prioritization framework and identify priority projects
4. Educate residents about this mobility option and ensure equity

Design guidance for bicycle facilities has increased and evolved significantly since 2011



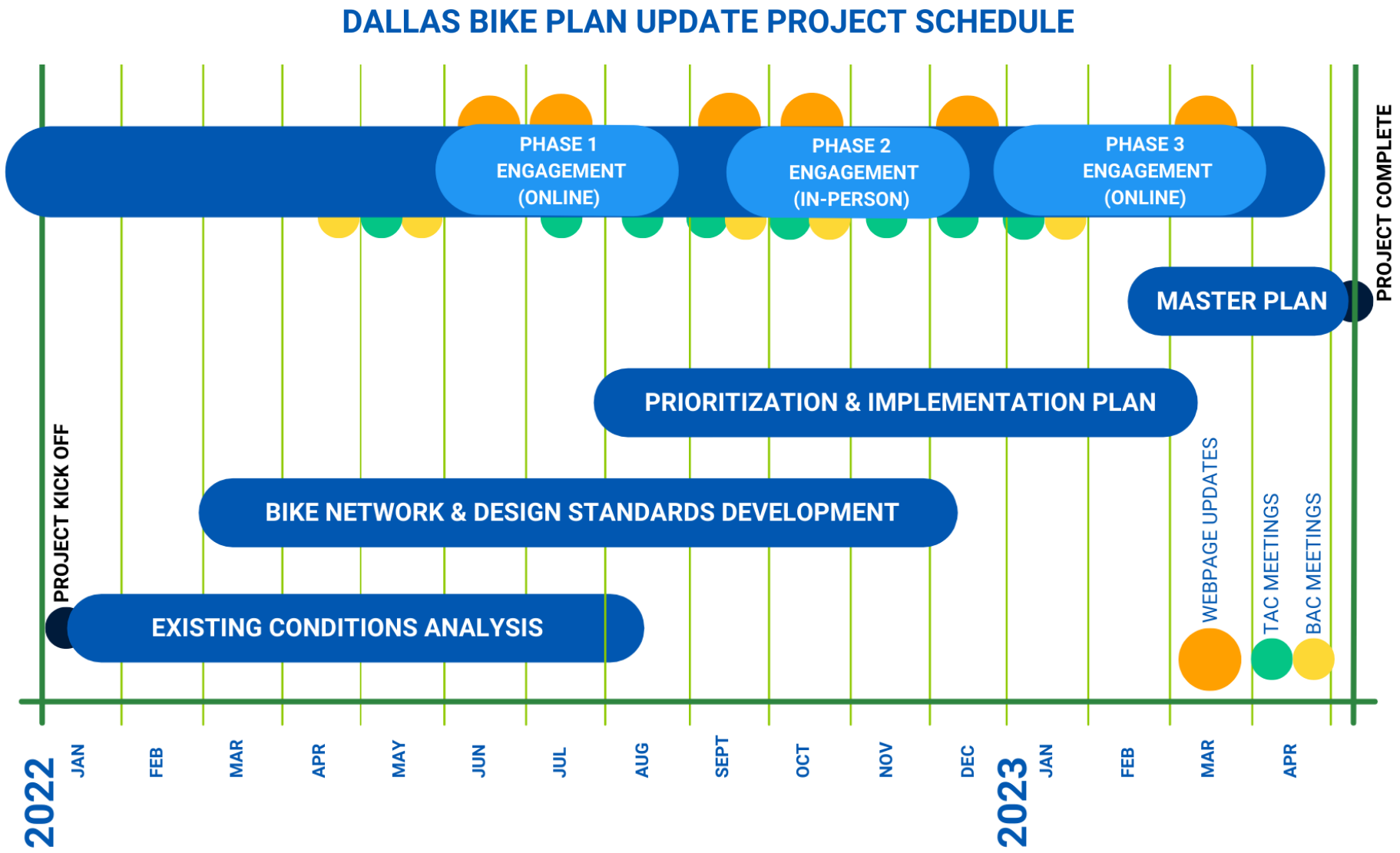




Scope of Bike Plan Update

PUBLIC INVOLVEMENT PHASES

PROJECT PHASES



Scope of Bike Plan Update

1. EXISTING CONDITIONS ANALYSIS

- Demand
- Level of Traffic Stress
- Safety
- Public Health
- Equity
- Network Gaps
- Plans & Policies

2. UPDATE BICYCLE NETWORK & DESIGN STANDARDS

- Network Alternatives Evaluation
- Feasibility Evaluation
- Standards, Guidelines, Specifications Review
- Initial, Draft, and Final Recommendations

3. PROJECT PRIORITIZATION, FUNDING, & PHASING

- Project Prioritization Framework
- Prioritize Identified Projects
- Project Cut Sheets
- Funding Analysis
- Project Estimates
- Phasing Recommendations

4. PLAN DEVELOPMENT

- Draft Plan
- Revised Draft Plan
- Final Plan

Existing Conditions Analysis

Existing Conditions

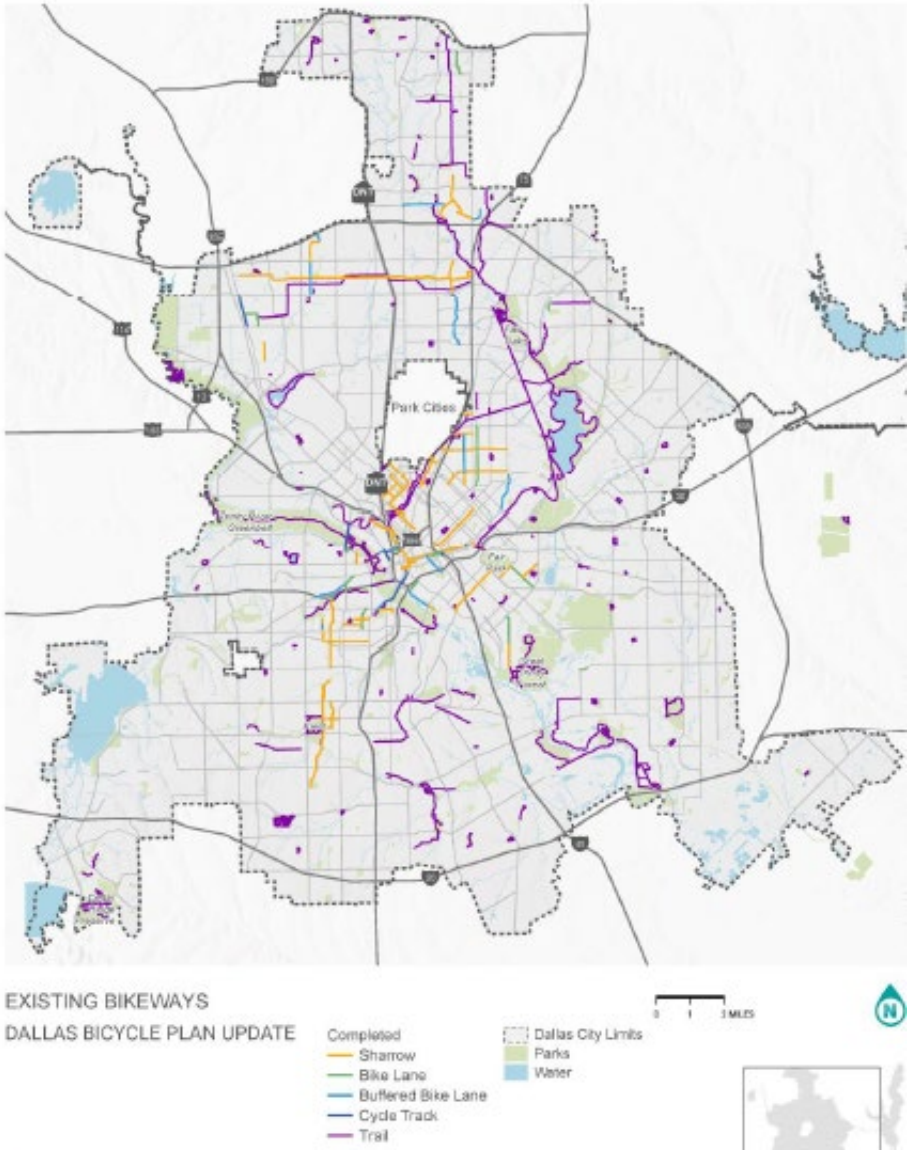
- Existing Network
- Level of Traffic Stress
- Safety
- Demand
- Equity + Public Health

- Understand Current Network
- Identify Network Gaps
- Project Opportunities
- Community Input
- Prioritization and Implementation

Existing Conditions Analysis

Existing Network

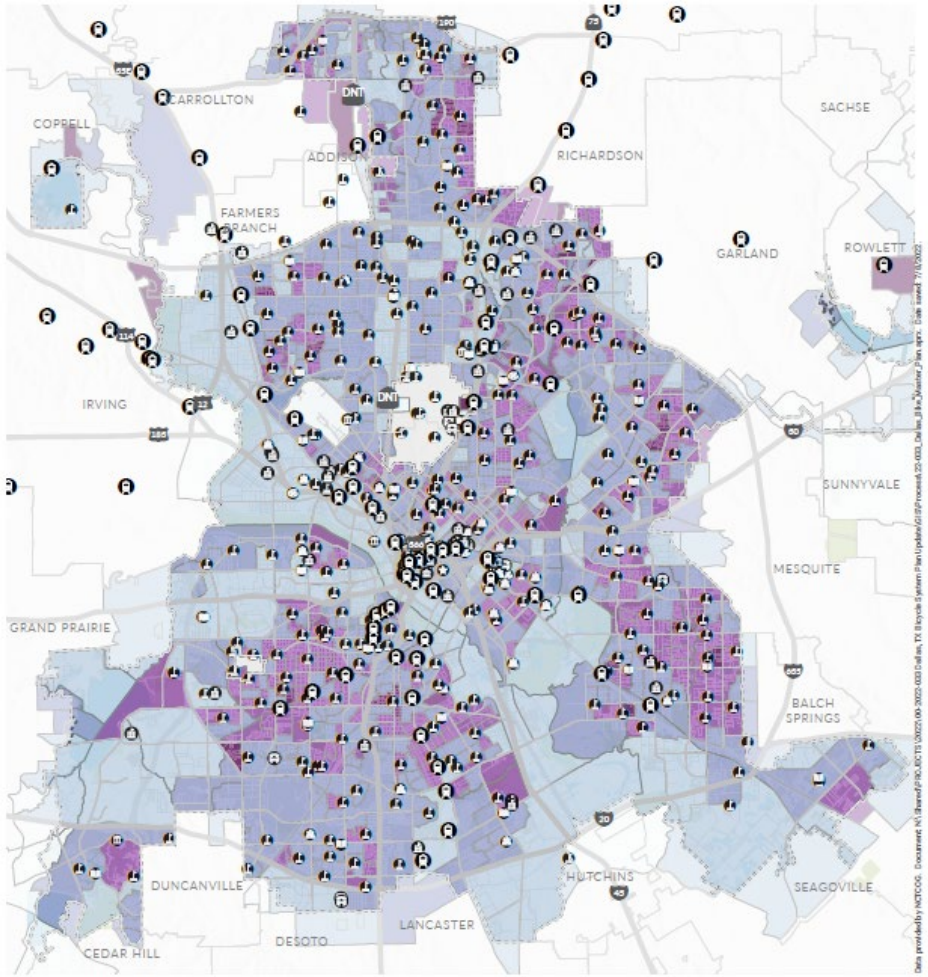
- Where are facilities?
- What type?
- Where do they go?
- How complete are they?



Existing Conditions Analysis

Demand

- Short Trips (less than 3 miles)
- Relationship to Destinations
- Identify Patterns Related to:
  - Gaps in the Bike Network
  - Safety Hot Spots
  - Trip Potential



ACTIVE TRIP POTENTIAL (ATP)

DALLAS BICYCLE PLAN UPDATE

Places of Interest
- Arena/Stadium
- City Hall
- Community Center
- Landmark
- Fine Arts
- Library
- Museum
- Higher Education
- Primary/Secondary Education

Transit
- Rail Stations

Percent of Trips Less Than 3 Miles
- Greater than 60 Percent
- 50 - 60 Percent
- 40 - 50 Percent
- 20 - 40 Percent
- Less than 20 Percent
- Dallas City Limits

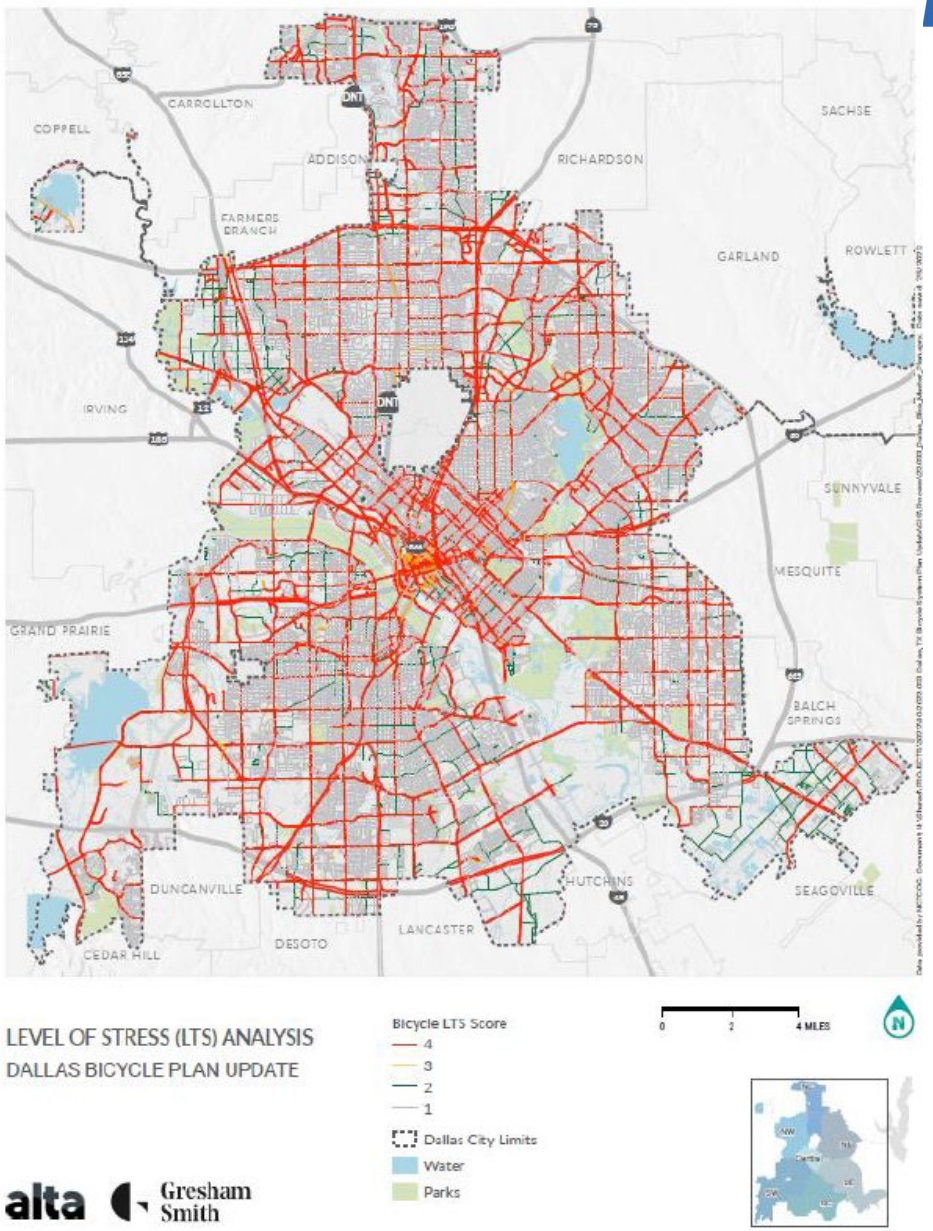
0 2 4 MILES

alta Gresham Smith

Existing Conditions Analysis

Level of Traffic Stress

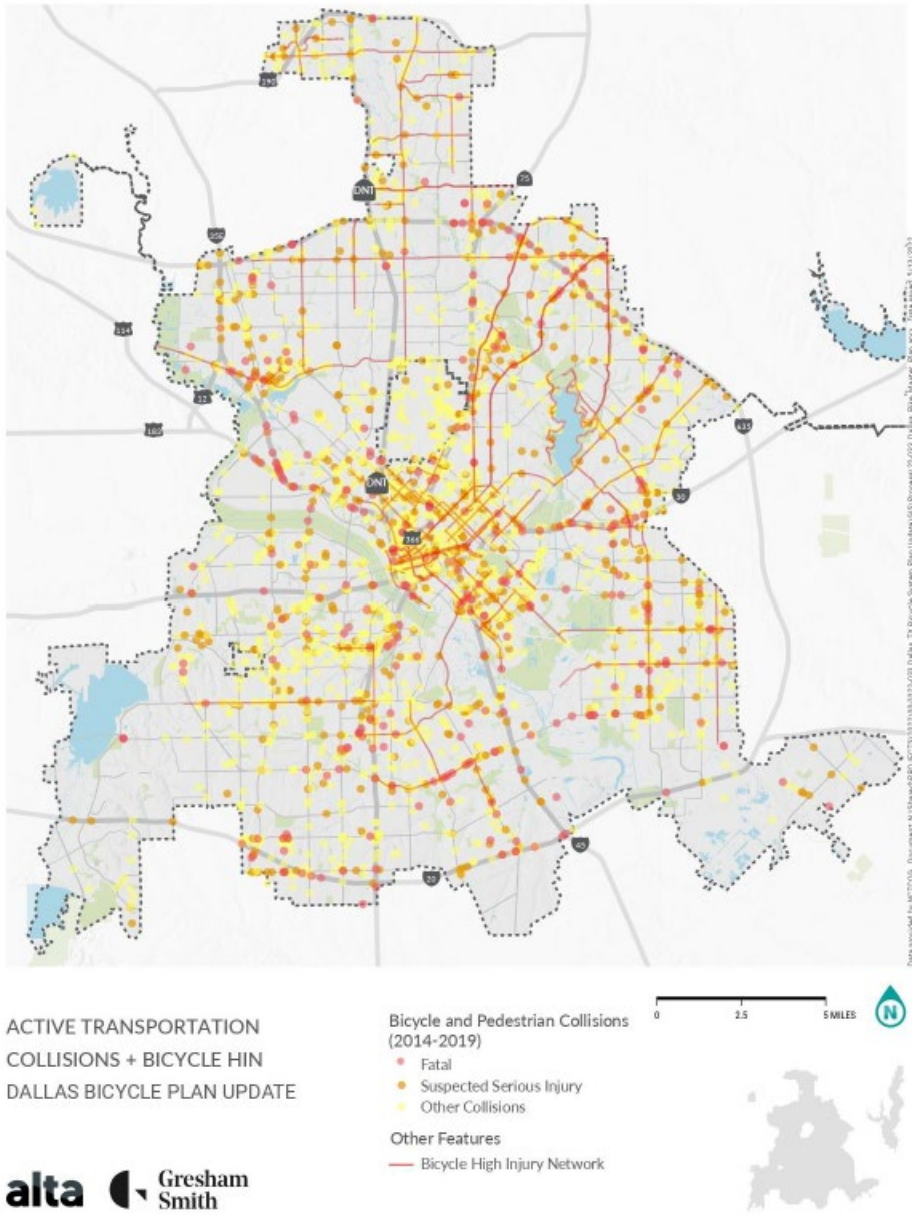
- Expected experience traveling by bicycle along a roadway
- Considers a roadway's travel speeds, width, and presence, and the type of existing bicycle facility
- Framework to guide identification of bike network opportunities and barriers



Existing Conditions Analysis

Safety

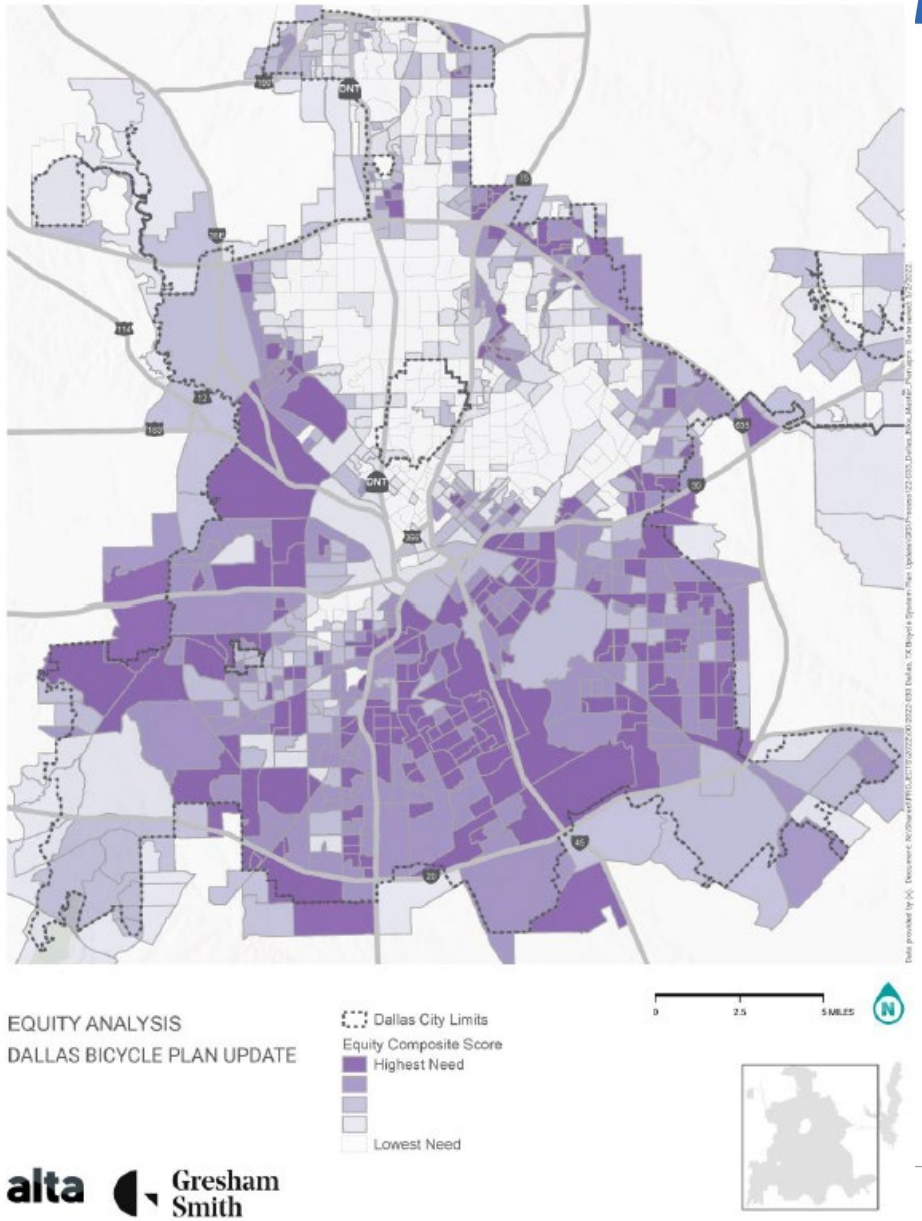
- Frequency + Severity of Collisions
- Vision Zero Bicycle High Injury Network
- Identify Patterns Related to:
  - Roadway Conditions
  - Existing Bikeways
  - Areas of High Demand
  - Equity Focus Areas



Existing Conditions Analysis

Equity + Public Health

- Demographic Factors
- Environmental Factors
- Identify Patterns Related to:
  - Existing Bike Network
  - Safety



Existing Conditions Analysis

Key Takeaways

1. Highways, major roads create barriers for low stress bicycle travel
   - *Opportunity: Improve local roadways to support traveling along low-stress networks and across high-stress barriers*
2. "Highest need" areas from the Equity + Public Health analysis have the least complete bike networks, higher number of serious crashes
   - *Opportunity: Prioritize improvements to support safer, more comfortable travel in underserved communities*
3. Connections among existing bikeways, especially trails, is limited
   - *Opportunity: Explore connections to existing trails to form the foundation of a low-stress network*

Public and Stakeholder Engagement

Public Involvement Plan

INITIAL OUTREACH: Spread Awareness of the Project

- When: Spring 2022
- How: Flyer distribution at events, social media outreach

PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: Summer 2022
- How: Online survey and interactive comment map

PHASE 2: Input on the Draft Bicycle Network

- When: Fall 2022
- How: 7 in-person events, 1 virtual meeting, online input

PHASE 3: Input on Priority Projects and the Draft Plan

- When: Spring 2023
- How: 1 virtual meeting, online surveys

Public and Stakeholder Engagement

Two advisory bodies are guiding the project. Each will meet at least five times.

- **Bicycle Advisory Committee (BAC)**: Residents nominated by Mayor and each Council Member.
- **Technical Advisory Committee (TAC)**: City of Dallas staff across many departments and inter-agency partners such as DART, Dallas County, and TxDOT.

In addition, staff will coordinate with the Micromobility Working Group.

Public and Stakeholder Engagement

PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: July 5 to July 24, 2022 (online engagement)
- How: Online survey, interactive comment map
- Results:
  - Online Survey: 3,200 started; 2,542 surveys fully completed
  - Webmap: 1,217 visitors to webmap, 1,392 suggestions (unique points and lines), and 314 comments
  - Textline conversations: 11

Public and Stakeholder Engagement

Tell us about your challenges and the opportunities you see for bicycling in Dallas today.

Using the button below, add a point or add a route to share more about your experiences traveling in Dallas.

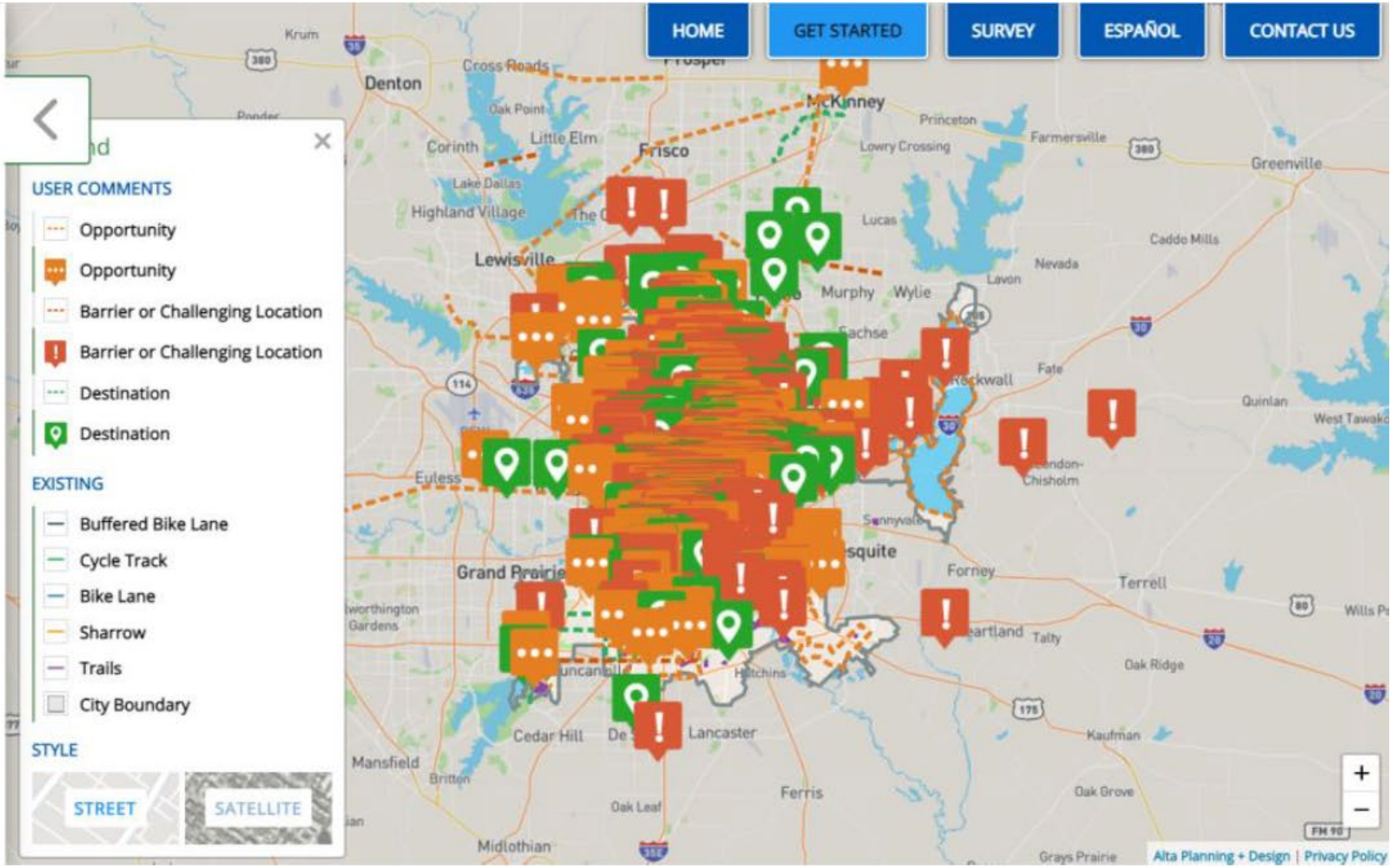
Choose one of the options below to continue:

Add a point

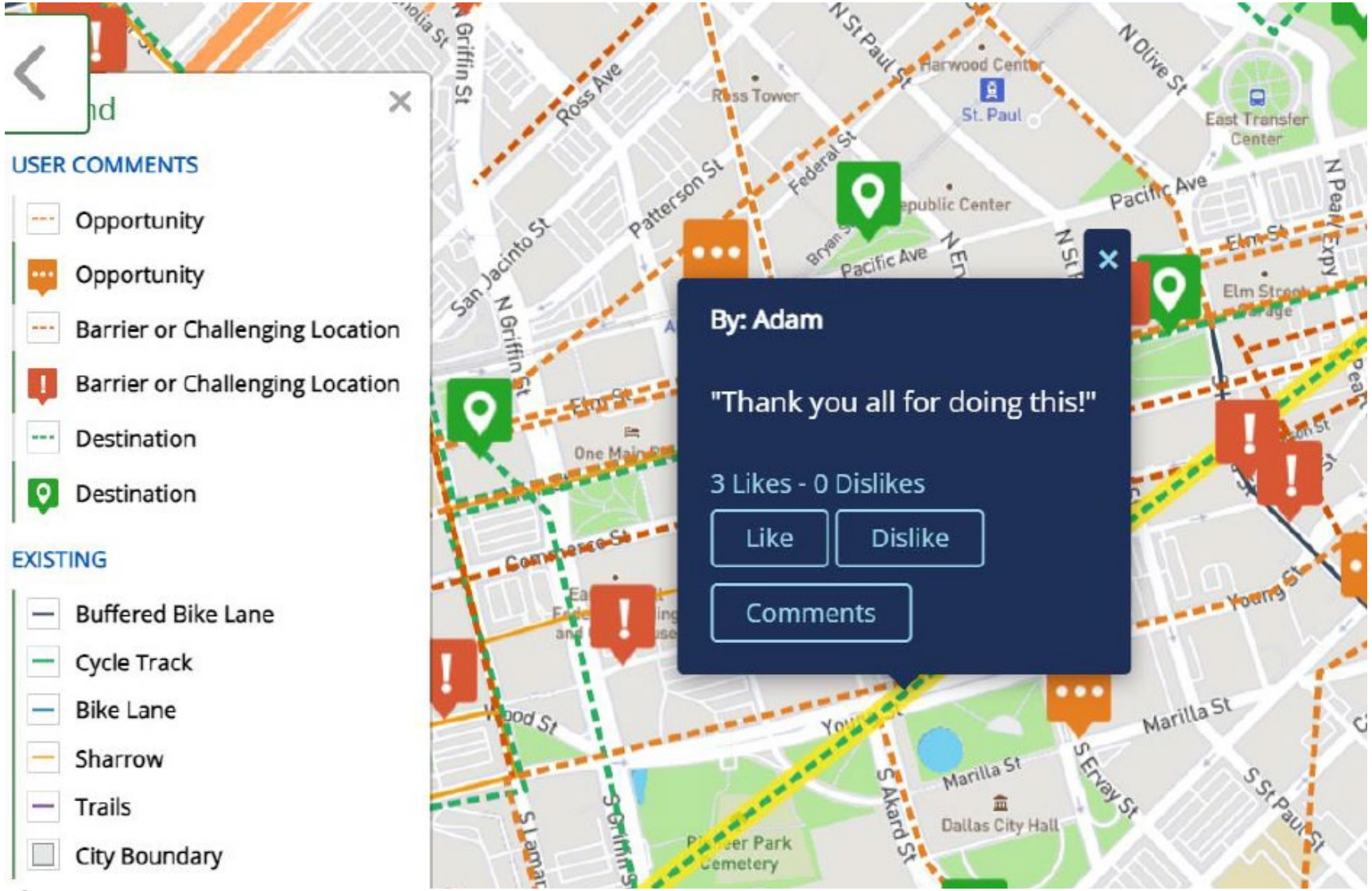
Add a line

If someone has placed a point of route that you agree with, click the "Like" button when you select it on the map.

To learn more about the Dallas Bike Plan and how to get involved, visit https://dallascityhall.com/.



Public and Stakeholder Engagement



Next Steps

- Update the Bicycle Network Map
  - The Bike Plan Update and ForwardDallas! will be co-hosting interactive in-person events across the city from mid-October through November
  - Key opportunity for the public to weigh in on the proposed Bike Network
- Update bicycle design standards
- Coordinate with Micromobility Working Group

Discussion/Feedback

- General questions/comments/feedback

DALLAS
BIKE PLAN
UPDATE

City of Dallas

Dallas Bike Plan Update

Transportation and Infrastructure Committee
September 19, 2022

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

Kathryn Rush, AICP, Chief Planner
Department of Transportation

City of Dallas

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

Agenda Information Sheet

File #: 22-2114 **Item #:** D

Status Update on the Dallas Floodway and Dallas Floodway Extension
[Sarah Standifer, Assistant Director, Dallas Water Utilities
Eduardo Valerio, Engineering Program Administrator, Dallas Water Utilities
Carlos Denson, US Army Corps of Engineers
Sarwenaj Ashraf, P.E., US Army Corps of Engineers]

Dallas Floodway and Dallas Floodway Extension:

September 2022

US Army Corps of Engineers
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Presentation Overview

- Background
- Program Overview
- Regional Water Management
- Operation and Maintenance
- Bi-Partisan Budget Act of 2018
- Flood Protection Projects
- Program Schedule

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Background

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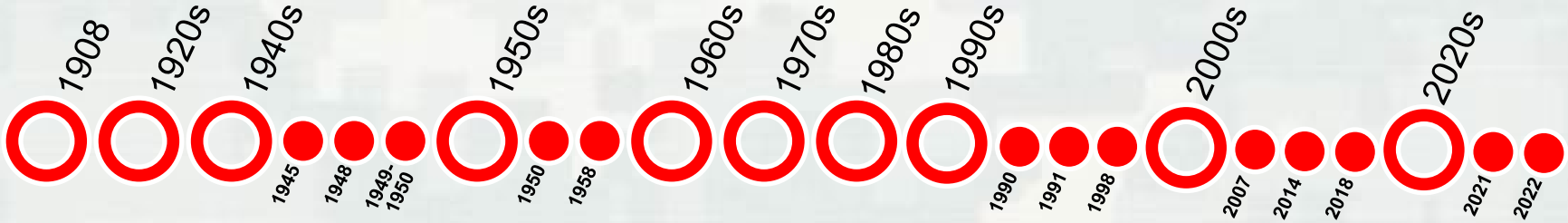
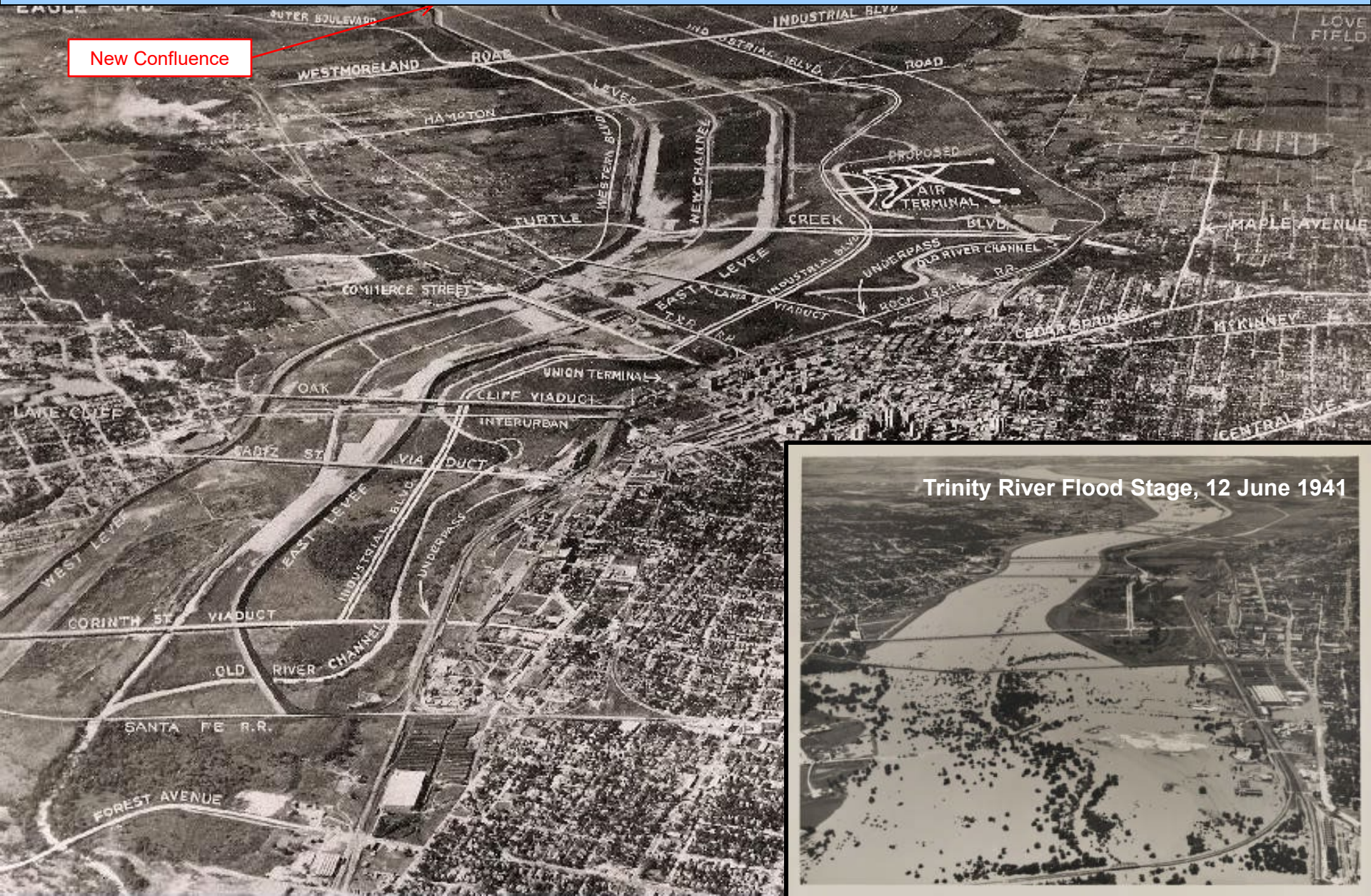


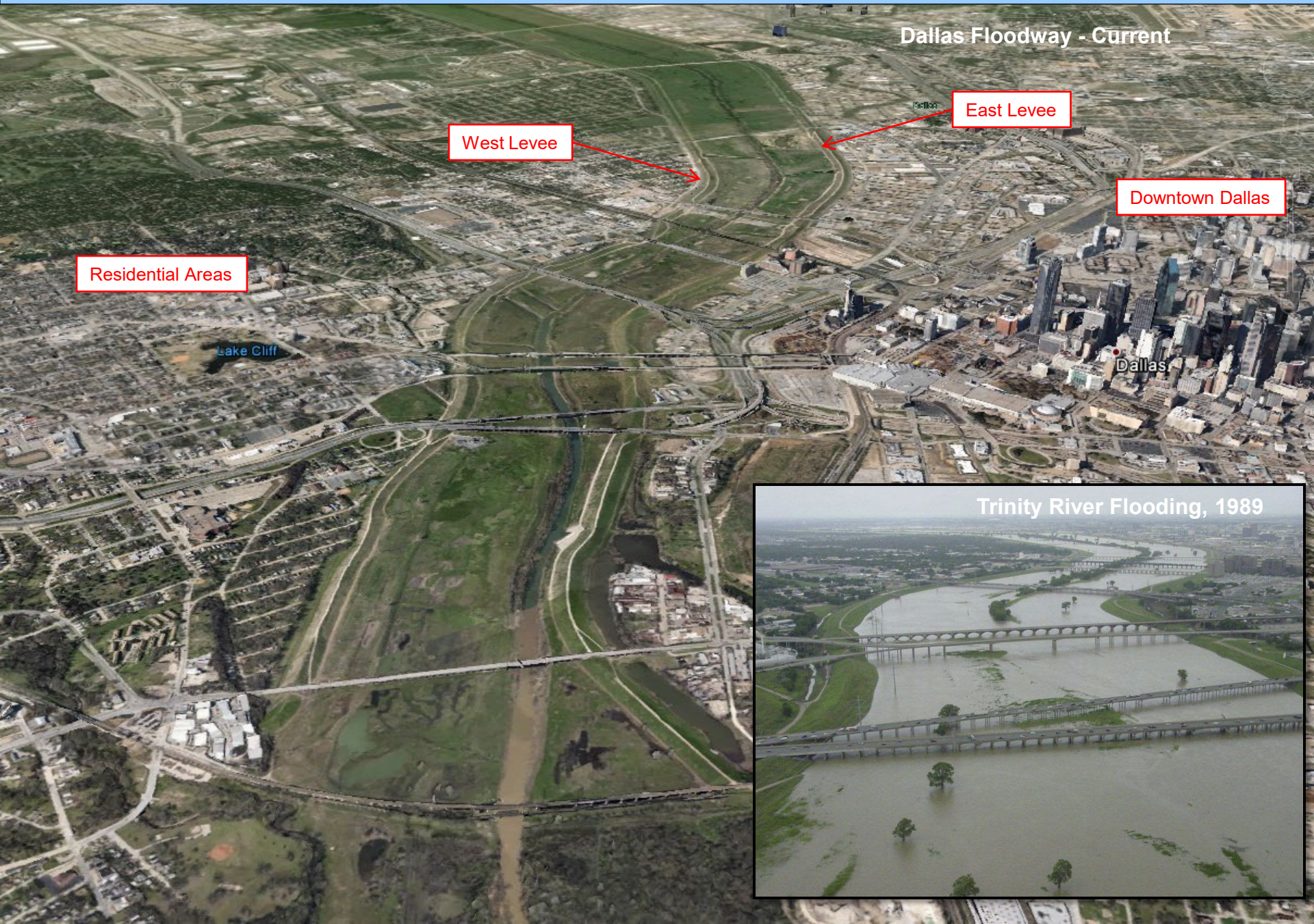
- **1908** – Major Flooding. Caused downtown and all West Dallas to be devastated with damages totaling more than $5 Million
- **Mid 1920s** – Levees were constructed upstream of the Elm Fork and West Fork confluence
- ***1928 – Construction began on the floodway improvement project***
- **1942** – April flood occurred; levees withstood it
- ***1945 – Amendment of the River and Harbor Act to include flood risk management***
- ***1948 – USACE and the project sponsor, the Dallas County Flood Control District entered into an agreement for the Dallas County Flood Control District to participate in the project for the Dallas Floodway.***
- **1949-1950** – Major flood occurs resulting in Congress commissioning a new USACE District in Fort Worth in 1950
- ***1950 – Amendment of the River and Harbor Act to include flood risk management***
- **1950s** – Major USACE reconstruction begins
- **1958** – USACE completes Dallas Floodway reconstruction project.
- **1960** – The Dallas Country Flood Control District formally accepts the USACE Operation and Maintenance Manual for the Dallas Floodway Project.
- **1963 – 1975** City of Dallas improved the interior drainage by adding several Pump Stations
- **1979** – City of Dallas added pumps to Able, Charlie, Pavaho and Delta Pump Stations
- **1989** – Two floods occurred, causing $12 Million in damage.
- **1990** – Another major flood occurred causing $300 Million in damages to the Trinity River basin
- **1991** – Major floods in April, October and December caused $242 Million
- **1998** – Dallas voters authorized $246 Million to fund flood control, transportation and recreation in the Trinity River Corridor
- **2006** – Major flood occurs resulting significant property damage
- **2007** – Congress authorized the Dallas Floodway Project for construction in the Water Resources Development Act of 2007 at a total project cost of $459 Million.
- ***2012 – Base Condition Risk Assessment was conducted by USACE.***
- ***2014 – Base Condition Risk Assessment was incorporated into the Final Feasibility Report. Amendment to the Water Resources Development Act of 1986***
- ***2015 – Record of decision (ROD) was issued in 2015 which allows for design and construction to begin ($673,066,000)***
- **Aug 2017** – Hurricane Harvey
- **Feb 2018** – Bipartisan Budget Act of 2018, Public Law 115-123
- ***June 2019 – the PPA was signed between the Department of the Army and the City of Dallas***
- **Oct 2020** – Hampton and Nobles Branch Design Contract awarded
- **Feb 2021** – Completed AT&SF Demo
- **Sept 2021** – Awarded 277k Levee Raise and 4:1 Slope Flattening Construction Contract
- **Feb 2022** – Awarded Trinity Portland Pump Station Construction Contract
- **March 2022** – Awarded Charlie Pump Station Construction Contract
- **Current** – Conducting a Change Control Board for Dallas Floodway.

Trinity River in Dallas through the years

First Dallas Floodway levee system as built: 1930

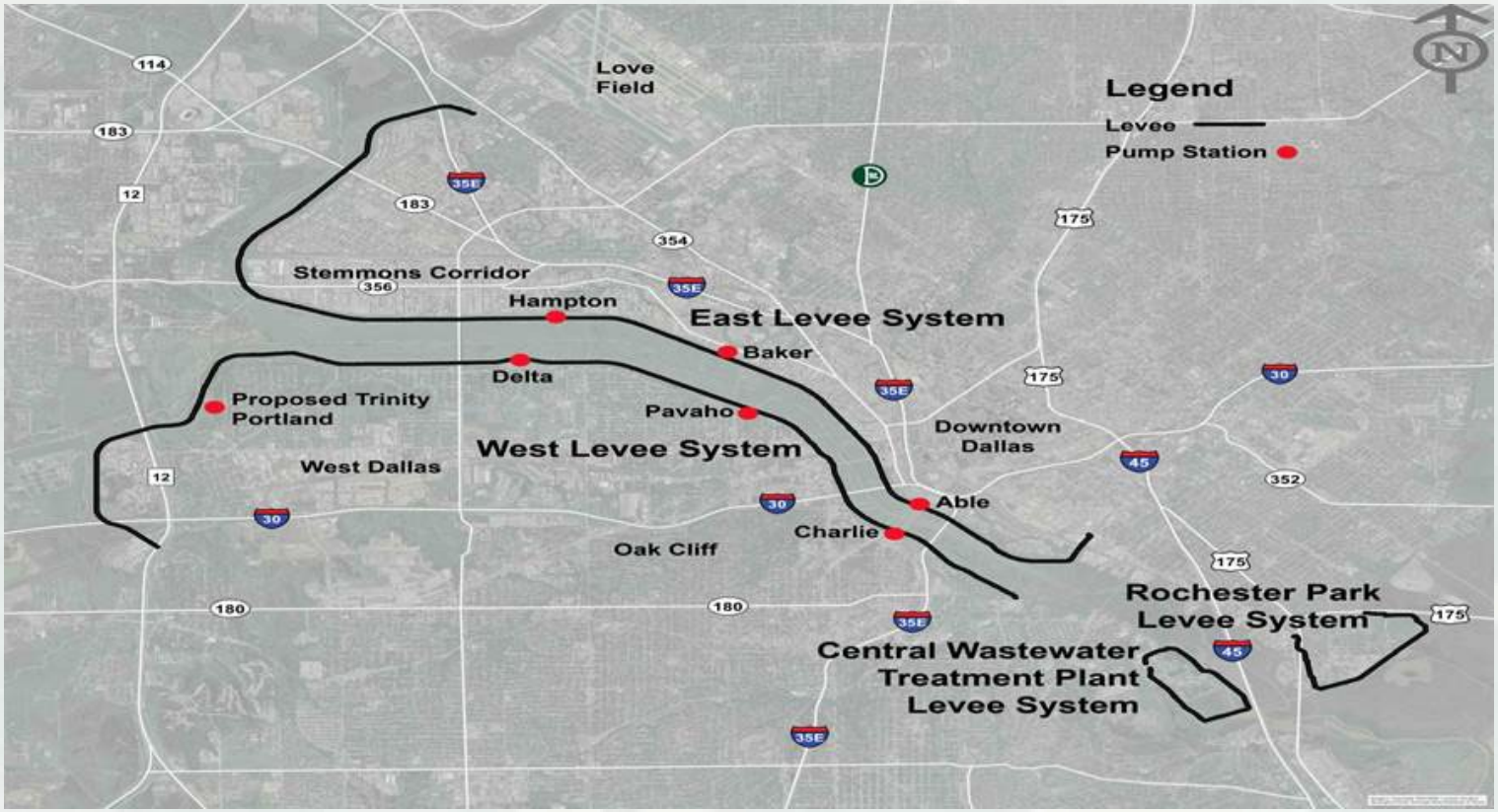


Historic Context: USACE Strengthening in 1950s - Today



Program Overview

Dallas Floodway System



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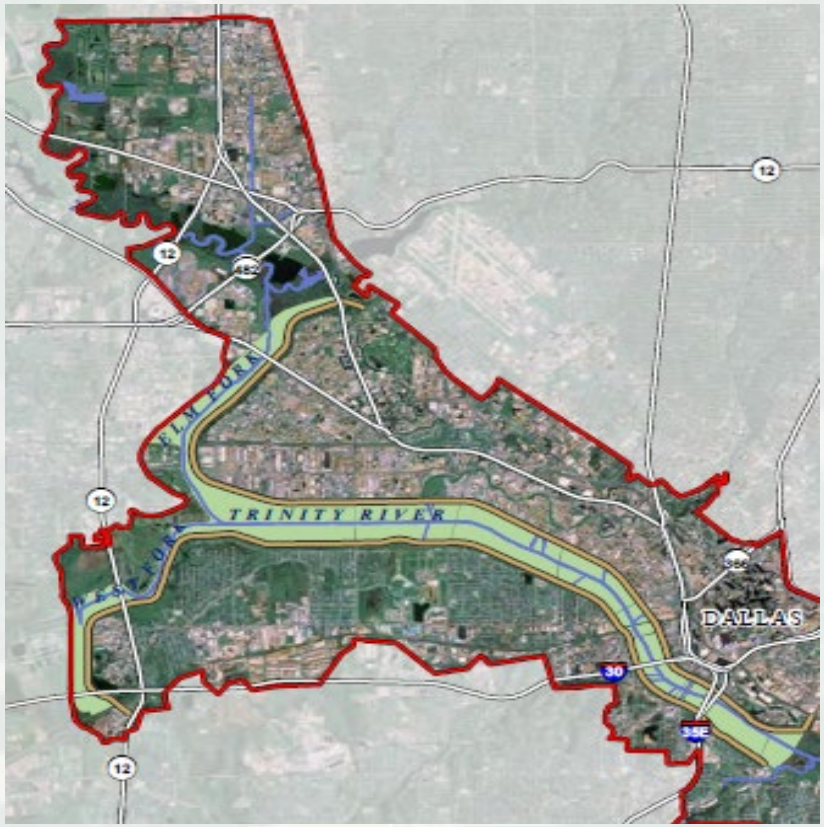
Dallas Floodway

- Water Resources Development Act of 2007 established the current project known as the Dallas Floodway Project
- Final approvals and a record of decision (ROD) was issued in 2015 which allows for design and construction to begin
- 2015 decision outlines:
  - Federal cost share project ($673M – 65% federal and 35% local)
  - Non-federal cost share project
  - Project implementation order
  - Project funded through workplan, no federal funding to date
- 2018 Bi-Partisan Budget Act appropriated all flood risk management projects to be complete on an expedited schedule

Dallas Floodway

- Dallas Floodway geographic boundary:
  - ►West and Elm Forks through the confluence of the Trinity River to the AT&SF bridge near the DART line at 8th Street/Riverfront



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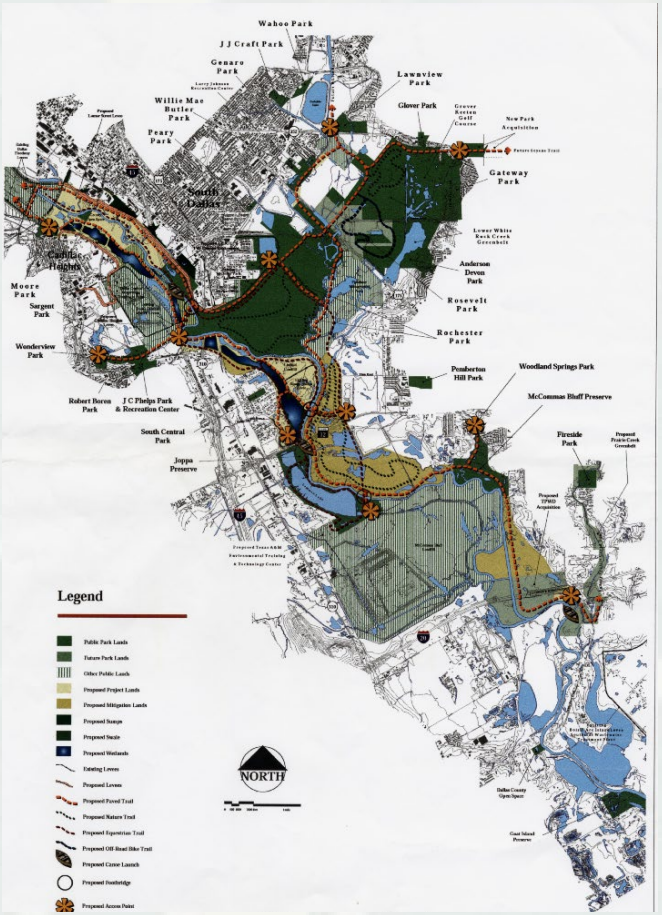
Dallas Floodway Extension

- Dallas Floodway Extension was authorized in 1965 as part of the partnership with the Corps
- Major flooding in the late 1980s/early 1990s resulted in the City building the Rochester Levee and making major improvements to the Central Wastewater Treatment Levee ahead of the Corps' study completion
- 2018 Bi-Partisan Budget Act appropriated all flood risk management projects to be complete on an expedited schedule

Dallas Floodway Extension

- Dallas Floodway Extension geographic boundary:
  - ►AT&SF bridge near the DART line at 8th to IH20/Dowdy Ferry



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Regional Water Management

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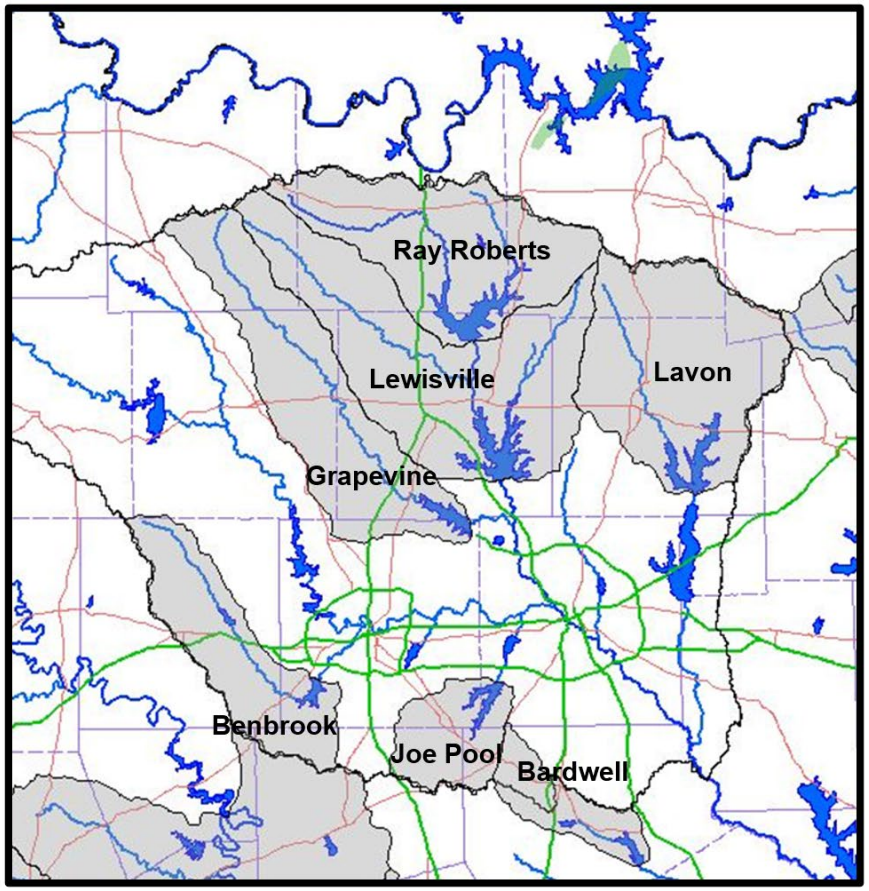
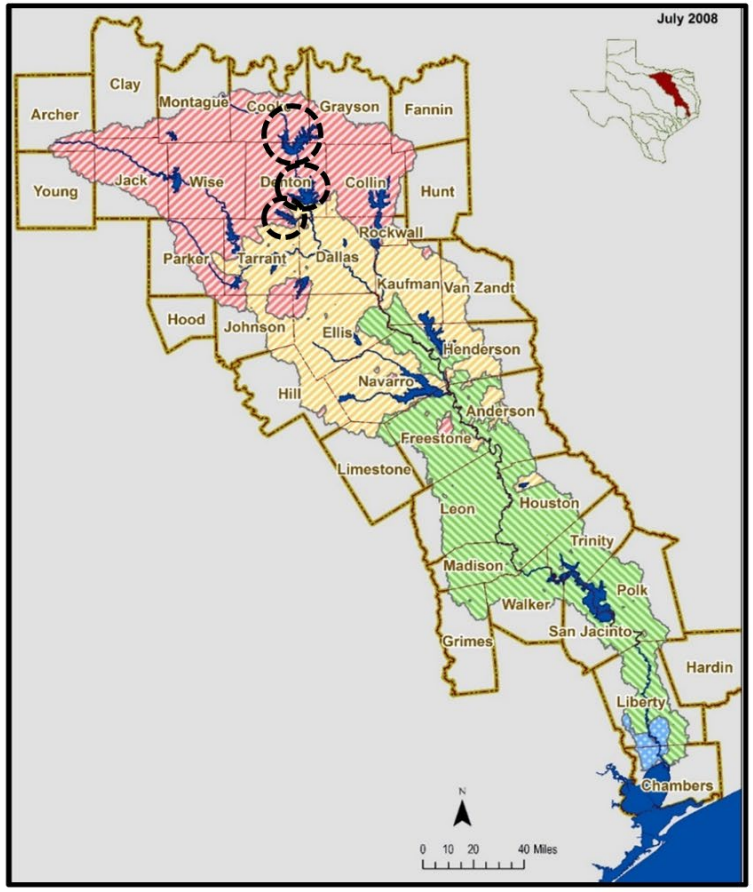
Water Management





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Operations and Management

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Operations and Maintenance

- City maintains eligibility in Public Law 84-99 through compliance with operations and maintenance (O&M)
  - PL 84-99 provides emergency flood fighting assistance and rebuild efforts in the event of a publicly declared disaster
- O&M requirements must be met to not negatively impact USACE and FEMA related regulations

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Operations and Maintenance

- City responsibility to adhere to O&M manuals for each project implemented
  - Design, Construction and O&M is reviewed and approved by USACE
- USACE inspects the levees, sumps, river and pump stations
  - Annually and periodically inspections
    - Annual O&M Inspection completed (13 – 15 Oct 2021)

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Operations and Maintenance

- In order to move forward with any construction that touches the levee template, DF and DFE lands, easements, and rights-of-way, it requires additional permitting by the USACE commonly referred to as a 408
  - Template is any land within 150’ from the toe and the levee
  - City is responsible for ensuring compliance for any action permitted through the life of the improvement
- Projects that touch the waters of the US may require a 404 permit or Section 10 Permit

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Bi-Partisan Budget Act of 2018 Supplemental Projects

Supplemental Background

- Following a series of disaster declarations, Congress recognized the importance of fully funding flood risk management projects that could be implemented on an expedited schedule
- Dallas Floodway and Dallas Floodway Extension met criteria set and received:
  - $223M in federal and local funding for the Dallas Floodway
  - $135M in federal funding for Dallas Floodway Extension

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Supplemental Background

- City is required to perform, and cost participate in certain items:
  - Cost share for Dallas Floodway (65% federal and 35% local):
  - Cost share for Dallas Floodway Extension (100% federal):
  - City required to obtain fee simple land acquisitions, subject to potential reimbursement, easements and utility relocations, and all land must be “clean” upon transfer to USACE for construction
- City and USACE are partnering to review all design and construction activities

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Flood Protection Projects

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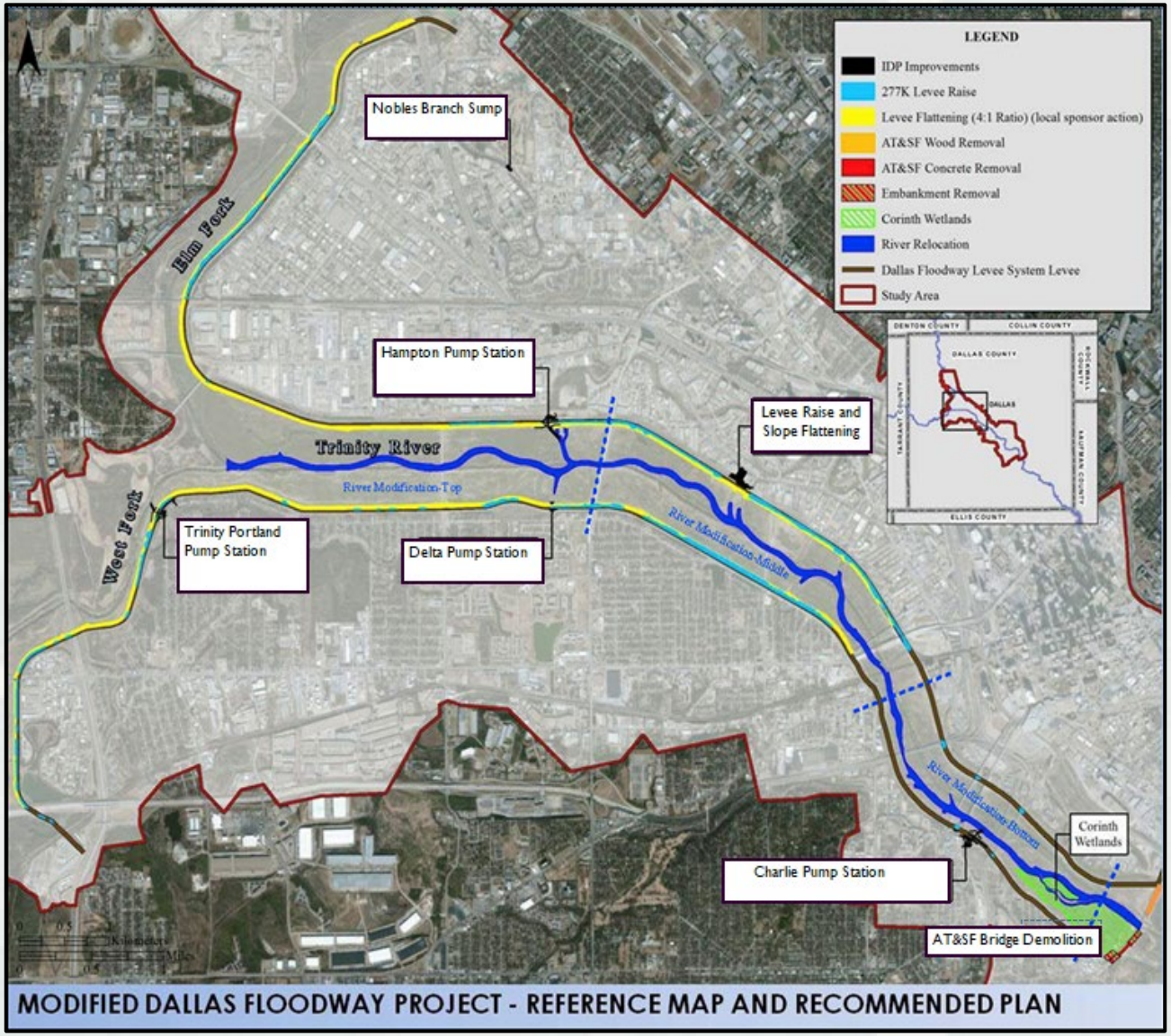
Dallas Floodway Supplemental



MODIFIED DALLAS FLOODWAY PROJECT - REFERENCE MAP AND RECOMMENDED PLAN

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277K CFS Levee Raise & Side Slope Flattening

- Raising both the east and west levees to be able to sustain a 277K Cubic Feet per Second (CFS) water surface elevation along the entire length of the levee where the elevation is less than the water surface elevation corresponding to the 277k flow.
- Side slope flattening on river side of the levees (anywhere the existing slope is steeper than 4H:1V)

- Current Status
  - Design-Build construction contract awarded on 29 September 21 to SWVC in the amount of ~$56M
  - Construction began in June 2022 and is scheduled to be completed in summer 2024

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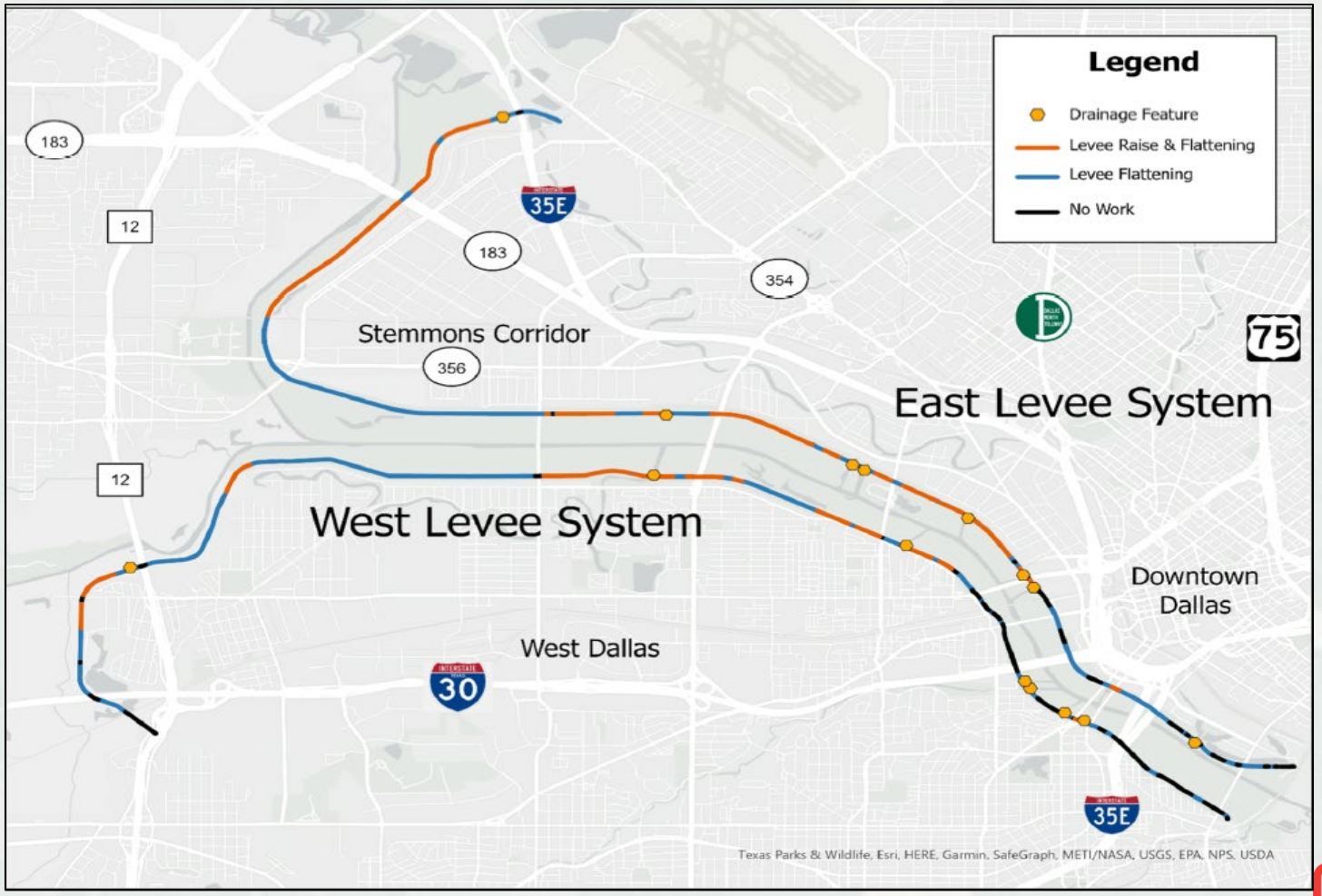
277K/4:1 Slope Flattening Site Plan



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Project Improvements

- Reduce Flood Risk
- Minimize Flood Impacts
- Less Steep and Increase Embankment Stability
- Decrease Operations & Maintenance Costs

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Project Improvements

- During construction, the level of protection that the levee provides will not be compromised at any time.
- There are redundancies built into the construction methodology to maintain the current levee integrity.
- The construction is scheduled to be performed in sections.
- As construction progresses the Corps and the City will inform the community of any scheduled interruptions to the recreational opportunities.

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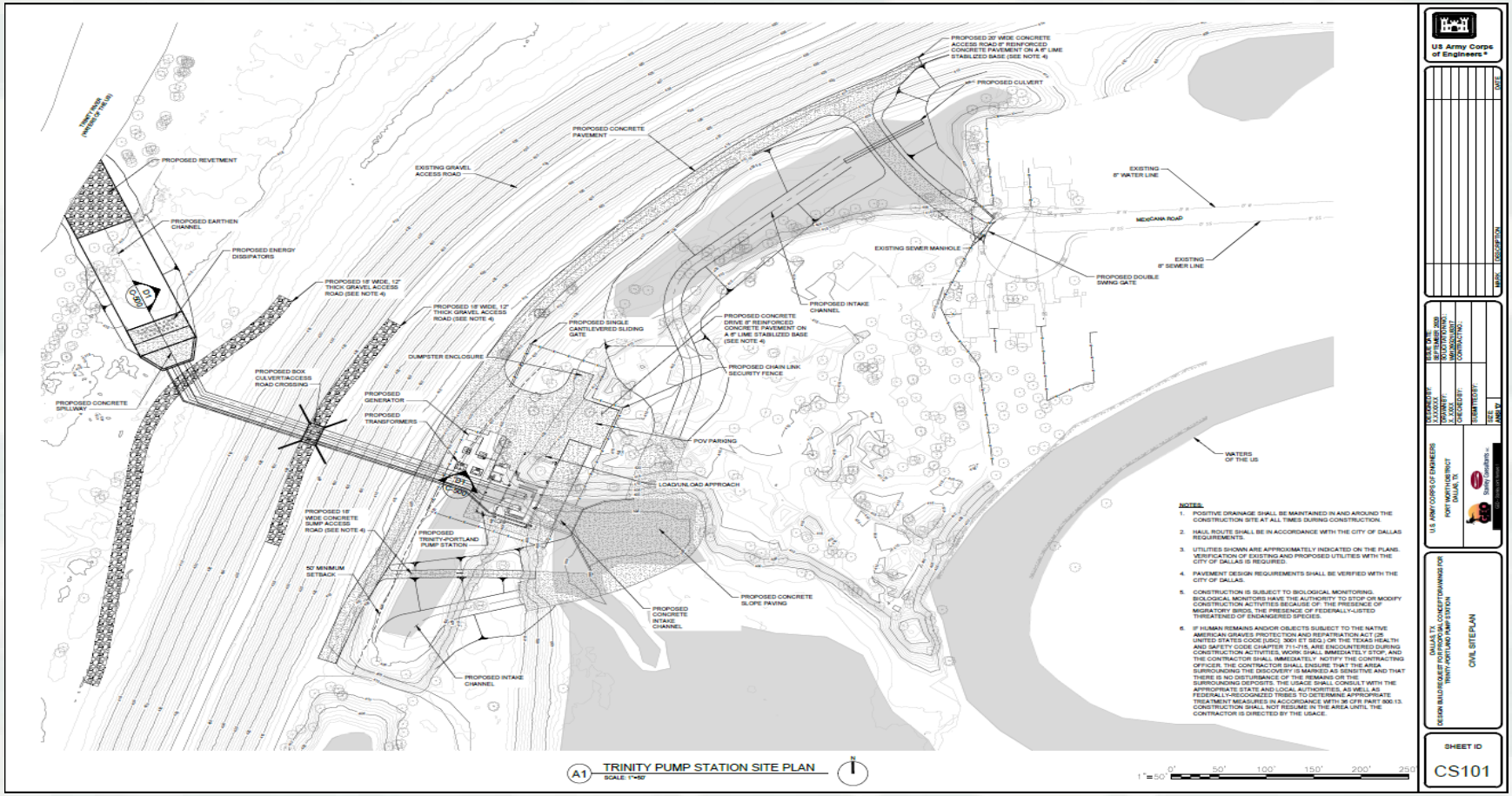
Trinity Portland Pump Station

- Build new pump station
  - 2 – 125K gallons per minute (gpm) concrete volute pumps
    - Total capacity of 250K gpm
  - 1 – 6K gpm low flow sump pump

- Current Status
  - Design-Build construction contract awarded on 24 February 22 to RKE in the amount of ~$59M
  - Design efforts are underway
  - Construction is scheduled to start in winter 2023 and finish in spring 2025

Trinity Portland Pump Station Site Plan



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Charlie Pump Station

- Build new pump station and demolish the existing pump station
  - 3 – 75K gpm concrete volute pumps
    - Total capacity of 225K gpm
  - 1 – 6K gpm low flow sump pump
- Demolish the old pump station
  - Completed when new pump station is online
  - This will be a separate contract

- Current Status
  - Design-Build construction contract awarded on 15 March 22 to LGC in the amount of ~$63.6M
  - Design efforts are underway
  - Construction is scheduled to start in spring 2023 and finish in spring 2025

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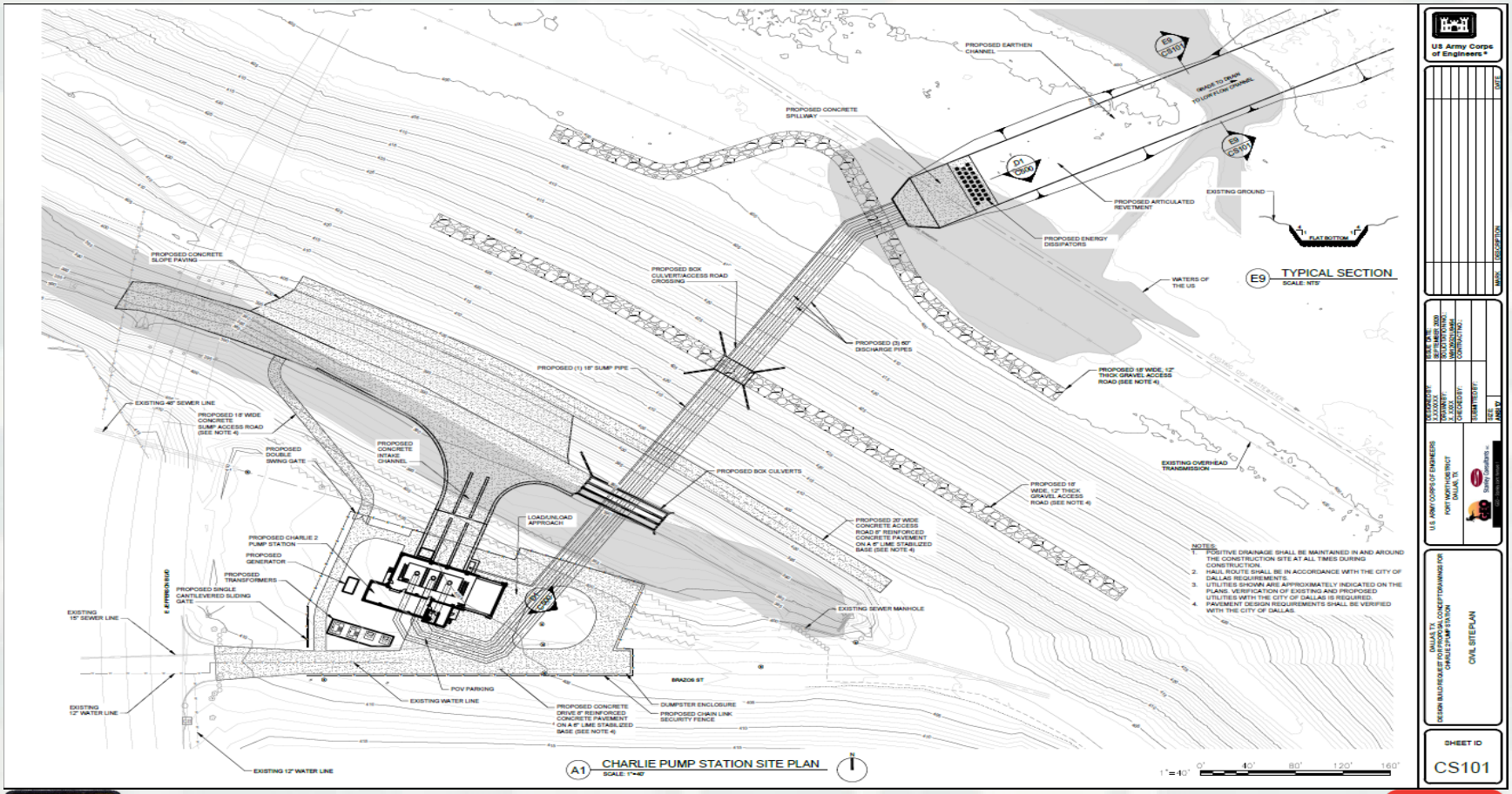
Charlie Pump Station Site Plan



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Delta Pump Station

- Demolition and replacement of existing pump station
- 2 replacement pumps – 700 HP
- Upgraded electrical, HVAC, trash rack, and access road
- Expected award amount ~$9M

- Current Status
  - Design-Build RFP was advertised on 26 May 2022
  - Project is scheduled to be awarded in winter 2023
  - Construction scheduled to start in fall 2023 and finish in spring 2025

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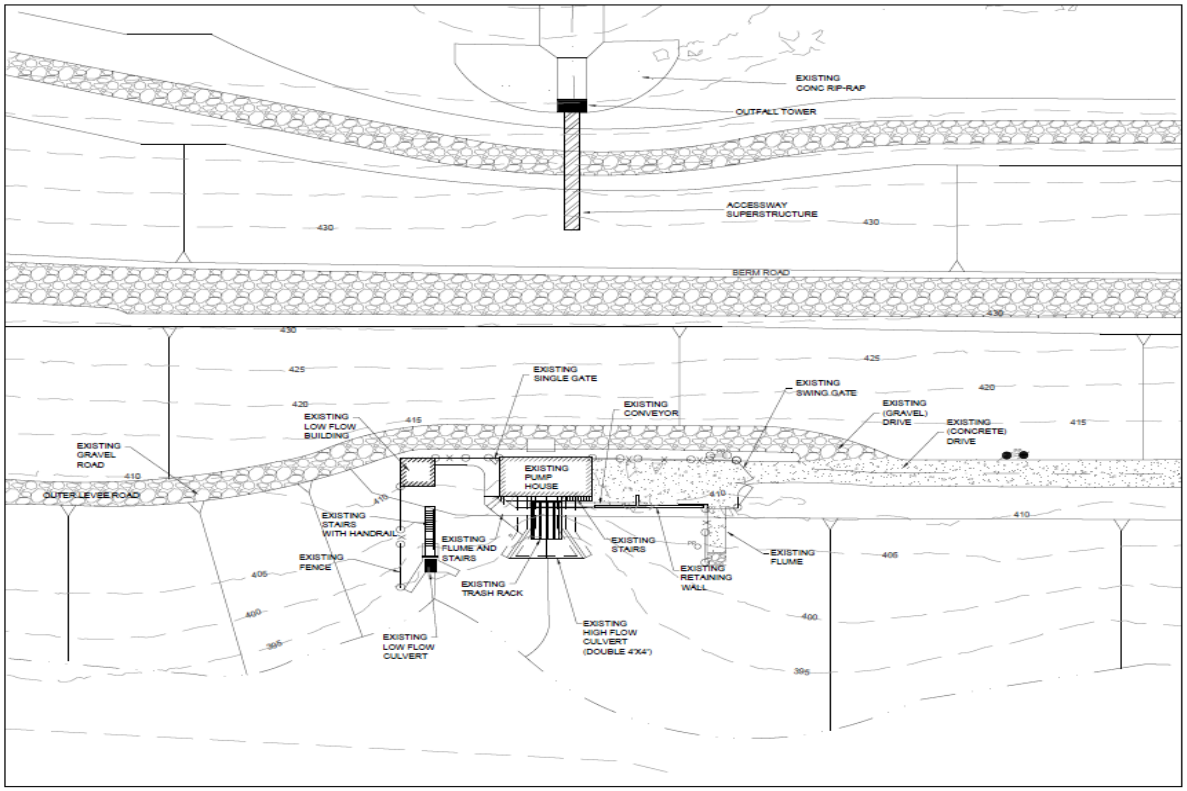
Delta Pump Station
Site Plan



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Hampton Pump Station

- Design-Bid-Build
- Build new pump station (Hampton 3)
  - 5 – 140K gpm concrete volute pumps
    - Total capacity of 700K gpm
- Renovate existing pump station (NHX) to include electrical upgrades and AC/Remote Terminal Unit
- Expected award amount ~$111M
- Demolish the old pump station
  - Not part of the Hampton 3 & NHX design

- Current Status
  - Design is underway and scheduled completion in fall 2022
  - Construction of Hampton 3 is scheduled to start in summer 2023
  - Construction of NHX is scheduled to start in winter 2025

U.S.ARMY
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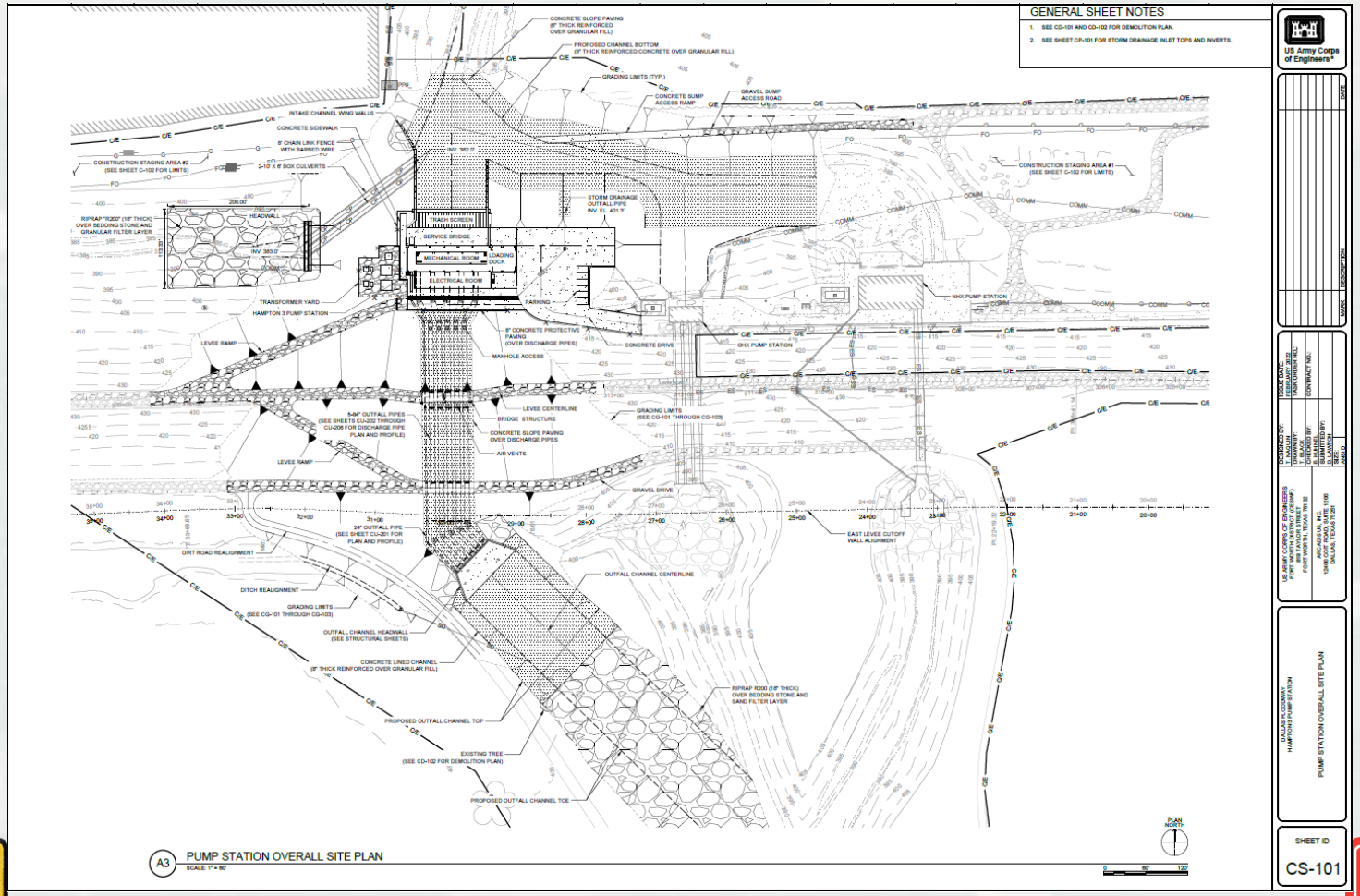
Hampton 3 Pump Station Site Plan



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Nobles Branch Sump

- Design-Bid-Build
- Add 4–60-inch pipe culverts with sluice gates
- Extend existing 60-inch gated culvert under Empire Central Drive
- Replace existing sluice gate and headwall
- Realign existing 48-inch Reinforced Concrete Pipe (RCP) to parallel the new 60-inch culverts
- Expected award amount ~$5M

- Current Status
  - Design is complete
  - Construction solicitation scheduled for fall 2022
  - Construction scheduled to start in winter 2023 and finish in fall 2024

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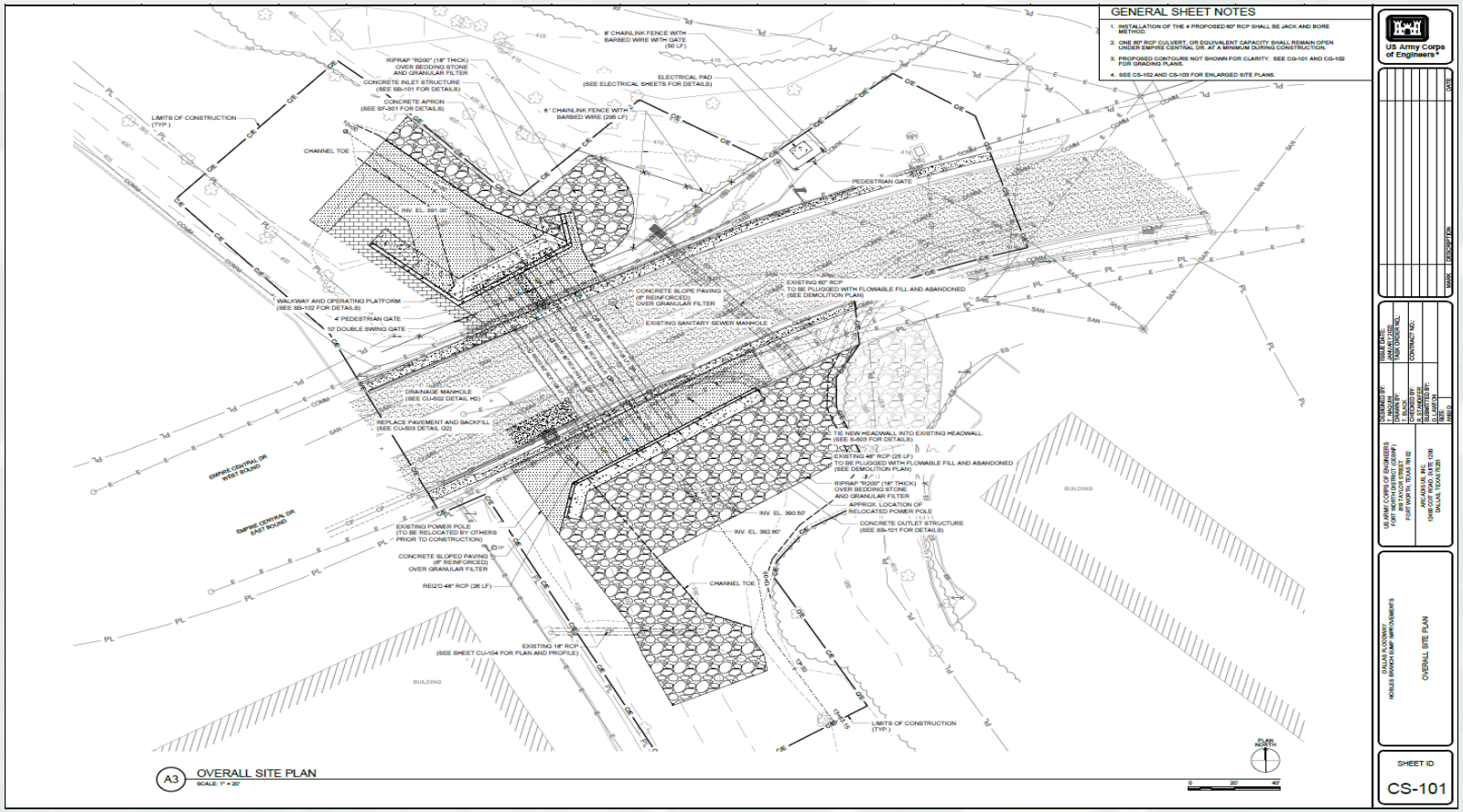
Nobles Branch Sump Improvements Site Plan



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AT&SF Bridge Demolition

- Demo the existing trestle and concrete bridge
- Awarded for $1.7M

- Current Status
  - Construction completed February 2021

Old AT&SF Rail Service

Current Rail Service

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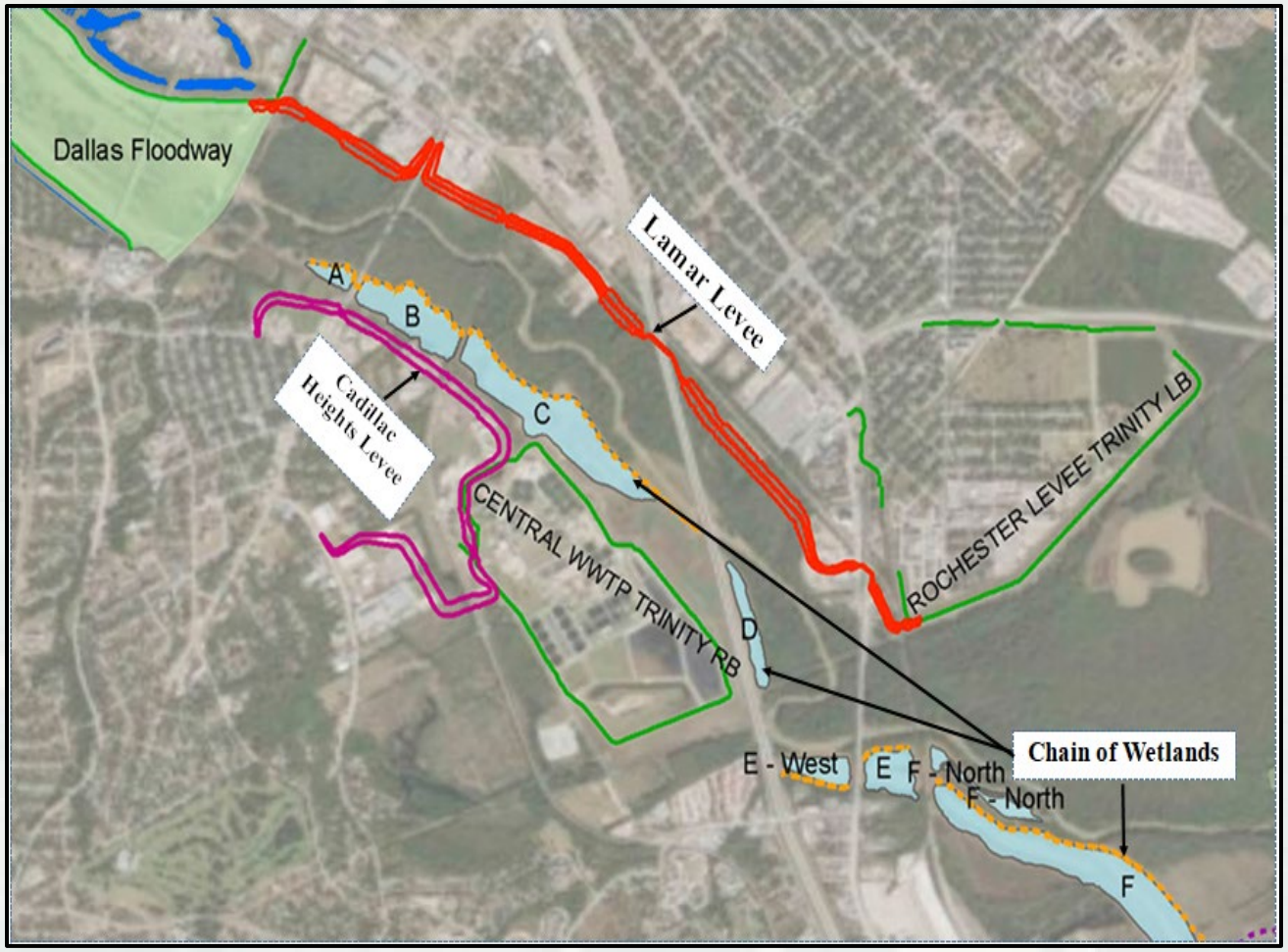
Dallas Floodway Extension Supplemental



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Lamar Levee

- Design-Bid-Build
- ~3 miles earthen levee with floodwalls and flood gates
- Drainage sumps and levee crossings
- Following the current risk-informed design recommendations from the 2019 Semi-Quantitative Risk Assessment
- Expected award amount ~$80M

- Current Status
  - Design contract was awarded on 29 September 2021
  - Design is underway and scheduled to be completed in summer 2023
  - Construction is scheduled to start in winter 2024 and finish in spring 2026

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Cadillac Heights Levee

- Design-Bid-Build
- ~2.25 miles earthen levee with floodwalls and flood gates
- At least three railroad crossings and five major street crossings
- Risk assessment will be performed after the interim design submittal
- Expected award amount ~$55M

- Current Status
  - Design contract was awarded on 3 December 2021
  - Design is underway and scheduled to be completed in fall 2023
  - Construction is scheduled to start in summer 2024 and finish in fall 2026

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Project Schedule

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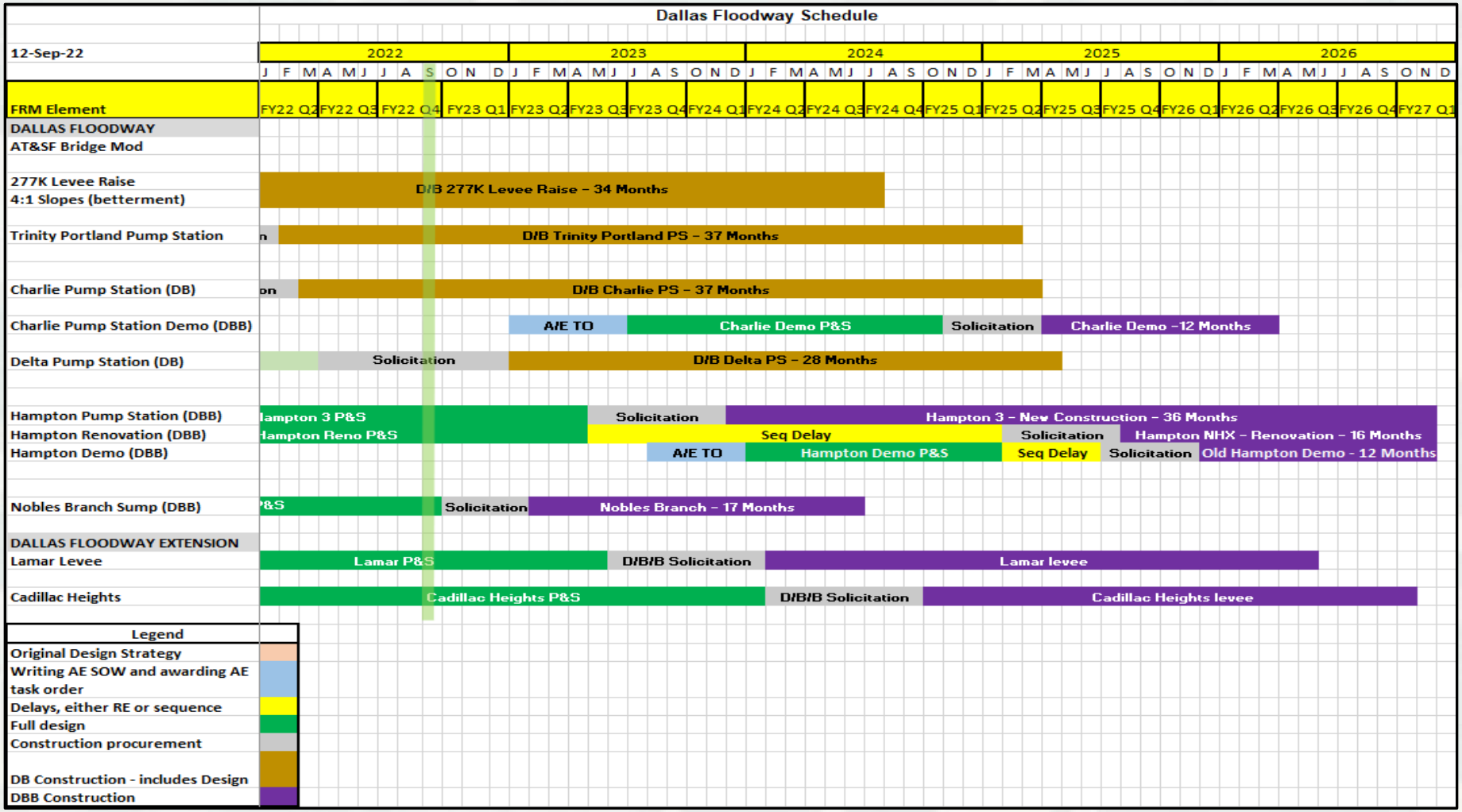
Schedule



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Questions?

City of Dallas

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

Agenda Information Sheet

File #: 22-2115 **Item #:** E

Dallas Love Field Food and Beverage Concession Contract Amendment and Consent to Assignment - Puente Enterprises, Inc. and CBC SSP America DAL, LLC
[Mark Duebner, Director, Department of Aviation]

Memorandum

CITY OF DALLAS

DATE September 16, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Upcoming Agenda Item Number 4, Authorize an Amendment to a Concessions Contract**

The September 14, 2022 City Council agenda includes an item for your consideration to authorize (1) the second amendment to the concessions contract with Puente Enterprises, Inc. exercise both one-year renewal terms provided for in the concession contract for the space formerly branded as Sky Canyon and (2) add two one-year extension terms to the concession contract.

Since March, 2020 the concessions program was challenged due to the impact of travel as it related to COVID-19. As a result of this impact, all concessionaires at Dallas Love Field (DAL) have been granted relief from their contractual requirements including, but not limited to:

- Limited hours of operation were accepted due to extremely low enplanements
- Suspended Minimum Annual Guarantee (MAG's) due to operating cost outweighing extremely low revenue
- MAGs were also reset to the first-year levels

The former Sky Canyon branded Food and Beverage location was originally opened and operated by Puente Enterprises, Inc. in April 2013, and in March of 2020 closed along with several other locations because of the pandemic. Puente Enterprises, Inc. did not re-open during the two (2) year COVID-19 season, which caused them to be in default. Staff has been engaged with Puente Enterprises on a plan to re-open the location including their proposal to assign the contract to another operator. Staff conducted due diligence with the prospective assignee to ensure they comply with all necessary experience and financial requirements of the original contract with Puente Enterprises.

Puente Enterprises is no longer in default of the contract as the location has begun operating under the brand name First Quarter Bar & Grill under CBC SSP America DAL, LLC via a subcontract, and Puente Enterprises, Inc. has since entered a repayment plan for past due amounts owed to the City for rent due prior to the pandemic. Staff has received and reviewed the Asset Purchase Agreement, for the transfer of ownership after this action, and has no objection. CBC SSP America DAL, LLC is a 51% minority DBE joint venture and after the assignment the overall Airport Concession Disadvantaged Business Enterprise percentage at DAL will be an estimated 40.95%.

DATE September 16, 2022

SUBJECT **Upcoming Agenda Item Number 4, Authorize an Amendment to a Concessions Contract**

In April of 2022, the City Council approved granting the two one-year options and a two-year extension to the other food and beverage concessionaires; only Puente Enterprises Inc. remaining under the original contract term. After authorization by City Council, the options and extension will not be executed by the City Manager until after the Asset Purchase Agreement is executed and approved.

Please feel free to reach out to me or Mark Duebner, Director of Aviation, should you have any questions or need additional information.

Kimberly Bizor Tolbert
Deputy City Manager

c:
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
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
Jack Ireland, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

City of Dallas

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

Agenda Information Sheet

File #: 22-2116 **Item #:** F

Burchfield & Partners, LLC - Amendment to Development Agreement
[Mark Duebner, Director, Department of Aviation]

Memorandum

CITY OF DALLAS

DATE September 16, 2022

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

SUBJECT **Upcoming Agenda Item first amendment to the Development Agreement with Burchfield & Partners, LLC ("B&P") at Dallas Executive Airport**

The September 28, 2022 City Council agenda includes an item for your consideration to authorize a first amendment to the Development Agreement with Burchfield & Partners, LLC ("B&P") at Dallas Executive Airport to extend the deadline for completing construction and increasing the reimbursement amount for the construction of a City-owned common-use ramp.

On April 11, 2018, the Dallas City Council approved a lease and development agreement with B&P for approximately 228,690 square feet of land (5.25 acres) at Dallas Executive Airport for the development of two aircraft storage hangars with office space. The lease, which was effective March 8, 2019, includes a development agreement that describes the manner in which B&P is required to design and construct the capital improvements and provides for certain economic incentives from the Department of Aviation ("AVI").

As part of the development agreement, B&P is required to expend a minimum of $15,931,859.00 for the development of (i) a minimum 60,000 square feet of combined aircraft hangar and office space (the "Leasehold Improvements") and (ii) an airport-owned common-use aircraft ramp area, taxiway connectors, and infrastructure to the site (the "Common-Use Improvements").

AVI agreed to reimburse B&P in an amount not to exceed $4,164,186.00 for approved expenditures related to the Common-Use Improvements. Because this is a catalyst project that will fuel additional development on the west side of the airfield, the City also agreed to reimburse B&P up to thirty percent (30%) of the expenditures incurred for the Leasehold Improvements, in an amount not to exceed $3,500,000.00. According to the terms of the Development Agreement, the City has already reimbursed B&P $100,000.00 for its initial pre-construction costs.

B&P's final deadline to complete the construction of the leasehold and common-use improvements and obtain a certificate of occupancy is December 31, 2022. However, the project will not be completed prior to the deadline due to the following unforeseen delays:

- In December 2020, B&P's lender for the project backed out of its deal, causing B&P to restart the financing process from the beginning.

DATE September 16, 2022

SUBJECT **Upcoming Agenda Item No. _____ Authorize an Amendment to a Development Agreement**

- In January 2022, B&P's general contractor filed for bankruptcy, and B&P had to identify a new general contractor for the project.

Despite the delays, B&P has already received notification of a completed site grading permit and building permit for one of the hangars from the City. The site utility permit and building permit for the second hangar is expected to be ready by September 23, 2022. B&P has also selected and executed a contract with a new general contractor. This item authorizes an extension of the deadline for B&P to complete construction of the project and obtain a certificate of occupancy by an additional fifteen months to March 31, 2024.

This item will also authorize an increase to the reimbursement amount for only the City-owned Common-Use Improvements by an additional $600,000.00 to account for the construction cost increases due to increases in construction costs resulting from the COVID-19 pandemic.

Please contact me or Mark Duebner, Director of Aviation, if you have any questions.

Kimberly Bizor Tolbert
Deputy City Manager

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

City of Dallas

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

Agenda Information Sheet

File #: 22-2112 **Item #:** G

Amendments to the Dallas Fort Worth International Airport Code of Rules & Regulations
[Paul Tomme, Legal Council, Dallas Fort Worth International Airport]

September 7, 2022

To the Honorable Members of the Transportation and Infrastructure Committee of the Dallas City Council:

Dallas Fort Worth International Airport (DFW) is requesting that the Owner Cities of Dallas and Fort Worth approve amendments to DFW's Code of Rules and Regulations, which are detailed below. These three amendments, while not related to each other, will support DFW Airport's goal of maintaining a safe and secure environment. The 1968 Contract and Agreement between the Cities of Dallas and Fort Worth require that any amendments to the DFW Airport Code of Rules and Regulations be approved by both Owner Cities.

Construction and Fire Prevention Standards

DFW is requesting approval of amendments to the Construction and Fire Prevention Standards to adopt the State Adopted Electrical Code and certain 2021 series model codes published by the International Code Council, Inc. The model codes set minimum requirements for building design, construction, and operations to protect public health, safety, and the natural resources that sustain the Airport. The International Codes are developed with several goals in mind: to safeguard public health, safety and welfare, and to provide for the safety of firefighters and emergency responders. The Airport Board approved this amendment at its June 2, 2022, meeting.

Chapter 2 Traffic Regulation

DFW is requesting an amendment to Chapter 2 (Traffic Regulation) in Section 2-4 (Towing), which will revise the towing provision so that a car parked in violation of the Code may be towed even if it does not represent an operational hazard. This revision will allow the Airport Board greater flexibility to enforce the rules against illegal commercial activity in the parking facilities. Illegal commercial activity, such as peer-to-peer rental cars, are using facilities designated for Airport customers and avoiding paying the appropriate taxes and fees.

Chapter 8 Commercial Activities

The amendment to Chapter 8 (Commercial Activities) will add a new Section 8-18 to require that certificate of occupancy holders on any building at the Airport over 30 years old must comply with a self-inspection program to be approved by the Airport Board. This amendment will ensure that older buildings do not constitute a safety hazard. The Airport Board approved the Chapter 2 and Chapter 8 amendments at its August 4, 2022, meeting.

Should you have any questions, please contact Paul Tomme at 972-973-5488.

City of Dallas

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

Agenda Information Sheet

File #: 22-2118 **Item #:** H

Upcoming Agenda Items for October 26, 2022, City Council Agenda - Ordinance Amending Chapter 28 “Motor Vehicles and Traffic” and Ordinance Amending Chapter 13 “Courts, Fines and Imprisonments”
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

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Memorandum

CITY OF DALLAS

DATE September 15, 2022

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Upcoming Agenda Items for October 26, 2022, City Council Agenda - Ordinance Amending Chapter 28 "Motor Vehicles and Traffic" and Ordinance Amending Chapter 13 "Courts, Fines and Imprisonments"**

During the April 18, 2022, Transportation & Infrastructure Committee meeting, several questions were raised regarding an upcoming agenda item to add a new Section 28-61.1, "Standing and Walking in Certain Areas Prohibited" to the City Code which would prohibit 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.

This memorandum serves to provide responses to those questions, share an update on the status of the discussions with the Government Performance and Financial Management (GPFM) Committee, and review proposed next steps.

<u>Questions and Responses</u>

1) **What traffic studies have been completed that identify "medians under 6' in width are not safe pedestrian refuges"?**

   The American Association of State Highway and Transportation Officials (AASHTO) is a nonprofit association representing highway and transportation departments in all 50 states, the District of Columbia, and Puerto Rico. It leads and sets technical standards for design and construction of multimodal transportation systems. One of its key publications is "A Policy on Geometric Design of Highways and Streets." Section 4.11 of the 2018 referenced AASHTO publication states that, "In urban areas, medians that are intended to serve as a pedestrian refuge area should be at least 6 ft [1.8 m], as discussed in Section 4.17." Further, Section 4.3.5 of the City Council approved City of Dallas 2019 Street Design Manual recommends a minimum median width of six feet for a median to be used as a pedestrian refuge.

2) **The draft ordinance included several references to the Texas Department of Transportation's (TxDOT) guidance on pedestrian safety. TxDOT may be more focused on motor vehicles than pedestrian safety. How can we ensure we are referencing the best resources and data as it relates to pedestrian safety?**

Following the April 18th TRNI Committee meeting, staff reviewed the Agenda Information Sheet and draft ordinance and provided additional references to other leading transportation resources and guides including the U.S. Department of Transportation, American Association of State Highway Transportation Officials, National Association of City Transportation Officials, City of Dallas Street Design Manual.

3) **Will this ordinance make it illegal for pedestrians to step out into a protected area (stepping out to look for traffic rather than just crossing)?**

The purpose of this ordinance is for pedestrian safety. The draft ordinance states that the section does not apply if a person:

(1) is crossing a divided roadway in the most direct route possible inclusive of roadways that have provisions for dedicated bicycle lane facilities or curb bump outs;
(2) is the victim of or rendering aid in an emergency situation or in compliance with the directions of a peace officer;
(3) is performing work in the right-of-way in accordance with a permit issued under Chapter 43 of this code;
(4) is erecting or dismantling a barricade in the right-of-way in accordance with a permit issued under Chapter 52 of this code;
(5) has prior authorization from the city or is otherwise in compliance with applicable laws and regulations;
(6) is standing in a raised splitter island that is not less than four feet in width while attempting to cross a divided roadway in the most direct route possible; or
(7) is walking or standing on a paved sidewalk if the sidewalk is adjacent to the back of the curb on a curbed roadway which is within a clear zone area.

Feedback from the GPFM Committee

The proposed amendments to Section 28-61.1 of the City Code are intended as a safety measure for all pedestrians. The GPFM Committee has expressed support for this item.

DATE September 15, 2022

SUBJECT **Upcoming Agenda Item for October 26, 2022, City Council Agenda - Ordinance Amending Chapter 28 "Motor Vehicles and Traffic"**

Next Steps

With the support of the Transportation and Infrastructure Committee, the Department of Transportation will place an item on the October 26th City Council Agenda for the proposed amendments. Additionally, Court and Detention Services will place an additional item on the agenda to amend Chapter 13, "Courts, Fines and Imprisonments", which would authorize the City Marshal and his/her deputies to enforce the proposed changes to Chapter 28. The draft ordinances for both of these items are attached for reference.

If you have questions or need additional information, please contact Ghassan 'Gus' Khankarli, Ph.D., P.E., Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com, or David Pughes, Interim City Marshal, at david.pughes@dallascityhall.com.

Dr. Robert Perez
Assistant City Manager

[Attachments]

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
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Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

6-17-22

ORDINANCE NO. _____

An ordinance amending Chapter 28, "Motor Vehicles and Traffic," of the Dallas City Code by adding Section 28-61.1; 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; providing a penalty not to exceed $500; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, a study of pedestrian fatalities in the City of Dallas found that the vast majority of pedestrian fatalities occur when the pedestrian enters the roadway at a point that is not designated for crossing or standing;

WHEREAS, traffic studies have found that medians under six feet in width, areas with no medians, or areas designated as clear zones are not safe pedestrian refuges;

WHEREAS, the U.S. Department of Transportation, American Association of State Highway Transportation Officials, National Association of City Transportation Officials, and Section 4.3.5 of the City of Dallas 2019 Street Design Manual recommends a minimum median width of six feet for a median to be used as a pedestrian refuge;

WHEREAS, Chapter 2 of the Texas Department of Transportation 2020 Roadway Design Manual recommends an area of four feet from the face of the curb for curbed roadways, or 10 feet from the edge of a travel lane for non-curbed roadways, to be free from obstructions to provide a way for recovery of errant vehicles;

DRAFT

3-31-22

ORDINANCE NO. _____

An ordinance amending Chapter 13, "Courts, Fines and Imprisonments," of the Dallas City Code, by amending Section 13-10; authorizing the city marshal and his or her deputies to enforce the city's provisions regarding standing or walking on medians contained in Section 28-61.1 of the Dallas City Code and the city's solicitation provisions contained in Section 28-63.3 of the Dallas City Code; providing a saving clause; providing a severability clause; and providing an effective date.

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

SECTION 1. That Section 13-10, "Duties of the City Marshal," of Article II, "Municipal Court of Record," of Chapter 13, "Courts, Fines and Imprisonment," of the Dallas City Code, is amended to read as follows:

"**SEC. 13-10. DUTIES OF THE CITY MARSHAL.**

The city marshal and his or her deputies, acting under the direction of the municipal clerk, shall perform the following duties:

(1) execute warrants of arrest, subpoenas, and other legal process issuing out of the municipal court of record; [~~and~~]

(2) execute other warrants of arrest, subpoenas, and legal process as determined by the municipal clerk; and

(3) enforce Sections 28-61.1 and 28-63.3 of the Dallas City Code."

SECTION 2. That Chapter 13 of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 3 That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 4. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 5. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

CHRISTOPHER J. CASO, City Attorney

By_____
Assistant City Attorney

Passed_____

WHEREAS, Section 4.3.5 of the City of Dallas 2019 Street Design Manual recommends the provision of at least three feet of clearance from the outermost edge of structure to back of curb;

WHEREAS, prohibiting pedestrians from standing in a roadway median, on a divided roadway where no median exists, or in a clear zone will protect the health and safety of both pedestrians and motorists; and

WHEREAS, the city council finds that it in the best interest of the public health and safety to prohibit pedestrians from standing in a roadway median, where no median exists, or in a clear zone, subject to certain exceptions; Now, Therefore,

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

SECTION 1. That Article VIII, "Pedestrians' Rights and Duties," of Chapter 28, "Motor Vehicles and Traffic," of the Dallas City Code is amended by adding a new Section 28.61.1, "Standing and Walking on Medians Prohibited," to read as follows:

"**SEC. 28-61.1. STANDING AND WALKING IN CERTAIN AREAS PROHIBITED.**

(a) A person commits an offense if the person stands or walks on a median that measures six feet or less, in areas where no median exists for roadways designated as divided roadways, or in an area designated as a clear zone.

(b) For purposes of this section,

(1) CLEAR ZONE means the unobstructed, traversable area provided beyond the edge of the through travelled way for the recovery of errant vehicles. On a curbed street, the clear zone is the area four feet from the face of the curb. On an uncurbed street, the clear zone is 10 feet from the edge of the travel lane. A clear zone includes shoulders, bicycle lanes, and auxiliary lanes, except auxiliary lanes that function like through lanes. However, a clear zone does not include areas adjacent to the back of the curb where a paved sidewalk exists.

(2) MEDIAN means the intervening space, physical barrier, or clearly indicated dividing section between the two roadways of opposing traffic on a public divided roadway.

DRAFT

(3) RAISED SPLITTER ISLAND (also known as separator islands) means a median that slows, directs, and separates conflicting traffic and may provide refuge for pedestrians who are crossing a road.

(4) ROADWAY means streets classified in the city's thoroughfare plan as major/principal or minor arterials, frontage roads or parkways along controlled access freeways and tollways, non-controlled access state roadway facilities and associated intersections with city's major or minor arterials.

(c) This section does not apply if the person:

(1) is crossing a divided roadway in the most direct route possible inclusive of roadways that have provisions for dedicated bicycle lane facilities or curb bump outs;

(2) is the victim of or rendering aid in an emergency situation or in compliance with the directions of a peace officer;

(3) is performing work in the right-of-way in accordance with a permit issued under Chapter 43 of this code;

(4) is erecting or dismantling a barricade in the right-of-way in accordance with a permit issued under Chapter 52 of this code;

(5) has prior authorization from the city or is otherwise in compliance with applicable laws and regulations;

(6) is standing in a raised splitter island that is not less than four feet in width while attempting to cross a divided roadway in the most direct route possible; or

(7) is walking or standing on a paved sidewalk if the sidewalk is adjacent to the back of the curb on a curbed roadway which is within a clear zone area.

SECTION 2. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed $500.

SECTION 3. That Chapter 28 of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 4. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part

thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 5. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 6. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

CHRISTOPHER J. CASO, City Attorney

By_____
Assistant City Attorney

Passed_____

DRAFT

City of Dallas

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

Agenda Information Sheet

File #: 22-2119 **Item #:** I

Update of the Dallas Area Rapid Transit (DART) Allocation of Funds to Service Area Cities
[Robert Perez, Ph. D, Assistant City Manager, City Manager's Office]

Memorandum

CITY OF DALLAS

DATE September 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 **Update of the Dallas Area Rapid Transit (DART) Allocation of Funds to Service Area Cities**

Background

As shared in memorandums to the Mayor and City Council on July 22, 2022, and August 24, 2022, the DART Board had been considering and ultimately approved a $214M allocation of excess sales revenues to its service area cities. The intent of the excess sales tax allocation of funds is to support the public transportation system or for complementary transportation system purposes within DART's service area cities.

Given DART's Board approval of the $214M excess sales tax allocation, on September 13, 2022, DART's administration briefed their Budget and Finance Committee on feedback received from its service area cities and indicated that most cities favored a distribution of excess sales tax revenues based upon the allocated sales tax contributions to DART. It is anticipated that on September 27, 2022, the DART Board will vote to approve the final recommendation of the excess sales tax revenues.

Recommended Uses of DART Excess Sales Tax Revenues

Understanding DART's next steps in the allocation of the excess sales tax revenues, it should be noted that, the City of Dallas could expect approximately $107M. Based upon the intent of the funds and the expected receipt of $107M, staff recommends the following uses and allocations of funds:

Recommended Uses of DART Excess Sales Tax Revenues

Program or Projects	Program/Project Description	Funding Amount
1. NCTCOG Funding Partnership	Funding will be used as a NCTCOG revolver fund to leverage additional partnership funding for current and future projects	$10,000,000
2. Reconstruct (28) traffic signals on major DART bus route corridors	Funding to reconstruct (28) traffic signals (cost of $550K per intersection) at intersections along major DART bus route corridors; **priority will be given to those routes in Equity Priority Areas**; improvements will include technology upgrades such as bus queue jumps, fiber installation, etc.	$15,400,000

DATE September 16, 2022

SUBJECT **Update of the Dallas Area Rapid Transit (DART) Allocation of Funds to Service Area Cities**

Program or Projects	Program/Project Description	Funding Amount
3. Sidewalk Master Plan	Finish the initial $30M of priority projects identified in the Sidewalk Master Plan	$15,000,000
4. ADA Ramp Installation	Would completely address the $54M backlog of missing ADA ramp across the City	$55,000,000
5. Bus Shelter Improvements	Construct bus shelters at (125) of the highest traveled bus routes and those with the longest wait times; **priority will be given to those routes in Equity Priority Areas** (each shelter costs approximately $65K)	$8,125,000
6. Bike Lane Upgrades	Pilot new bike lane safety materials and begin retrofitting existing bike lanes with piloted materials; also explore options for additional bike lane cleaning and maintenance	$2,000,000
7. Student Transit Program	Student Transit Program: Free transit services for youth to get to school and/or work if necessary	$1,475,000
	Total	**$107,000,000**

As this memorandum has detailed the next steps and recommended uses of DART excess sales tax revenues, additional updates will be provided once the DART Board votes on the recommended allocation of DART's excess sales tax revenues. Should there be any immediate questions, please do not hesitate to contact me.

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
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Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

City of Dallas

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

Agenda Information Sheet

File #: 22-2120 **Item #:** J

Proposed Changes to Chapter 30, Sec. 30-2(8) of the Dallas City Code
[Ali Hatefi, Director, Department of Public Works]

Memorandum

CITY OF DALLAS

DATE September 14, 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 **Proposed Changes to Chapter 30, Sec. 30-2(8) of the Dallas City Code**

This memorandum addresses proposed changes to the existing *Chapter 30, "Noise"* of the Dallas City Code. The Public Works Department plans to bring an agenda item for consideration in the early fall to amend *Chapter 30, Section 30-2, "Loud and Disturbing Noises and Vibrations Presumed Offensive"* of the Dallas City Code regarding limiting construction work on Sundays in the City of Dallas. Public Works and City Attorney staff worked together on the following proposed amendments in red that would prohibit all commercial construction activity near residential areas on Sunday and is ready for discussion by the committees of jurisdiction:

SEC. 30-2. LOUD AND DISTURBING NOISES AND VIBRATIONS PRESUMED OFFENSIVE.

The following loud and disturbing noises and vibrations are presumed to be offensive to the ordinary sensibilities of the inhabitants of the city:

(8) *Any construction activity related to the erection, excavation, demolition, alteration, or repair ~~of any building~~ on or adjacent to a residential use, as defined in the Dallas Development Code, other than between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, ~~and~~ other than between the hours of 8:00 a.m. and 7:00 p.m. on Saturdays, and at any time on Sundays and legal holidays, except that the director of transportation may issue a written permit to exceed these hours in the case of urgent necessity in the interest of public safety or for other reasons determined by the director of transportation to be necessary for the public health, safety, or welfare. For purposes of this paragraph, "legal holidays" include New Year's Day (January 1), Memorial Day (observed date), Fourth of July (July 4), Labor Day (observed date), Thanksgiving Day (observed date), and Christmas Day (December 25).*

If you have any questions, please contact Ali Hatefi, P.E., Director of Public Works at Alireza.hatefi@dallas.gov.

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

T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
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Genesis Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

City of Dallas

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

Agenda Information Sheet

File #: 22-2121 **Item #:** K

Department of Transportation Interactive Vision Zero Dashboard
[Brita Andercheck, Ph.D., Chief Data Officer, Data Analytics and Business Intelligence]

Memorandum

CITY OF DALLAS

DATE September 19, 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 **Department of Transportation Interactive Vision Zero Dashboard**

The Office of Data Analytics and Business Intelligence (DBI) partnered with the Department of Transportation to develop a new interactive Vision Zero Crash Data dashboard tool that provides transparency and accountability by giving the public a high-level overview of traffic crashes resulting in fatalities and severe injuries in the City of Dallas. This dashboard is a monitoring tool used to show the changes in fatal and severe injury crashes in the City of Dallas over time.

Background

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It is an internationally recognized strategy relating to automobile users, pedestrians, and bicyclists. In 2019, the Dallas City Council adopted a Vision Zero goal of zero deaths and a 50% reduction in severe injuries for all road users by 2030.

The Vision Zero Action Plan which lays out the action items City Departments will take over the next 5 years to make progress towards the Vision Zero goal was approved and adopted by City Council on June 8, 2022. “Evaluation” action items in the plan include creating a dashboard to track progress and continuing quarterly fatal and severe crash data evaluation. Performance measures that were recommended in the plan include:

- The annual number of fatal and severe crashes, on average, over the previous five years (i.e., the five-year rolling average).
- The number of annual fatal crashes and severe injury crashes on non-controlled-access roads, and the travel mode and race/ethnicity of those involved.

Interactive Dashboard

This monitoring dashboard tool displays the current metrics across the top with dynamic visuals below that show fatal and severe injury trends over time. This tool shows the number of fatal and severe injury crashes this year compared to the same time last year. It also shows time periods when these crashes are occurring, including the time and day of week. The dashboard also captures the top factors in each crash, such as speeding or distracted driving.

To help users navigate the Dashboard, DBI will publish a complementary story page, that will provide information on navigating the dashboard and using its interactive features.

DATE September 19, 2022

SUBJECT **Department of Transportation Interactive Vision Zero Dashboard**

We are soliciting any feedback that the Transportation and Infrastructure Committee may have about the dashboard as we prepare to launch this product in the coming weeks. Please direct your feedback to me. We hope to have all feedback by September 23, 2022. Should you have any questions or concerns, please contact me.

Dr. Brita Andercheck
Chief Data Officer

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
Dr. Robert Perez, Assistant City Manager
Carl Simpson, Assistant City Manager
Jack Ireland, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors

City of Dallas

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

Agenda Information Sheet

File #: 22-2123 **Item #:** L

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

Memorandum

CITY OF DALLAS

DATE September 14, 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 – July 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 July 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	677	745.0 Lane miles	459.8 Lane miles	$107,708,017	$83,427,107	$24,280,910
Alleys	191	39	25.2 Linear miles	7.4 Linear miles	$3,600,000	$901,681	$2,698,319
Sidewalks*	14	16	12.0 Linear miles	9.7 Linear miles	$5,347,780	$2,600,324	$2,747,456
Bridges	-	1	- Bridges	1.0 Bridges	$1,000,000	$226,391	$773,609
Total	**987**	**733**	**N/A**	**N/A**	**$117,655,797**	**$87,155,503**	**$30,500,294**

* 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	82	92.6 Lane miles	59.7 Lane miles	$46,091,296	$14,326,978	$31,764,318
Alleys	35	28	5.8 Linear miles	4.8 Linear miles	$6,703,136	$402,937	$6,300,199
Sidewalks*	3	2	1.0 Linear miles	0.6 Linear miles	$1,223,191	$1,188,990	$34,200
Bridges	4	1	- Bridges	1.0 Bridges	$944,462	$67,024	$877,438
Total	**198**	**113**	**N/A**	**N/A**	**$54,962,085**	**$15,985,929**	**$38,976,155**

* 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	759	837.6 Lane miles	519.5 Lane miles	$153,799,313	$97,754,085	$56,045,228
Alleys	226	67	31.0 Linear miles	12.2 Linear miles	$10,303,136	$1,304,618	$8,998,518
Sidewalks	17	18	13.0 Linear miles	10.3 Linear miles	$6,570,971	$3,789,314	$2,781,656
Bridges	4	2	- Bridges	2.0 Bridges	$1,944,462	$293,415	$1,651,047
Total	**1,185**	**846**	**N/A**	**N/A**	**$172,617,882**	**$103,141,432**	**$69,476,449**

DATE September 14, 2022

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

Performance Notes:

Public Works has 1,185 projects planned for FY 2022 and through June 2022, of those projects 846 have been completed. Of the total $172.6M programmed dollars for FY 2022, through July 2022, Public Works expended $103.1M or 59.75% of total budget. In addition to the 846 projects completed through July 2022, there are a total of 354 projects currently under construction.

It is necessary to mention that the shortage in cement/concrete is still challenging the production rate. Given this overview of Public Works' efforts through July 2022, the August 2022 update of this report will be provided in October 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 M. Perez
Assistant City Manager

c: T.C. Broadnax, City Manager
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Agenda Information Sheet

File #: 22-2122 **Item #:** M

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

INTERAGENCY TRANSPORTATION REPORT – SEPTEMBER 2022

RTC / TxDOT / DART / Dallas County/ NTTA / DRMC / TEX-21 /DFW Airport

RTC SUPPORTS "RAILROAD CROSSING ELIMINATION PROGRAM" APPLICATION FOR DALLAS PROJECT

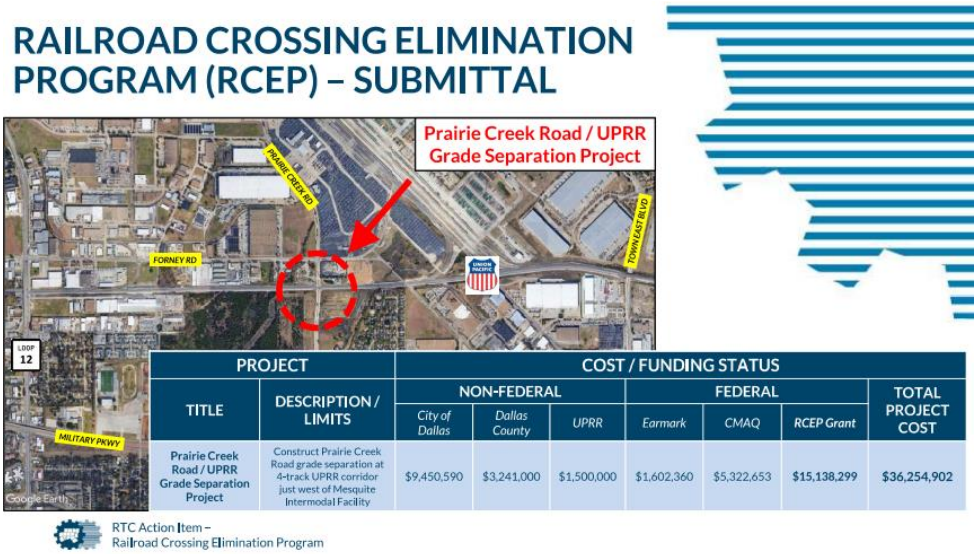
At their September meeting, the **RTC approved** North Central Texas Council of Governments (NCTCOG) staff's request to submit **the Prairie Creek Road/Union Pacific Railroad Grade Separation project for funding through the Federal Railroad Administration's (FRA) FY 2022 Railroad Crossing Elimination Program (RCEP).**

The RCEP funds highway-rail or pathway-rail grade crossing improvement projects focused on enhancing the safety and mobility of people and goods.

The project cost totals $36,254,902.

Through the grant, NCTCOG will request $15,138,299 in federal funds for the project.

The City of Dallas has already committed $9.4 million towards the project. Dallas County and Union Pacific Railroad will support the project with $3.2 million and $1.5 million, respectively.



PROJECT		COST / FUNDING STATUS						
		NON-FEDERAL			FEDERAL			TOTAL PROJECT COST
TITLE	DESCRIPTION / LIMITS	City of Dallas	Dallas County	UPRR	Earmark	CMAQ	RCEP Grant	
Prairie Creek Road / UPRR Grade Separation Project	Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility	$9,450,590	$3,241,000	$1,500,000	$1,602,360	$5,322,653	$15,138,299	$36,254,902

The grant application deadline is October 4, 2022, with an anticipated notification of award announcement in spring 2023.

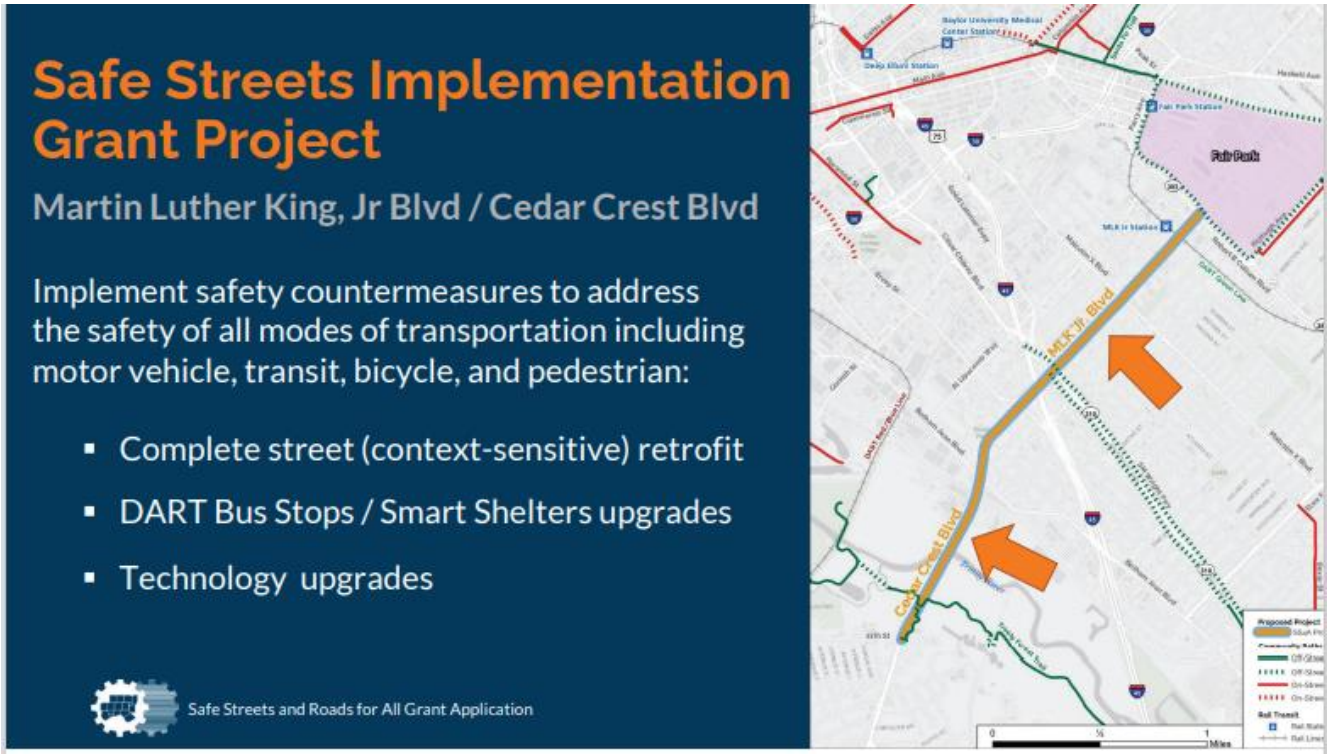
NATIONAL DRIVE ELECTRIC WEEK EVENT ON CITY HALL PLAZA OCTOBER 2ND

National Drive Electric Week is September 23rd through October 2nd. Local events include a series of webinars and a showcase **in-person event at Dallas City Hall Plaza on Sunday, October 2nd from 3:00 PM to 6:00 PM**. Attendees can experience a wide variety of electric vehicles, mix and mingle with current EV owners, take a ride or test drive, and receive information from recharging companies and innovative energy solutions. Food trucks will be available.

See 2022 National Drive Electric Week (dfwcleancities.org) for more information.

RTC Supports "Safe Streets for All" Grant Application for MLK/Cedar Crest Corridor

The RTC approved NCTCOG staff's request to submit a regional application for the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program for **the Martin Luther King, Jr. Blvd/Cedar Crest Blvd. corridor.**



The total project is anticipated to cost $27.5 million. NCTCOG staff will request $21.8 million from the grant with the local match being provided by the City of Dallas ($5.25 million) and DART ($200,000).

The application due date was September 15th with an anticipated notification of award announcement in spring 2023.

High Speed Rail

Michael Morris, Director of Transportation for the North Central Texas Council of Governments, **published an article** entitled "*Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality.*" **The full article is attached at the end of this report.**

Upcoming Meetings

The **next RTC meeting is in-person and is scheduled for October 13, 2022** at 1:00 PM in the Transportation Council Room at the NCTCOG headquarters (616 Six Flags Drive, Arlington, Texas 76011).

SANTA FE TRAIL PEDESTRIAN BRIDGE REOPENED

The Santa Fe Trail pedestrian bridge over SH 78 (Garland Rd./Grand Ave.) **reopened to trail users on September 2nd.**

The trail had been closed over the summer as part of the ongoing $6.3 million project to improve the SH 78 (Garland Rd./Grand Ave.) intersection at Gaston Avenue. **The overall project is scheduled to complete in spring 2023, weather permitting.**

Reminders about the project:

- The existing intersection is being reconfigured to provide safer turning movements and more efficient through-lanes on SH 78.
- New access points will be constructed for pedestrians and cycling traffic to safely cross through the intersection.
- Drivers should remain alert to various lane closures and traffic shifts in this area throughout the project.

MO BUR PROMOTED TO DIRECTOR OF PROJECT DEVELOPMENT

Mohamad "Mo" Bur, P.E. was promoted to serve as the Texas Department of Transportation's (TxDOT) Director of Project Development where he will direct and coordinate the Department's project development divisions (Environmental, Right-of-Way, Professional Engineering and Procurement Services, Design, Alternative Delivery, and Transportation Programs) to ensure the state's transportation system and portfolio is planned and developed in a safe, timely, efficient, and effective manner.

Mr. Bur started as the Dallas District Engineer in June 2018. **He will continue to serve as the Dallas District Engineer until a replacement is named**.

TEXAS TRANSPORTATION COMMISSION APPROVES 2023 UNIFIED TRANSPORTATION PLAN

On August 30th, the Texas Transportation Commission ("Commission") approved **the 2023 Unified Transportation Plan (UTP) advancing an $85 billion, 10-year statewide roadway construction plan.** The 2023 UTP is $10.5 billion more than the 2022 UTP.

The UTP is the document that authorizes highway projects for development and construction. Additionally, the UTP identifies public transportation, maritime, aviation, and rail investments. Projects are selected by TxDOT and local transportation leaders based on effectiveness in addressing criteria such as safety,

pavement condition, capacity, and rural connectivity, with opportunities for public input at both the state and local levels.

The 2023 UTP reflects a continued focus on improving transportation safety as the top priority, maintaining the current system, addressing traffic congestion, and improving statewide connectivity over the next decade.

The UTP coincides with **an additional $32 billion** over the life of the program **for routine maintenance contracts and project development** such as planning, professional engineering and right of way acquisition **for a total investment of $118 billion statewide.**

More information on the UTP projects is available at Unified Transportation Program (txdot.gov)

DART BOARD APPROVES RETURNING FUNDS TO MEMBER CITIES

At their August 23, 2022 Board meeting, **the Dallas Area Rapid Transit (DART) Board approved a one-time distribution of $214 million in unallocated Sales Tax Revenue Funds to DART's 13 Service Area Cities.**

Unspent Funds

The Federal government provided operating funds during COVID which DART used entirely. As a result of this influx of federal funds, DART did not spend all sales tax collections in FY2021 and FY2022.

These offset sales tax revenues, previously unallocated, will be distributed to the cities to be used for the public transportation system or complementary transportation system purposes which include:

- Special transportation services for a person who is elderly or has a disability,
- Medical transportation services,
- Assistance in street modifications as necessary to accommodate the public transportation system,
- Any other service that complements the public transportation system, including providing parking garages.

Distribution Methodology

The methodology for distributing the funds back to the Service Area Cities is still under discussion. **The Board is anticipated to vote on specific distributions at their September 27th Board meeting.**

CHANGES TO BUS AND GOLINK SERVICES STARTING SEPTEMBER 26TH

Below are several improvements and adjustments which have occurred since the most recent service change. **Some of these changes have already taken effect or will become effective on Monday, September 26, 2022.**

For more information about these changes, please visit DART Service Changes.

Bus Route Changes

Bus Route	Change
Route 45 (Marsalis)	To provide more direct service to Camp Wisdom Station, buses operating outbound will continue on University Hills Boulevard, turn left on Camp Wisdom Road to Patrol Way and into the station. Service inbound to downtown Dallas will travel over the same route in reverse. Routing on Concetro, Lazy River, Sax Leigh, Troyglen and Firebird will be discontinued. A minor schedule change will also occur.
Route 224 (I-30 Broadway) and **Route 383 (Lake Ray Hubbard Transit Center Express)**	All trips between Lake Ray Hubbard Transit Center and downtown Dallas were modified to travel over Green Belt, Duck Creek and Broadway, as of August 1, 2022, re-establishing service to the Walmart Supercenter and other businesses in the Broadway/Interstate 30 area. ***NOTE:*** *Only Route 224 will be serving these facilities, as Route 383 will be operating non-stop*
Route 230 (Irving Blvd. DFW)	Following a temporary relocation at the DFW Airport Rental Car Center, the northern terminus of Route 230 (previously 408) was returned to DFW's nearby Remote South Parking Lot during summer of 2022.
Route 436 (Parkland Empire Central Shuttle)	On August 17, 2022, Parkland Shuttle Route 436 was discontinued, ending a long-standing agreement between Parkland and DART to provide service for patients and staff. Pending the outcome of a September 27 public hearing, Routes 434 and 435 may cease operation as well, effective October 31. UT-Southwestern shuttles 422 and 423 continue to serve the district, along with 7-day-a-week DART Routes 1, 23, 57, 101, 213, 219, 222 and 230.
Route 442 (SMU Blue Express Shuttle)	On August 1, in conjunction with the fall semester, SMU replaced the Bush Library/Meadows Museum shuttle service with a new campus circulator, named the "Blue Express." Buses on the new route travel basically in an outer loop, serving 14 stops between the East and Main campuses on a half-hourly schedule, weekdays between 5:30 a.m. and 11:30 p.m. The 442 number has been

	retained in the DART system for easy access to service information and updates. ***NOTE:*** *Service to the Bush and Meadows facilities remains available from SMU/Mockingbird Station on the current Route 440-SMU Express, which has also been given the designation "Red Express" to complement the new Blue route as a campus circulator service.*

Bus Schedule Adjustments

The following routes will have minor schedule changes, and in some cases, a slight timepoint adjustment: Routes13, 45, 218, 222, 230, 232 and 235.

For the most up-to-date information, please obtain new timetables dated September 26, 2022.

Bus Bay Modifications – Hatcher Station

Installation of a new sidewalk has reduced the number of bus bays to three.

Revised bay assignments:

- Route13-downtown Dallas - Bay 1
- Route 13-MLK, Jr. Station - Bay 2
- Paratransit and Rail Disruption Shuttle - Bay 3
- Route 216 continues to serve the station from Elsie Faye Heggins Street.

Bus Bay Modifications - Addison Transit Center

The following bus bay changes were implemented during the summer of 2022.

- Two new bus bays — 12 and 13 — were added outside the Center on westbound Arapaho Road.
- Route 227 now occupies Bay 12
- Route 235 boards at Bay 13.

These changes are considered temporary, as the facility awaits renovation in conjunction with the arrival of Silver Line regional rail service.

GoLink Changes - Keller Springs Zone

In response to customer requests, service has been extended beyond the northern zone boundaries to the Walmart at 18121 Marsh Lane @ Frankford Road (Dallas, TX 75287).

GoLink Changes - Preston Hollow Zone

To reestablish service along the Dennis Road corridor, this zone has been extended three quarters of a mile to the west, providing customers new access to Royal Lane Station, the transfer island to Park Cities GoLink at Marsh Lane and Northwest Highway, and the Walmart at Marsh and Midway Road.

The addition expands the zone to 9.22 square miles and is bordered by Webb Chapel Road, Jerridee Circle, Grissom Lane and Allister Street. This change adds GoLink service to Sierra Vista Apartments, Northaven Park Apartments, and Northaven Terrace Apartments.

CHARLES CATO APPOINTED AS DART'S CHIEF OF POLICE

Charles Cato has been selected as the new chief of police at DART and started on September 6, 2022.

Chief Cato will direct and oversee the DART Police Department including sworn officers, emergency preparedness, security services and related functions to carry out DART's safety, security and emergency preparedness initiatives. He will lead a team of over 250 licensed peace officers, as well as 110 fare enforcement officers and 67 support staff.

Cato joined DART from the City of Mesquite, where he served as the chief of police and was responsible for leading, planning, and directing a staff of 331 employees, including 243 sworn and 88 non-sworn personnel.

Prior to his role in Mesquite, **he served as the first assistant chief of police at the Dallas Police Department**. As second in command of the police department, he was responsible for planning, implementing, and directing the day-to-day operations of 3500 sworn and 500 non-sworn personnel.

UPCOMING MEETING

The next DART Board meeting will be on **September 27, 2022,** at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.

DALLAS COUNTY
Texas Est. 1846

UPDATE - RIVERFRONT BOULEVARD PROJECT

At their August meeting, the RTC approved changes to the project limits that were recommended by the City, Dallas County and NCTCOG staff.

As a reminder, there were technical design challenges within the Union Pacific Railroad (UPRR) right-of-way (under the railroad that crosses Riverfront just north of the Courthouse) that have significantly impacted the timely implementation of this project.

City and County staff proposed amending the project limits to exclude roadway reconstruction within the UPRR right-of-way.

This proposed change of scope required approval by the RTC.

With the RTC's approval of the change, the current expectation is that project construction will start in fall 2023.

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

BOARD MEETING HELD AUGUST 17, 2022

The NTTA Board of Directors held their regular meeting on Wednesday, August 17, 2022. There were no committee meetings conducted in August.

The Board approved contracts for 2023 fleet vehicles and for a Dallas North Tollway corridor study.

The Board also approved construction speed limits on the Dallas North Tollway, and refunding documents and the Preliminary Official Statement for Series 2022 bonds.

The Board received briefings on the 2022 2nd Quarter Investment Report, the 2021 Business Diversity attainment results, 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 July 2022.

Finally, the Board entered into Executive Session to receive legal counsel on cyber security issues and to discuss personnel related items.

UPCOMING MEETING

The next Board meeting is scheduled at **10:00 AM on Wednesday, September 21, 2022,** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

DRMC

GUEST SPEAKER

Mo Bur, Director of Project Development for the Texas Department of Transportation (TxDOT), **was the speaker** at the September 9th Dallas Regional Mobility Coalition (DRMC) meeting.

Mr. Bur briefed the DRMC Board on the Texas Transportation Commission's (TTC) recently approved 2023 Unified Transportation Program (UTP). More information on this topic can be found in the TxDOT section on page three of this report.

UPCOMING MEETING

The next DRMC Board meeting is scheduled at **11:00 AM on Friday, October 14, 2022** at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

TEX-21
Transportation Excellence for the 21st Century

SEPTEMBER MEETING HELD IN HOUSTON

The TEX-21 Statewide meeting **was held September 9th.** The meeting was focused on transit opportunities and transportation commerce, including corridor coalitions and other multimodal transportation opportunities.

One of the key agenda items was a discussion by **Jefferson County Judge, Jeff Branick,** speaking on the **necessity of improving US-287,** the corridor that travels 754 miles in Texas from the ports of Beaumont/Port Arthur through to the Panhandle region.

This is an important initiative for the City of Dallas and the International Inland Port of Dallas (IIPOD) area because US 287 is a major connector for both IH-35 and IH-45, connecting southeast to the Texas coast and northwest to the Texas Panhandle and impacting freight movement.

UPCOMING MEETING

The next TEX-21 will be held on **Friday, September 30, 2022, hosted by Lamar University and Jefferson County (Beaumont).**

TEX-21 is an organization whose purpose is to join together cities, counties, private businesses, ports, and transportation entities in a collective, informed voice to the State and Federal Executive and Legislative Policymakers to improve transportation in Texas. This effort includes strategies to increase investment in multi-modal transportation infrastructure, improve the planning and management of our transportation facilities, and increase the awareness of the importance of transportation to all areas of Texas.

DFW AIRPORT BOARD WELCOMES NEW MEMBER

The DFW Airport Board held a swearing-in ceremony for the newest board member from the City of Dallas, Vincent Hall. He was appointed by the Dallas City Council at the August 24th City Council meeting.

Mr. Hall occupies the seat vacated by former Board Member Eddie Reeves.

UPCOMING MEETING

The next board meeting will be held on Thursday, October 13, 2022. For more information, please visit www.dfwairport.com/board.

Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a “one seat” ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

continued

Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product though the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Staff Director to the Regional Transportation Council

RTC
Regional Transportation Council

North Central Texas
Council of Governments

City of Dallas

1500 Marilla Street
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Dallas, Texas 75201

Agenda Information Sheet

File #: 22-2124 **Item #:** N

Committee Forecast

Update: 09/14/2022

Transportation and Infrastructure Committee Forecast		
Committee Date	**Briefing Item/ Report**	**Presenter(s)**
October 17, 2022	DART/CITY Quarterly Meeting	City of Dallas
	Long Range Water Supply (**Presentation**)	Terry Lowery, Director, Dallas Water Utilities
	Dock less Vehicle Permit Program Rules Update- (**Memorandum**)	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, Director, Department of Public Works
	Committee Forecast	
November 8, 2022	Alley Conversion Update (**Presentation**)	Ali Hatefi, Director, Department of Public Works
	City Code Amendment (**Presentation**)	Ali Hatefi, Director, Department of Public Works
	DFW Airport Board (***Tentative**)	
	Dock less Vehicle Permit Program Rules Update (**Memorandum**)	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, Director, Department of Public Works
	Committee Forecast	

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Agenda Information Sheet

File #: 22-2129 **Item #:** O

Aviation: Authorize the first amendment to the development agreement between the City of Dallas and Burchfield & Partners, LLC to extend the deadline for completing the development project and to increase the City's reimbursement amount for the development of certain airport-owned common-use improvements at Dallas Executive Airport - Not to exceed $600,000.00 - Financing: Aviation Construction Fund (subject to annual appropriations)

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Agenda Information Sheet

File #: 22-2132 **Item #:** P

Aviation: Authorize the Second Amendment to the Dallas Love Field Food and Beverage Concession Contract at Dallas Love Field Airport dated March 7, 2012, originally entered with Gina Puente Ventures, Inc. succeeded in interest by Puente Enterprises, Inc., with CBC SSP America DAL, LLC by Resolution No. 15-1335 to (1) exercise both one-year renewal terms provided for in the concession contract for the space formerly branded as Sky Canyon; and (2) add two one-year extension terms to the concession contract - Estimated Revenue: Aviation Fund $824,000.00

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Agenda Information Sheet

File #: 22-2133 **Item #:** Q

Aviation: Authorize (1) a three-year professional services contract, with two one-year extension options at the City's discretion, with HNTB Corporation to provide consulting services for construction management, project management and inspection services for various capital improvement projects within the Dallas Airport System; and (2) the establishment of appropriations in an amount not to exceed $20,537,251.38 in the Aviation Passenger Facility Charge - Near Term Project Fund - Not to exceed $20,537,251.38 - Financing: Aviation Passenger Facility Charge - Near Term Project Fund

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Agenda Information Sheet

File #: 22-2134 **Item #:** R

Public Works: An ordinance abandoning a portion of a sanitary sewer easement to Hardwood Cedars Developers, LLC, the abutting owner, containing approximately 1,413 square feet of land, located near the intersection of Harwood and Corinth Streets - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-2135 **Item #:** S

Public Works: An ordinance abandoning a portion of a water easement to Bent Tree Flats, LP, the abutting owner, containing approximately 450 square feet of land, located near the intersection of the Dallas North Tollway and Trinity Mills Road - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-2136 **Item #:** T

Public Works: An ordinance abandoning portions of Altamoore Drive to TC Cedar-Alt Distribution Center, LLC, the abutting owner, containing a total of approximately 70,624 square feet of land, located near the intersection of Altamoore Drive and Cedardale Road; and authorizing the quitclaim; and providing for the dedication of a total of approximately 81,095 square feet of land needed for street right-of-way - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-2137 **Item #:** U

Public Works: An ordinance abandoning portions of two temporary working space easements to IDIL Prairie Creek, LLC, the abutting owner, containing a total of approximately 62,345 square feet of land, located near the intersection of Military Parkway and Prairie Creek Road; and providing for the dedication of a total of approximately 19,244 square feet of land needed for a sanitary sewer easement - Revenue: General Fund $5,400.00, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-2138 **Item #:** V

Public Works: An ordinance granting a private license to Fenix TX Owner LP for the use of a total of approximately 7,914 square feet of aerial space and land to occupy, maintain and utilize four electrical conduits, thirty-seven trees, sixteen tree grates, thirty-seven uplights, four landscape and irrigation areas, four bollards, a landscape buffer, a bench and a trash receptacle on and under portions of Zang Boulevard, Beckley Avenue, Colorado Boulevard and Madison Avenue rights-of-way located near its intersection with Zang Boulevard - Revenue: General Fund $4,000 annually and $1,800 one-time fee, plus the $20.00 ordinance publication fee

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Agenda Information Sheet

File #: 22-2139 **Item #:** W

Public Works: Authorize a five-year lease agreement, with two five-year renewal options with ChildCare Group, Texas for approximately 13,607 square feet of office space located at 2922 Martin Luther King, Jr. Boulevard, Building D to be used as a childcare center for the period October 1, 2022 through September 30, 2027 - Revenue: General Fund $240,000.00

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Agenda Information Sheet

File #: 22-2140 **Item #:** X

Public Works: Authorize acquisition of a wastewater easement from Delert Investments, Inc., of a total of approximately 23,058 square feet of land located near the intersection of Preston and Arapaho Roads for the McKamy and Osage Branch Wastewater Interceptor Project - Not to exceed $400,000.00 ($393,312.00, plus closing costs and title expenses not to exceed $6,688.00) - Financing: Wastewater Capital Improvement F Fund

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Agenda Information Sheet

File #: 22-2141 **Item #:** Y

Public Works: Authorize acquisition from Computer Science Innovations LLC Series 12, of approximately 7,158 square feet of land improved with a manufactured dwelling located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed $78,000.00 ($75,000.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

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Agenda Information Sheet

File #: 22-2142 **Item #:** Z

Public Works: Authorize acquisition from the Estate of Ronald Dean Harris, Estate of Starlett Kay Harris Spicer, Estate of Patricia Louise Cox, and Donald Ray Harris, of approximately 8,730 square feet of land located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed $13,264.00 ($10,264.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

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Agenda Information Sheet

File #: 22-2143 **Item #:** A1

Public Works: Authorize acquisition from the Heirs at Law of Thomas D. Coates, of approximately 30,710 square feet of land located in Dallas County for the Southwest 120/96-inch Water Transmission Pipeline Project - Not to exceed $95,130.00 ($92,130.00, plus closing costs and title expenses not to exceed $3,000.00) - Financing: Water Construction Fund

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Agenda Information Sheet

File #: 22-2144 **Item #:** A2

Public Works: Authorize an amendment to an existing lease agreement for an additional five-years with the United States of America General Services Administration to extend the lease agreement for approximately 3,043 square feet of land located at 211 South Houston Street, to be used as an outdoor playground for the period April 1, 2022 through March 31, 2027 - Revenue: General Fund $99,726.00

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Agenda Information Sheet

File #: 22-2145 **Item #:** A3

Public Works: Authorize a construction services contract for the construction of Alley Reconstruction Group 17-4002 (list attached to the Agenda Information sheet) - HD Way Concrete Service LLC, lowest responsible bidder of four - Not to exceed $1,653,450.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,247,560.00), Wastewater Capital Improvement G Fund ($400,590.00), and Wastewater Construction Fund ($5,300.00)

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Agenda Information Sheet

File #: 22-2146 **Item #:** A4

Public Works: Authorize a construction services contract for the construction of Canada Drive from Westmoreland Road to North Hampton Road and South Canada Drive from Calypso Street to Canada Drive East - Tiseo Paving Company, lowest responsible bidder of two - Not to exceed $23,237,640.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($21,570,623.25), Water Construction Fund ($1,288,377.75), Wastewater Capital Improvement G Fund ($361,541.50), and Wastewater Construction Fund ($17,098.00)

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Agenda Information Sheet

File #: 22-2147 **Item #:** A5

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 12-463 (list attached to the Agenda Information Sheet) - DDM Construction Corporation, lowest responsible bidder of two - Not to exceed $6,489,720.23 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($5,442,720.50), Water Construction Fund ($27,500.00), Wastewater Capital Improvement G Fund ($992,899.73), and Wastewater Construction Fund ($26,600.00)

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Agenda Information Sheet

File #: 22-2148 **Item #:** A6

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 17-1405 (list attached to the Agenda Information Sheet) - Aushill Construction, LLC, lowest responsible bidder of four - Not to exceed $2,132,880.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,633,770.00), Water Construction Fund ($327,710.00), Wastewater Capital Improvement G Fund ($161,850.00), and Wastewater Construction Fund ($9,550.00)

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Agenda Information Sheet

File #: 22-2149 **Item #:** A7

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 17-3004 (list attached to the Agenda Information Sheet) - Jeske Construction Co., lowest responsible bidder of two - Not to exceed $2,829,300.00 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($2,300,175.00), and Water Construction Fund ($529,125.00)

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Agenda Information Sheet

File #: 22-2150 **Item #:** A8

Public Works: Authorize a construction services contract for the construction of Street Reconstruction Group 17-8002 (list attached to the Agenda Information Sheet) - Estrada Concrete Company, LLC, lowest responsible bidder of two - Not to exceed $2,817,726.40 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,990,770.00), Water Construction Fund ($420,826.20), Wastewater Capital Improvement G Fund ($382,095.20), and Wastewater Construction Fund ($24,035.00)

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Agenda Information Sheet

File #: 22-2151 **Item #:** A9

Public Works: Authorize a construction services contract for the construction of Target Neighborhood Group 17-6008 (list attached to the Agenda Information Sheet) - Estrada Concrete Company, LLC lowest responsible bidder of two - Not to exceed $2,484,326.90 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Funds) ($1,991,810.00), Water Construction Fund ($301,837.00), Wastewater Capital Improvement G Fund ($181,649.90), and Wastewater Construction Fund ($9,030.00)

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File #: 22-2152 **Item #:** A10

Public Works: Authorize a construction services contract for the construction of the Coombs Creek Trail Extension Project from JR Drive to Beckley Avenue - RoeschCo Construction, LLC, lowest responsible bidder of two - Not to exceed $3,852,762.50 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($2,177,762.50) and Capital Projects Reimbursement Fund ($1,675,000.00)

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Agenda Information Sheet

File #: 22-2153 **Item #:** A11

Public Works: Authorize a construction services contract for the construction of the Lamar Street Streetscape, Lamar Street from Wood Street to Elm Street - Gibson & Associates, Inc., lowest responsible bidder of two - Not to exceed $5,058,058.04 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund)

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File #: 22-2155 **Item #:** A12

Public Works: Authorize Supplemental Agreement No. 1 to the professional services contract with Halff Associates, Inc., to provide additional engineering design services and necessary design modifications of 10th Street from Interstate Highway 35 to Clarendon Drive to avoid impact to the cemetery at 100 North Moore Street - Not to exceed $134,500.00, from $290,165.40 to $424,665.40 - Financing: Street and Transportation (A) Fund (2017 General Obligation Bond Fund) ($134,500.00)

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Agenda Information Sheet

File #: 22-2156 **Item #:** A13

Transportation: Authorize (1) an Advance Funding Agreement with the Texas Department of Transportation (TxDOT) in the estimated amount of $2,666,473.52 for a U.S. Department of Transportation - Federal Highway Administration 2020 Highway Safety Improvement Program Grant (CSJ 0918-47-347, etc., CFDA No. 20.205) in the amount of $2,176,081.00 as Federal participation, $378,245.96 ($203,245.96 for direct state costs paid to TxDOT and an estimated $175,000.00 for design, which is being done by City of Dallas staff) as local participation, and $112,146.56 State participation for indirect state costs to design, upgrade, and/or construct five traffic signals and associated off-system intersection improvements at: Marsalis Avenue at Overton Road, Kiest Boulevard at Beckley Avenue, Kiest Boulevard at Westmoreland Road, Kiest Boulevard at Polk Street and Illinois Avenue at Ewing Avenue; and (2) the disbursement of funds in an amount not to exceed $203,245.96 to TxDOT from the Coronavirus State and Local Fiscal Recovery Fund - Not to exceed $203,245.96 - Financing: Coronavirus State and Local Fiscal Recovery Fund

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File #: 22-2157 **Item #:** A14

Transportation: Authorize a Multiple Use Agreement with the Texas Department of Transportation for the use of right-of-way at the Routh Street/Woodall Rodgers Intersection as part of the Routh Street Gateway Sidewalk Improvement Project (AD465121) - Financing: This action has no cost consideration to the City (see Fiscal Information)

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File #: 22-2158 **Item #:** A15

Dallas Water Utilities: Authorize Supplemental Agreement No. 1 to the professional services contract with Freese and Nichols, Inc. for additional engineering services associated with the replacement and rehabilitation of wastewater mains at five locations (list attached to the Agenda Information Sheet) - Not to exceed $1,378,737.00, from $2,854,123.00 to $4,232,860.00 - Financing: Wastewater Capital Improvement F Fund